



**Warrenton Planning Commission
AGENDA**

**February 13, 2020 | 6 PM | City Hall - Commission
Chambers**

1. Attendance
2. Flag Salute
3. Public Comment Period on *Non-Agenda* Items
4. Approval of minutes of January 9, 2020
 - *Action Item: Motion to Adopt*
5. **Eagle Landing Apartments | Site Design Review (Continued)**
 - Applicant: Stan Johnson, Astoria NW Homes
 - Proposal: Construct 16 units of apartments in two buildings with common open space and trail access adjacent to Spur 104 and Skipanon River
 - *Action Item: Recommendation to approve with conditions.*
6. **Pacific Seafood Warehouse | Site Design Review - Modification**
 - Applicant: Pacific Seafood
 - Proposal: Construct 2000 SF addition to existing warehouse
 - *Action Item: Recommendation to approve with conditions.*
7. Staff Announcements & Project Updates
8. **Next Meeting:** March 13, 2020
 - Warrenton School District Campus Master Plan | Site Design Review of Middle School



**Minutes
Warrenton Planning Commission
January 9, 2019**

Clatsop County Jail Site Design & Variance: Continued
Eagle Landing Apartments/Site Design SDR-19-7
Latitude 46 Apartments/Conditional Use CUP-19-3 & Site Design SDR-19-10

Planning Commissioners Present: Chair Paul Mitchell, Vice-Chair Chris Hayward, Ken Yuill, Christine Bridgens, Mike Moha, Lylla Gaebel. Excused absence: Tommy Smith

Staff Present: Janice Weese, Building Clerk. Excused absence: Planning Director Kevin Cronin. City Manager Linda Engbretson and City Attorney Spencer Parsons were present.

Flag Salute

Approval of Minutes: Mr. Yuill motioned to approve the December 12, 2019 minutes. Ms. Bridgens seconded. All approved. Ms. Gaebel abstained.

Mr. Mitchell added onto the agenda the nomination of commissioners for the new year. Ms. Bridgens nominated Mr. Mitchell to remain as Chair. Seconded by Ms. Gaebel. All in favor. Mr. Mitchell nominated Mr. Hayward to remain as Vice-chair. Mr. Yuill seconded. All in favor.

Commissioners with conflicts of interest or bias opinions on proposal: All replied no.

Subject of Review: Mr. Mitchell reopened the Clatsop County Jail review from last month's meeting.

Staff Report: Ms. Engbretson stated that there was not an updated staff report related to the Clatsop County Jail Site and Design. Based on the Planning Commission continuance at the last meeting and discussion, the concerns were that the sidewalks and the existing shoulder should be widened. The continuation of this meeting was to provide additional time to come up with other solutions.

Applicant Testimony

Jesse Winterowd, WinterBrook Planning
610 SW Alder Street Suite 810
Portland, OR 97205

Feels that Mr. Cronin's conditions of approval were fair. If additional safety improvements are requested, they would like that they would be tied to occupancy rather than building permits so they can get the building built while they work out the other items.

Terry Hendricks
Assistant Public Works Director for Clatsop County
1100 Olney Avenue
Astoria, OR 97103

Gave some history on multiple dates and conversations that were between Clatsop County and the City of Warrenton regarding bike lanes, street widths and sidewalks to improve the safety along SW 19th Street. Had discussions with DSL on the wetland issues in that area and it was determined that there would be significant delays and cost involved to proceed in installing sidewalks due to mitigation.

Mr. Hendricks went on to say that the that the county was given the go ahead to proceed with installing six foot wide bike paths on either side of 19th street. This project has always been separate from the jail relocation project. In the preapplication meeting regarding the new jail facility, it was suggested by Mr. Cronin that the bike path should be identified as a multiuse path. Mr. Hendricks also noted that in the December 12 staff report as a condition of approval for the multiuse path, a fog line or a cross hatch design that delineates the pedestrian path from the roadway be installed. Also, that the crosswalk be installed with either concrete or thermoplastic material in the revised site plan. The county had agreed to those conditions of approval and has already installed the fog line.

Monica Steele
Assistant Clatsop County Manager
800 Exchange Street.
Astoria, OR 97103

Mentioned that Mr. Cronin stated that a planned multiuse path along SE 19th Street would suffice. Adding 910 feet of sidewalk to the area in front of the property where the jail relocation is taking place would be an additional \$135,000 to the \$250,000 dollars that they have already spent. It would be more money if mitigation is required. Ms. Steele remarked on Mr. Fulton's statement that the county has the funds in their budget to do this; but noted that the county has a limited budget and resources to provide throughout the county. To spend another \$220,000 dollars for 910 feet of sidewalk would postpone other projects that they have planned until the resources are available in the future. Also

remarked that Mr. Fulton stated that Warrenton Fiber is being required to build a sidewalk to no-where. The portion of Bugle Road that Warrenton Fiber is constructing will be connecting to the portion of Bugle Road that the county is developing which will have sidewalks on both sides of the road as well as lightening. The portion of Bugle Road that the county is constructing when it comes to the bike paths will then slope down gradually to the multiuse path.

There was concern on how many visitors the jail will have verses what the Youth Correctional Facility had. The county jail will have approximately ten fewer employees than what Oregon Youth Authority had. The Sheriff's Department determines that date and hours of visitation to the jail. It will be a controlled number.

Feels that the county is in line with what the City of Warrenton staff has recommended. They have added the additional eight inch stripping and also will be adding multiuse path templates for the entire length of SE 19th Street.

Mr. Yuill spoke up and asked when will the county complete their portion of Bugle Road. Ms. Steele replied that they are planning on having that done by this summer. Mr. Yuill also asked that when the road is done, will it connect to the sidewalks that are already on Ensign Lane. Ms. Steele stated yes, there will be sidewalks on both the west and east sides. What is on Ensign now will come around and go on both sides of Bugle on their portion. If they were required to put in 910 feet of sidewalk, it would be near Chokeberry heading West on SE 19th Street until you get to the end of the jail development property. The county is not developing anything past the jail at this time.

Todd Mobley
Lancaster Engineering
321 SW 4th Avenue Suite 400
Portland, OR 97204

They prepared the traffic analysis that is already in the record but was asked to take a closer look at SE 19th Street configuration. Will submit into the record a two page memorandum. The posted speed is 35 mph which is relatively slow. Found that the multiuse path would be adequately safe for pedestrians and bicycles to share where the jail site will be. They compared the path against national standards. The standards for a shared use path is a minimum width of six feet for a one way path. The one by the jail will have a path on both sides. The likelihood of two pedestrians meeting at the same time or a pedestrian and a bike would be pretty low. The six foot wide multiuse path meets the standards in the Warrenton Code.

Public Hearing Closed

Ms. Bridgens spoke up and commented that in Warrenton's new transportation plan the entire street is considered a major collector and the code requires six foot sidewalks. There are sidewalks all around the county properties by Costco, the car dealership, and down passed 19th Street. Also by the dog pound and Senior Service Center; and the new school

will be coming soon. Thinks that all of SE 19th Street should have sidewalks for public safety.

Mr. Parsons spoke up and said that in Kevin's staff report the standard for the major collector facility would be satisfied by the multiuse path as long as it met the standard for those paths in the Development Code; that they be at least six feet wide. Not all major collector streets will look exactly the same.

There was more discussion on Bugle Road and where it meets Ensign Lane and the sidewalks that will be connecting them.

Public Hearing Closed

Discussion Among Commissioners

Mr. Mitchell spoke up and said that around eighteen months ago the planning commission voted to accept pathways on a much busier road than what this is now for property that was being purchased by Fort George. Doesn't think it should be the responsibility of the County to put sidewalks on the whole street just because they are building a new jail. If the pathway is done properly, he wants to go in that direction and have pathways installed.

Mr. Yuill chimed in and said the county did widen both sides of the road by six additional feet. There will also be double sidewalks on the portion of Bugle that will be built this year and will connect on Ensign. You will be able to go all the way through on the sidewalk back into the neighborhood and then to the school. Feels that is the main issue. Everything else is being done in good faith and is a great improvement of what is there.

Emil Hameed, Project Manager
Cornerstone Management Group, LLC
Portland, OR 97217

Mr. Hameed spoke up and drew a sketch on the whiteboard of what the multiuse path and crosswalk would look like.

Mr. Hayward brought up that the fact that the county was going to come up with something besides the fog line for safety purposes.

Public Hearing Reopened

Ms. Steele spoke up and stated that the county is open to making some improvements through painting and striping. Showed pictures of what is being done in Sunriver and in Portland. Proposed that the entire SE 19th Street on both sides be painted green for the multiuse path. They will be getting a multiuse path stencil for painting.

Mr. Winterowd spoke about the connection of the pedestrian pathway between 19th street and the jail by using a cement raised pathway that would transition to the multiuse path and then to the jail.

Public Hearing Closed
Motion by Commissioners

Ms. Bridgens motioned based on the findings of the facts in the record, public testimony and conditions of approval; including a six foot concrete pathway along the frontage of the subject sidewalk move to approve SDR-19-9 and VAR-19-3.

No-one seconded.

Mr. Hayward motioned based on the findings of the facts in the record, public testimony and conditions of approval move to approve SDR-19-9 and VAR-19-3. Added number ten that there be reflected paint on both sides of the road preferably in orange for pedestrians. Mr. Yuill seconded. Mr. Moya aye, Mr. Mitchell aye. Ms. Bridgens nay. Ms. Gaebel abstained.

Subject of Review: Eagle Landing Apartments Site Design

Public Hearing Open

At the recommendation of the City Manager and City Council The Eagle Apartments will continue to the February 13th commission meeting. The City Manager had two written testimonies that was received and was entered into the record.

Subject of Review: Latitude 46 Apartments / Conditional Use Permit & Site Design

Commissioners with conflicts of interest or bias opinions on proposal: All replied no.

Staff Report: Mr. Parsons spoke up and stated that Mr. Cronin had identified several standards that he had determined have not been addressed or satisfied. Referred to page 24 in the staff report that the garage or carport standards have not been addressed and does not have a grading or stormwater plan. Also does not have anything from the school district about the school capacity. Based on those things Kevin had requested the Planning Commission continue the hearing to allow the applicant to address those issues.

Ms. Engbretson stated that on page 25 it said that the fire department and conditions were attached for the record and they were not included.

Applicant Testimony

Mike Morgan, Planning Consultant
P.O. Box 132
Cannon Beach, OR

The project is for 28 units. The Palmberg project is adjacent on two sides of this project. The property is completely flat. The project will have 2 bedrooms and 1 bath. They are

considering them as work force housing. They are designed to meet the median income of households that make \$50,000.00 a year in Clatsop County. The rent will be in the \$1100 and \$1200 a month range. They will have a storage building for each unit. The project exceeds the minimum requirement by a significant amount. There will also be landscaping all around the project with picnic tables and amenities. The Canessa family is planning on building, owning and managing it themselves.

If there is no way around the requirement of having carports/garage then they would apply for a variance down the road. Also they are aware the project cannot be built until two pump stations are completed in the Marlin and Fred Meyer area; that would give them around six to eight months to apply for the carport standards. Would like the Planning Commission to consider eliminating the carport/garage requirement because of the impact on the rent and what they would look like. They will have 36inch front doors on the design of the building. Noted that the school district superintendent stated that the school can handle any future students from this complex. The storage building that they are providing for each tenant will help in keeping bicycles etc. enclosed. All the storm drainage will be handled with the Palmberg property and piped down to county wetlands which is next to 101. The half street improvements are shown on SE Jetty and SE 13th Place. SE 13th Street has been vacated a long time ago so there is private property that is shared between the Canessas and the Palmbergs. Feels that the driveways width of 24 feet meet the Fire Departments requirements for access since it is not a city street. Thinks that the dumpster and recycling bins location can be worked out before construction begins. Mr. Mitchell remarked that there is no place where the children can play.

Jennifer Canessa
90435 Gander Road
Astoria, OR 97103

Addressed the playground comment by saying that it was a liability issue with their insurance and that it was not specifically in the code to have a playground. They did not know it was a requirement. They have other amenities for their tenants. Having carports over the pavement will block off all the landscaping that they are putting in. Would prefer not to have carports.

David Beam, Lower Columbia Engineering
58640 McNulty Way
St. Helens, OR 97051

Discussed that the stormwater will have catch basins in the parking lot that will capture the rainwater on the impervious surface. It will then be tied to pipes and roof drains then continue around to the Palmberg property. From there, it will be picked up with their

catch basins and discharged to a detention pond. From the detention pond it will go down to the existing national wetland inventory next to highway 101.

Jason Palmberg
P.O. Box 173
Astoria, OR 97103

Will do a single entrance to his property and the Canessa's. Does not agree with the 36foot wide entrance because he feels it's a driveway and not a private street. People will want to park on either side of the entrance and cause congestion if the entrance is 36feet wide. Supports having no carports or garages. Storm calculations have gone to the county and have been technically approved.

There was discussion on having safe bus pull outs and a bus route for the new development and the increase of people in that area.

Bob May
1320 SE Jetty Avenue
Warrenton, OR 97146

Not for or against the project. Wants the property to be properly surveyed and documented at the county. Thinks that the 94 units on a 26 foot road will be a problem. Questioned if the sewer line will be a local improvement district or will the Nygaard's pay out of pocket for it. The pump stations on Marlin are always being worked on. Thinks they should be remodeled or new ones put in.

Rebuttal

Mr. Morgan spoke with the Public Works Director on the two pump stations that need to be rebuilt. The details on how the cost of this will be handled through the advanced financing program still needs to be worked out.

The sewer line will be sized all the way out to 104. The houses along Jetty will benefit from the extension and will be able to utilize it for future development.

The city did not require a traffic impact study for this project. Mr. Palmberg's project did have one. Lancaster Engineering determined that Mr. Palmberg's 66 units had an acceptable level of traffic so no additional intersection improvements were needed.

Rebuttal Closed

Hearing Reopened

Mr. Palmberg reiterated that the traffic study that he had done for his project was barely over half of the trips per day that was going to trigger any type of intersection change. They are also adding another 6 feet of street to their side plus sidewalks.

Public Testimony Closed

Mr. Yuill expressed concern about the pump station upgrades and how the development will affect the capacity of the wastewater treatment plant. Ms. Engbretson replied that there is a plan in place to add more capacity out there in the future. The water is more of a concern than the wastewater treatment plant capacity right now.

Public Testimony Reopened

Dave DuHaime, Project Manager
Lower Columbia Engineering, LLC
58640 McNulty Way
St. Helens, OR 97051

Spoke with the Fire Chief on Tuesday over the phone and he said that if there was anything that he saw on the plans that would cause him any concerns after they received their Conditional Use Permit they would get together and talk about the requirements for the fire department.

Ms. Canessa stood up and said that the buildings will be sprinkled.

Closed

Discussion Among Commissioners

Mr. Hayward said that they have details to work out but is an appropriate project that fits the zone.

Motion by Commissioners

Mr. Yuill motioned to continue to the February 13 meeting to get more input from the Public Works Director on the capacity of the wastewater treatment facility and any other comments he might have. Ms. Bridgens seconded.

Ms. Bridgens yes; Mr. Yuill yes; Ms. Gaebel yes; Mr. Moya no; Mr. Hayward no; Mr. Mitchell no.

Tie vote the motioned failed.

Mr. Hayward motioned to approve CUP-19-3 and SDR-19-10 with conditions of approval in the staff report. Mr. Moha seconded. All in favor. Mr. Yuill voted nay. Motioned passed.

Staff Announcements

Reminder that the townhall meeting is on Thursday January 23 6:00pm at the Community Center. Lisa Phelps from DLCD and Warrenton’s legal counsel Spencer Parsons will be giving training on land use requirements and procedures.

Meeting Adjourned

Submitted and attested by

Janice Weese, Building Clerk

Approved by

Paul Mitchell, Commission Chair

**CITY OF WARRENTON
PLANNING AND BUILDING DEPARTMENT**

**COMMERCIAL SITE DESIGN
APPLICATION**

To be accompanied by a Site Plan Map, copy of property deed and if applicable, a Letter of Authorization.

OFFICE USE ONLY	
FILE #	<u>SDR-19-7</u> FEE \$ <u>1000⁰⁰</u>
ZONING DISTRICT	<u>350⁰⁰</u>
RECEIPT #	<u>8800876</u> FLOOD PLAIN DEV PERMIT
DATE RECEIVED	<u>9/4/19</u>

The site plan review process is a method for assuring compliance with the City of Warrenton Comprehensive Plan and Development Code, and to ensure wise utilization of natural resources, and the proper integration of land uses utilizing appropriate landscaping or screening measures. A commercial enterprise must also consider traffic circulation patterns, off-street parking, refuse containers, safe exit and entrance to the business, building height, dust control, future widening of major thoroughfares, and signs. Please answer the questions as completely as possible.

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Legal Description of the Subject Property: Township 8N, Range 10W, Section(s) 28AD,
Tax Lot(s) 02500

Property street address not yet assigned

I/WE, THE UNDERSIGNED APPLICANT(S) OR AUTHORIZED AGENT, AFFIRM BY MY/OUR SIGNATURE(S) THAT THE INFORMATION CONTAINED IN THE FOREGOING APPLICATION AND ASSOCIATED SUBMISSIONS IS TRUE AND CORRECT.

APPLICANT:

Printed Name: Stan Johnson

Signature:  Date: 9-4-2019

Address: 92732 Fern Hill Rd Astoria OR 97103

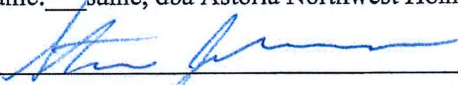
Phone: 503.741.6165

City/State/Zip: Astoria OR 97103-8206

Fax: _____

PROPERTY OWNER (if different from Applicant):

Printed Name: same, dba Astoria Northwest Homes Inc

Signature:  Date: _____

Address: SAME Phone: _____

E-mail Address: _____

City/State/Zip: _____ Fax: _____

1. In detail, please describe your proposal:

Development of 0.76 acres for two apartment buildings with a total of 16 dwelling units. Project includes extension of utilities to the site, 27 parking spaces, one-way loop circulation system, and landscaping. See attached narrative for detail.

2. Describe what type of business, commodity sold or manufactured, or service you are proposing.

No applicable.

Current number of employees: _____
Projected number of customers per day _____
Days of operation _____ Hours of operation _____
Number of shipments/deliveries per day _____ per week _____
By what method will these be arriving/sent? _____

3. Does this property have an existing business or businesses?

No.

If yes, please list the business names and their addresses, and note these businesses on your site plan map.

4. Is there a residence or residences on this property? No.

If yes, please list the number of residences and please show these structures on your site plan map.

5. Availability of services: City water 18-inch main in highway, City sewer 12-inch pipe in highway

6. If you are an existing business, are materials or merchandise currently being stored on site?

Not applicable

Where and how do you propose to store materials or merchandise for sale or processing?

Not applicable

7. What percentage of the property is currently landscaped? 0

What percentage of the property do you propose to landscape as part of this project? +/- 30 %

8. How do you intend to irrigate the existing and proposed landscaping? Underground system.

9. Signs require the submittal of a separate application, which may be submitted in conjunction with this site plan application.

10. Please explain how you propose to provide for the drainage of this property, or explain why no additional drainage consideration is necessary. Storm water runoff from the parking lot will be directed to a catch basin in the parking lot and discharged to the north of the property into undeveloped SE 15 Way ROW. See Drawing Sheet 3, attached impact study and narrative for detail.

11. Please provide the type of development on the neighboring properties.

North: undeveloped
South: undeveloped
East: undeveloped
West: Skipanon River

12. Provide samples of the building materials for the exterior of the building with detail description of where each type and color will be used in the construction and finishing of the building.

See attached photographs for typical colors and placement.

13. Will all parking for your business be provided on the property? Yes XX No _____ All parking must be shown on your site plan map. If off-street parking is to be provided on another property, please attach a copy of the parking easement or agreement from the property owner; or will off-street parking be provided along the abutting street.

14. How does this request comply with the Warrenton Development Code Chapter 16, Section 16.40 (General Commercial)?

It doesn't because the zoning is R-H, High Density Residential. Please refer to attached narrative for a detailed discussion of the proposal's compliance with pertinent and applicable standards of the development code.

15. Orientation of proposed building(s) (see Section 16.116.030 in the Warrenton Development Code)

The two buildings are oriented toward Highway 104 Spur.

16. Please address (on separate sheet of paper) all applicable sections of Design Standards (copy attached) out of the Warrenton Development Code.

**PLEASE UNDERSTAND THAT THIS APPLICATION WILL NOT BE OFFICIALLY ACCEPTED
UNTIL DEPARTMENT STAFF HAS DETERMINED THAT THE APPLICATION IS
COMPLETELY FILLED OUT AND THE SITE PLAN MAP REQUIREMENTS HAVE BEEN
COMPLETED.**

commercial site design application
October 2018

Return Application To:

**City of Warrenton
Planning and Building Department
PO Box 250
225 S. Main Street
Warrenton, Oregon 97146**

**Phone: 503-861-0920
Fax: 503-861-2351**

MAP INSTRUCTIONS AND CHECKLIST

A Site Plan Map, which shows all existing and proposed structures and parking areas, must accompany this application. The following checklist identifies the specific information which should be included on this map.

- Title the map "Commercial Site Design".
- The map may be drawn on 8 ½ x 11 or 8 ½ x 14 inch white paper.
- Township, Range, Section and Tax Lot number of the subject property(ies) shall be included.
- North arrow, date, and map scale in one inch intervals (1" = 20') shall be noted.
- Shape, dimensions, and square footage of the parcel shall be shown. Draw the property line with a solid black line and label adjacent street(s), if any.
- Identify existing and proposed easements with a dotted line.
- Identify the location and direction of all water courses and drainage ways, as well as the location of the 100-year floodplain, if applicable.
- Illustrate all existing buildings and their sizes.
- Illustrate all proposed new construction with dashed lines (include dimensions).
- Illustrate parking area with number of spaces and access drive areas. If off-street parking is to be provided, even in part, on another property, please show its location on your site plan map, and attach a copy of the parking easement or agreement from the adjoining property owner.
- Illustrate the entrance and exit points to the property, pattern of traffic flow, loading and unloading area, sidewalks and bike paths.
- Illustrate the existing or proposed location, height, and material of all fences and walls.
- Illustrate existing or proposed trash and garbage container locations, including type of screening.
- Name of the person who prepared the map.
- Location, type and height of outdoor lighting.

___ Location of mailboxes if known.

___ Locations, sizes, and types of signs (shall comply with Chapter 16.144 of the Warrenton Development Code).

___ Map shall show entire tax lot plus surrounding properties.

___ Identification of slopes greater than 10%.

___ location, condition and width of all public and private streets, drives, sidewalks, pathways, right-of-ways, and easements on the site and adjoining the site.

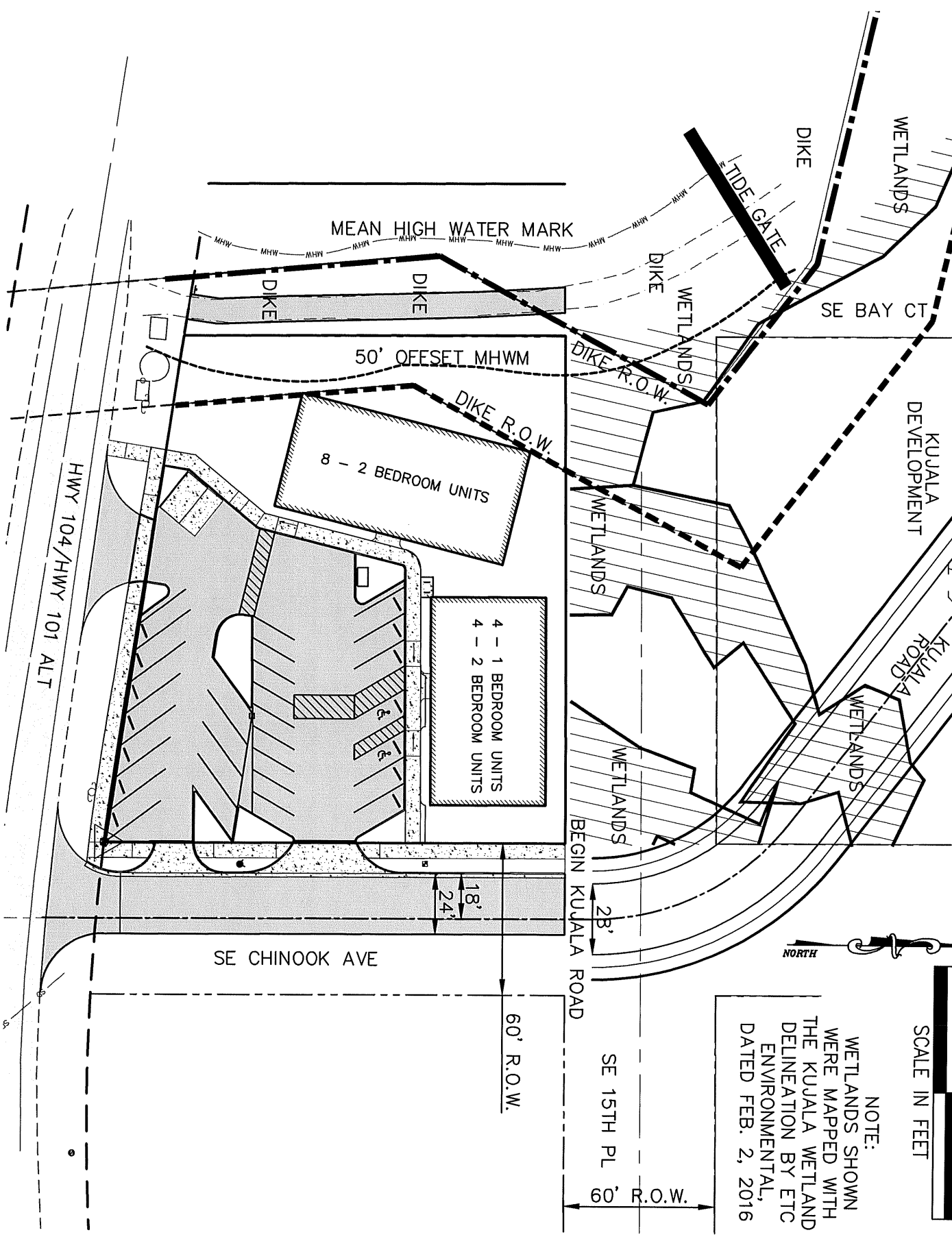
___ Identify designated flood hazard area(s).

___ Show wetland and riparian areas, streams and/or wildlife areas.

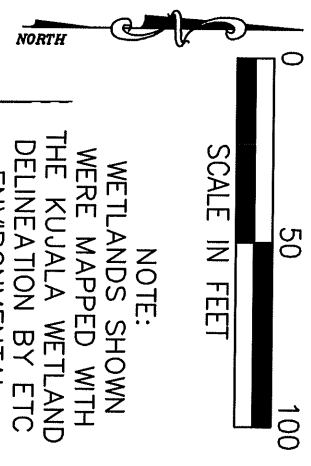
___ Any designated historic and cultural resources areas on the site and/or adjacent parcels or lots.

___ Location, size and type of trees and other vegetation on the property.

EAGLES LANDING APARTMENTS KUJALA WETLANDS MAPPING



NOTE:
WETLANDS SHOWN
WERE MAPPED WITH
THE KUJALA WETLAND
DELINEATION BY ETC
ENVIRONMENTAL,
DATED FEB. 2, 2016



February 6, 2020

TO: Warrenton Planning Commission
FROM: Kevin A. Cronin, AICP, Assistant City Manager/Community Development Director
RE: Site Design Review Application (File: SDR 19-7) | Eagle Landing Apartments

Background

Stan Johnson of Astoria NW Homes submitted a site design review application for a 16 unit apartment project with the Skipanon River Trail as common open space and off street parking in the RH High Density Residential Zone located adjacent to Spur 104. The subject property is .76 acres and identified as Tax Lot(s) 81028AD 002500. No site address has been assigned.

The property was rezoned to RH in 2017, which allows “multifamily” as an outright permitted 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 as residential from a land use perspective.

Development Process & Review Timeline

A pre-application conference was held May 8, 2019 and notes were shared with the applicant in a memo dated May 16, 2019. The application, including responses to pre-application notes, was received September 4, 2019 and deemed complete November 14, 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 13, 2019 and published in *The Columbia Press* on December 20, 2019. Two written public comments were received and are enclosed. Affected agency notice was emailed on December 17, 2019. No comments have been received. The Planning Commission opened a public hearing on January 9, 2020 and continued the hearing until February 13, 2020.

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 and has a city levee on the west property line along the Skipanon River. There are no fences on site or other visible structures other than a city owned pump facility. The site does not have a system of city streets built but are platted for future development. The adjacent properties are vacant. Drainage will most likely have to be directed toward a new city street. There is no sidewalk or shoulder on OR Spur 104, a state highway that is a substandard arterial according to the TSP. There are no nuisance code violations. However, the City received a complaint about the site being used for storage of materials, which is a violation prior to land use approval or a temporary use permit. The applicant’s representative was notified. As mentioned, the property was rezoned (RZ 17-2) to RH from R10. No other applications were found in the address file.

Applicable Criteria

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

- 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)
- Stormwater & Surface Water Management Standards (16.140)
- Site Design Review Application & Review Procedures (16.212)
- Flood Hazard Overlay District (16.88)
- Multifamily Design Standards (16.188)
- Large Scale Development (16.192)

Only the applicable standards are addressed below. Portions that do not apply have been omitted. Findings are made based on the site plan dated October 31, 2019 from Erik Hoovestol, PE, Firwood Design Group, LLC. Subsequently, new information was submitted on February X, 2020 to address concerns raised in the January 2, 2020 staff report.

FINDINGS

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 16 units with a maximum of 20 units allowed. The lot coverage standard is also met. Setbacks are applicable are measured from the orientation of the front entrance of each building. The proposal includes a 22 foot setback from the top of bank on the levee, 13 foot setback from the side on Building A (closest to the river) and an 8 foot setback to the rear on Building B. The latter does not meet the rear setback standard of 15 feet. The side setback to the street is 15 feet, which meets the 10 foot minimum for a corner lot. 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: There is no outside sales or storage being proposed. A sign permit will be applied for at a later date. According to the proposed landscaping plan, there is no visual buffer of evergreen landscaping. This standard applies since the project is adjacent to residential zones (R10). However, the City received a pre-application request for a zone change/master plan for the adjacent property to the north. The City can't speculate the outcome of any future zone change. However, staff has suggested a condition of approval.

The proposal includes off street parking but does NOT include a design to accommodate garages or carports to satisfy the standard. All other standards are addressed below or do not apply. See condition 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: Spur 104 is a public street owned by ODOT and vehicular access standards apply. A new public street is proposed to access the site. 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 one way driveway will access a new public street. An access permit will be required from ODOT.

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: The proposed site will create a new access from a new public street. A formal one way driveway is proposed and will meet width and distance standards. Additional access is requested from Spur 104. An access permit is required from ODOT. No additional easements are required or requested for access to the lot. Access width is 24 feet. See conditions of approval.

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. See conditions of approval.

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 Chinook Ave to a half street local city standard as well as improve Spur 104 with a sidewalk. However, SE 15th Place, a platted street, is not designed to the same local street standard as required by Code. See conditions of approval. The applicant will need to coordinate with ODOT and the adjacent property owner on design and construction of Spur 104 and the private street, respectively. If the applicant demonstrates there are significant wetlands that would impact the construction of SE 15th Pl then a street vacation will be required as a condition of approval.

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 related

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 thermoplastic crosswalk from each driveway location to each building that as sidewalk around the perimeter. In addition, the Skipanon River Trail is proposed for asphalt paving to the property line and installation of a trail sign. A sidewalk is proposed on Spur 104 and the new public street. However, there are no street improvements proposed at the platted street 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. Landscape 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. Landscape Materials

E. Landscape 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 has categories of plantings but does not specify the species. Specific landscaping materials will be required at building permit stage to comply with the native vegetation standards. The proposed groundcover meets the standard. At 33%, 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 cyclone fence 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 that is located in parking lots and garages and not in the street right-of-way) shall be determined based on the standards in Table 16.128.030.A.

A. General Provisions.

1. *Groups of four or more off-street parking spaces shall be served by a driveway or aisle so that no backing movements or other maneuvering within a street or right-of-way, other than an alley, will be required. Section 16.120.020 contains driveway opening and width standards.*
2. *Service drives or aisles to off-street parking areas shall be designed and constructed to facilitate the flow of traffic and to provide maximum safety to pedestrian, bicycle, and vehicular traffic on the site.*
3. *Service drives or aisles shall be clearly and permanently marked and defined through the use of bumper rails, fences, buildings, walls, painting, or other appropriate markers.*
4. *Fractional space requirements shall be counted as a whole space.*
5. *All parking lots shall be designed and constructed to meet the City standards of Section 16.120.020, this chapter, Chapter 16.136, and this Code.*

Staff finding: Fifteen (15) standard parking spaces and Ten (10) compact spaces are identified on the plans submitted. Off-street requirements state the following:

**Table 16.128.030.A
 Off-Street Parking Requirements**

<i>Multifamily</i>	<i>1 bedroom = 1.5 spaces</i> <i>2 bedroom = 1.75 spaces</i>
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Parking Summary:

Number of Units:	12 2 bedroom units = 1.75 x 12 = 21	
	4 1 bedroom units = 1.5 x 4 = 6	
Total Parking Spaces Required:	27 spaces	
Total Parking Spaces Provided:	27 spaces (15+10 with 2 ADA spaces)	
Compact Spaces:	10	
Dimensions:	9 x 20 feet 7.5 x 16.5 feet	

Standard parking spaces shall conform to the dimensions in Figure 16.128.030.C. Disabled person parking spaces shall conform to the standards (and dimensions) in this section. Standard is met. Parking lot lighting is proposed but a schematic or elevation was not included. A pedestrian scale lighting plan is required as a condition of approval.

16.128.040 Bicycle Parking Requirements.

A. *All uses shall provide bicycle parking in conformance with the following standards which are evaluated during development review or site design review.*

C. Design and Location.

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 (2 racks) are required. The rack is proposed between the two building by the walkway. Long term spaces are proposed under the stairwell. Locking mechanisms will be verified on site. 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 and surface water management 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 revised 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. Any signage installed at the site shall be submitted for review to the Planning Department 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. Standard is met.

16.88.030 Flood Hazard Overlay District - Administration.

- A. Establishment of Floodplain Development Permit. *A floodplain development permit, in addition to any regular building permit and/or grading permit that may be required, shall be obtained before construction or development begins in any area of special flood hazard established in Section 16.88.010. The permit shall be for all structures including manufactured homes, as set forth in the "definitions," and for all development including fill and other activities.*
- B. *Application for a development permit shall be made on forms furnished by the Planning and Building Department and may include but not be limited to plans in duplicate drawn to scale showing the nature, location, dimensions, and elevations of the area in question; existing or proposed structures, fill, storage of materials, drainage facilities, and the location of the foregoing. Specifically, the following information is required:*
 1. *Description of proposed development.*
 2. *Size and location of proposed development (site plan required).*
 3. *Base flood elevation at the site.*
 4. *Elevation in relation to mean sea level, of the lowest floor (including basement) of all structures.*
 5. *Elevation to which floodproofing has occurred (if any).*
 6. *Certification by a registered professional engineer or architect that the floodproofing methods for any nonresidential structure meet the floodproofing criteria in Section 16.88.040.*
 7. *Elevation in relation to mean sea level of floodproofing in any structure.*
 8. *Description of the extent to which any watercourse will be altered or relocated as a result of proposed development.*
 9. *FEMA/NFIP elevation certificate completed by a land surveyor, engineer, or architect who is authorized by law to certify elevation information (for all new structures and substantial improvements unless otherwise exempt from this requirement by state or federal law).*
- C. Duties and Responsibilities. *The duties of the Community Development Director or designee shall include, but not be limited to:*
 1. *Review all building permits to determine that the permit requirements and conditions of this chapter have been satisfied.*

2. *Review all development permits to require that all necessary permits have been obtained from those federal, state, or local governmental agencies from which prior approval is required.*
3. *Review all development permits in the area of special flood hazard to determine if the proposed development adversely affects the flood carrying capacity of the area.*

Staff Finding: The proposed area appears to be inside the AE Zone and floodplain review is required. CREST will conduct a review of the pre and post construction elevation certificate for compliance. See conditions of approval.

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 submitted as part of the site plan application. The City Engineer has reviewed the plan 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 improving the Skipanon River Trail. This area is identified in the Warrenton Trails Master Plan, acts as a usable space open to the public, which meets the standard. The

trail will continue to be built as new development continues north of the site. Public Works has an inventory of trail signs that can be installed. In addition, a substantial and permanent trailhead structure marking the beginning of the trail would suffice. The building mass standard is met with buildings less than 200 feet. Trash enclosure includes a six foot fence. 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 findings in support of meeting the utilities criteria. However, there is no preliminary stormwater report. There is a letter (email) 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) setback standards, 3) evergreen landscape buffer, and 4) meeting the street standard at back property line (SE 15th Place). However, staff has recommended conditions of approval to address the peculiarities of the proposal.

Based on the findings above, SDR 19-7, and new information- including a revised site plan - provided by the applicant's consultant, the proposed apartment project can meet the basic requirements of the Development Code. Staff is recommending approval, subject to the following conditions of approval:

1. Site plan shall be revised to illustrate location of carports or garages for 16 spaces. If the City Commission adopts a new ordinance to remove the requirement for multifamily apartments prior to building permit issuance, this condition will not apply. Building permits cannot be issued until either the project contains garages/carports or the City Commission adopts an ordinance to remove the requirement.
2. Elevations demonstrating compliance with 36 inch wide front door shall be submitted for review and verified at building permit phase.
3. There shall be no storage of materials outside.
4. Fire Department comments and conditions are attached for the record.
5. A sign permit shall be required if the applicant chooses to add signage on the building or a monument sign at the front entrance.

6. 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 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 public 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. Address conditions of approval in City Engineer, Adam Dailey's engineering review report.
 - g. Dumpster location must meet the City's enclosure standards. Applicant will work with Public Works to determine appropriate location and configuration.
7. 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.
8. Parking lot lighting design shall be pedestrian scaled and submitted for review and approval prior to building permit issuance.
9. 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. All invasive or non-native vegetation shall be removed.
 - d. A revised plan submitted for review and approval prior to building permits being issued.
 - e. Evergreen buffer shall be designed and installed along SE 15th Place.
 - f. All landscaping shall be verified prior to Certificate of Occupancy.
10. Half street improvements along the right-of-way shall meet TSP standards and include street trees and streetlights using the City's recommended list. If the Commission accepts findings of fact that wetlands are delineated on the platted section of SE 15th Place, a street vacation application shall be submitted prior to building permits.
11. 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.
12. An erosion control plan shall be submitted for review and issued prior to any grading permit. Site shall be inspected for erosion control prior to foundation permit.

13. 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 trail features in the common open space area, including trailhead structure, signs, and paving materials. The Public Works Department shall review and approve prior to issuance of building permits.
14. If the City receives and approves a zone change/master plan application from the adjacent property to the north (Kujala) then the evergreen buffer and setback standards shall not apply assuming the zone change request upzones the area to RH or CMU zoning districts. In the event a zone change is not applied for or approved, the setback and evergreen buffer standards shall be applied and verified prior to certificate of occupancy.
15. A certified floodplain manager shall review and approve the pre and post elevation certificates to meet floodplain development standards.

Suggested Motion: Based on the total amount of evidence in the record, findings of fact, testimony from the applicant, and revised site plan I move to approve SDR 19-7 with conditions of approval contained in the staff report.

January 2, 2020

TO: Warrenton Planning Commission
FROM: Kevin A. Cronin, AICP, Assistant City Manager/Community Development Director
RE: Site Design Review Application (File: SDR 19-7) | Eagle Landing Apartments

Background

Stan Johnson of Astoria NW Homes submitted a site design review application for a 16 unit apartment project with the Skipanon River Trail as common open space and off street parking in the RH High Density Residential Zone located adjacent to Spur 104. The subject property is .76 acres and identified as Tax Lot(s) 81028AD 002500. No site address has been assigned.

The property was rezoned to RH in 2017, which allows "multifamily" as an outright permitted 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 as residential from a land use perspective.

Development Process & Review Timeline

A pre-application conference was held May 8, 2019 and notes were shared with the applicant in a memo dated May 16, 2019. The application, including responses to pre-application notes, was received September 4, 2019 and deemed complete November 14, 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 13, 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 and has a city levee on the west property line along the Skipanon River. There are no fences on site or other visible structures other than a city owned pump facility. The site does not have a system of city streets built but are platted for future development. The adjacent properties are vacant. Drainage will most likely have to be directed toward a new city street. There is no sidewalk or shoulder on OR Spur 104, a state highway that is a substandard arterial according to the TSP. There are no nuisance code violations. However, the City received a complaint about the site being used for storage of materials, which is a violation prior to land use approval or a temporary use permit. The applicant's representative was notified. As mentioned, the property was rezoned (RZ 17-2) to RH from R10. No other applications were found in the address file.

Applicable Criteria

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

- 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)
- Stormwater & Surface Water Management Standards (16.140)
- Site Design Review Application & Review Procedures (16.212)
- Flood Hazard Overlay District (16.88)
- Multifamily Design Standards (16.188)
- Large Scale Development (16.192)

Only the applicable standards are addressed below. Portions that do not apply have been omitted. Findings are made based on the site plan dated October 31, 2019 from Erik Hoovestol, PE, Firwood Design Group, LLC.

FINDINGS

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 16 units with a maximum of 20 units allowed. The lot coverage standard is also met. Setbacks are applicable are measured from the orientation of the front entrance of each building. The proposal includes a 22 foot setback from the top of bank on the levee, 13 foot setback from the side on Building A (closest to the river) and an 8 foot setback to the rear on Building B. The latter does not meet the rear setback standard of 15 feet. The side setback to the street is 15 feet, which meets the 10 foot minimum for a corner lot. 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: There is no outside sales or storage being proposed. A sign permit will be applied for at a later date. According to the proposed landscaping plan, there is no visual buffer of evergreen landscaping. This standard applies since the project is adjacent to residential zones (R10). The proposal includes off street parking but does NOT include a design to accommodate 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: Spur 104 is a public street owned by ODOT and vehicular access standards apply. A new public street is proposed to access the site. 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 one way driveway will access a new public street. An access permit will be required from ODOT.

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.

1. 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: The proposed site will create a new access from a new public street. A formal one way driveway is proposed and will meet width and distance standards. Additional access is requested from Spur 104. An access permit is required from ODOT. No additional easements are required or requested for access to the lot. Access width is 24 feet. See conditions of approval.

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. See conditions of approval.

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 Chinook Ave to a half street city standard as well as improve Spur 104 with a sidewalk. However, SE 15th Place, a platted street, is not designed to the same local street standard as required by Code. See conditions of approval. The applicant will need to coordinate with ODOT and the adjacent property owner on design and construction of Spur 104 and the private street, respectively.

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 related

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 thermoplastic crosswalk from each driveway location to each building that as sidewalk around the perimeter. In addition, the Skipanon River Trail is proposed for asphalt paving to the property line and installation of a trail sign. A sidewalk is proposed on Spur 104 and the new public street. However, there are no street improvements proposed at the platted street 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. Landscape 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. Landscape Materials

E. Landscape 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 has categories of plantings but does not specify the species. Specific landscaping materials will be required at building permit stage to comply with the native vegetation standards. The proposed groundcover meets the standard. At 33%, 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 cyclone fence 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 that is located in parking lots and garages and not in the street right-of-way) shall be determined based on the standards in Table 16.128.030.A.

A. General Provisions.

1. *Groups of four or more off-street parking spaces shall be served by a driveway or aisle so that no backing movements or other maneuvering within a street or right-of-way, other than an alley, will be required. Section 16.120.020 contains driveway opening and width standards.*
2. *Service drives or aisles to off-street parking areas shall be designed and constructed to facilitate the flow of traffic and to provide maximum safety to pedestrian, bicycle, and vehicular traffic on the site.*
3. *Service drives or aisles shall be clearly and permanently marked and defined through the use of bumper rails, fences, buildings, walls, painting, or other appropriate markers.*

4. *Fractional space requirements shall be counted as a whole space.*
5. *All parking lots shall be designed and constructed to meet the City standards of Section 16.120.020, this chapter, Chapter 16.136, and this Code.*

Staff finding: Fifteen (15) standard parking spaces and Ten (10) compact spaces are identified on the plans submitted. Off-street requirements state the following:

**Table 16.128.030.A
 Off-Street Parking Requirements**

<i>Multifamily</i>	<i>1 bedroom = 1.5 spaces</i>
	<i>2 bedroom = 1.75 spaces</i>

Parking Summary:

Number of Units:	12 2 bedroom units = $1.75 \times 12 = 21$
	4 1 bedroom units = $1.5 \times 4 = 6$
Total Parking Spaces Required:	27 spaces
Total Parking Spaces Provided:	27 spaces (15+10 with 2 ADA spaces)
Compact Spaces:	10
Dimensions:	9 x 20 feet 7.5 x 16.5 feet

Standard parking spaces shall conform to the dimensions in Figure 16.128.030.C. Disabled person parking spaces shall conform to the standards (and dimensions) in this section. Standard is met. Parking lot lighting is proposed but a schematic or elevation was not included. A pedestrian scale lighting plan is required as a condition of approval.

16.128.040 Bicycle Parking Requirements.

- A. *All uses shall provide bicycle parking in conformance with the following standards which are evaluated during development review or site design review.*
 - C. **Design and Location.**
 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 (2 racks) are required. The rack is proposed between the two building by the walkway. Long term spaces are proposed under the stairwell. Locking mechanisms will be verified on site. 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 and surface water management 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. Any signage installed at the site shall be submitted for review to the Planning Department 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. Standard is met.

16.88.030 Flood Hazard Overlay District - Administration.

A. Establishment of Floodplain Development Permit. A floodplain development permit, in addition to any regular building permit and/or grading permit that may be required, shall be obtained before construction or development begins in any area of special flood hazard established in Section 16.88.010. The permit shall be for all structures including manufactured homes, as set forth in the "definitions," and for all development including fill and other activities.

B. Application for a development permit shall be made on forms furnished by the Planning and Building Department and may include but not be limited to plans in duplicate drawn to scale showing the nature, location, dimensions, and elevations of the area in question; existing or proposed structures, fill, storage of materials, drainage facilities, and the location of the foregoing. Specifically, the following information is required:

1. Description of proposed development.
2. Size and location of proposed development (site plan required).
3. Base flood elevation at the site.
4. Elevation in relation to mean sea level, of the lowest floor (including basement) of all structures.
5. Elevation to which floodproofing has occurred (if any).
6. Certification by a registered professional engineer or architect that the floodproofing methods for any nonresidential structure meet the floodproofing criteria in Section 16.88.040.
7. Elevation in relation to mean sea level of floodproofing in any structure.
8. Description of the extent to which any watercourse will be altered or relocated as a result of proposed development.
9. FEMA/NFIP elevation certificate completed by a land surveyor, engineer, or architect who is authorized by law to certify elevation information (for all new structures and substantial improvements unless otherwise exempt from this requirement by state or federal law).

C. Duties and Responsibilities. The duties of the Community Development Director or designee shall include, but not be limited to:

1. Review all building permits to determine that the permit requirements and conditions of this chapter have been satisfied.
2. Review all development permits to require that all necessary permits have been obtained from those federal, state, or local governmental agencies from which prior approval is required.
3. Review all development permits in the area of special flood hazard to determine if the proposed development adversely affects the flood carrying capacity of the area.

Staff Finding: The proposed area appears to be inside the AE Zone and floodplain review is required. CREST will conduct a review of the pre and post construction elevation certificate for compliance. See conditions of approval.

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 submitted as part of the site plan application. The City Engineer has reviewed the plan 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 improving the Skipanon River Trail. This area is identified in the Warrenton Trails Master Plan, acts as a usable space open to the public, which meets the standard. The trail will continue to be built as new development continues north of the site. Public Works has an inventory of trail signs that can be installed. A trailhead structure marking the beginning of the trail would suffice. The building mass standard is met with buildings less than 200 feet. Trash enclosure includes a six foot fence. 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 findings in support of meeting 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) setback standards, 3) evergreen landscape buffer, 4) meeting the street standard at back property line (SE 15th Place), and 5) evidence that the school district can handle the capacity.

Based on the findings above, SDR 19-7, the proposed apartment project 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. At this time, staff will present conditions of approval referred to above.

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.

EXHIBIT TO ACCOMPANY FEMA ELEVATION CERTIFICATE

LOTS 1-16, BLOCK 21, SPOKANE ADDITION TO WARRENTON
 NE 1/4 OF SEC. 28, T8N, R10W, W.M.
 CITY OF WARRENTON, COUNTY OF CLATSOP, STATE OF OREGON

11/13/2019

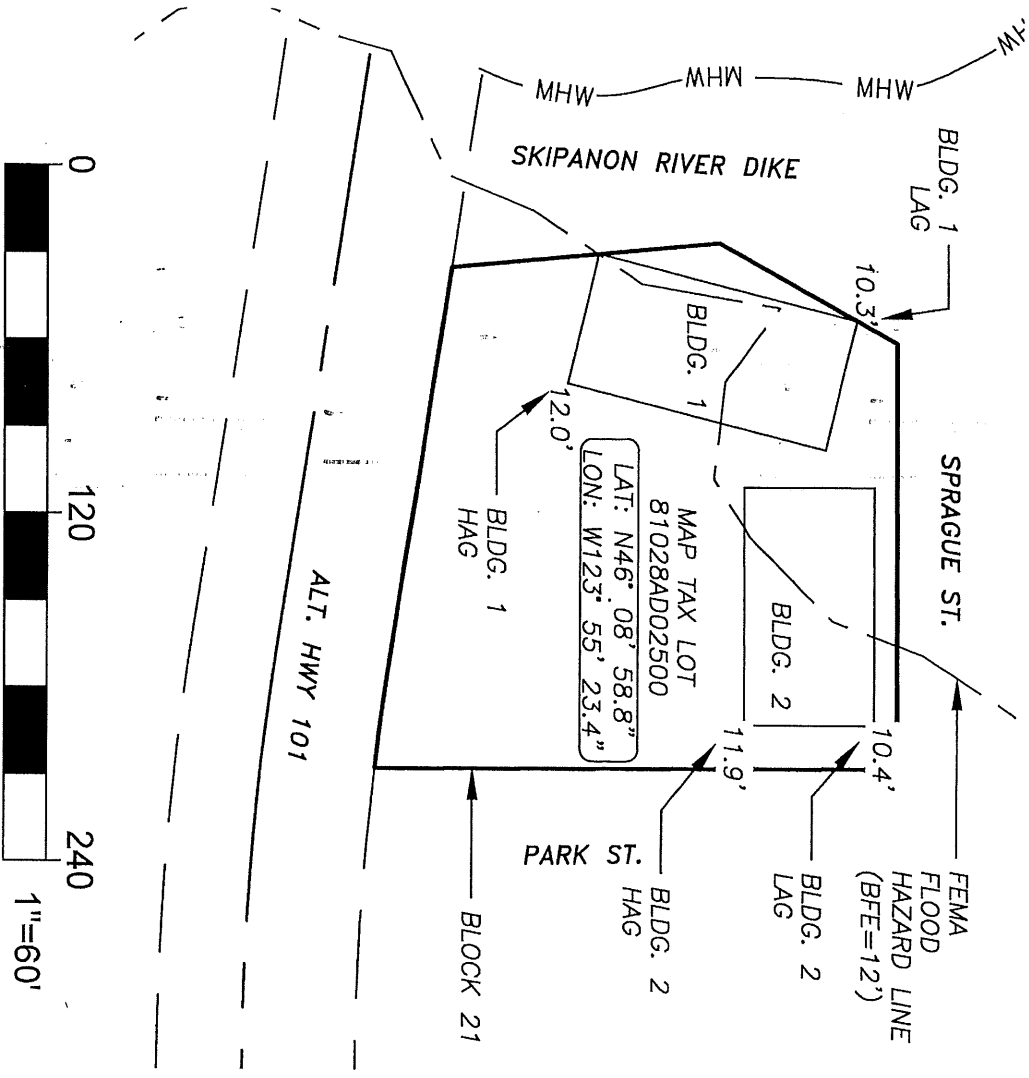


REGISTERED
 PROFESSIONAL
 LAND SURVEYOR

Mr. G. Magyar

OREGON
 JULY 12, 2016
 MICHAEL G. MAGYAR
 PLS 90788

EXPIRES: DEC. 31, 2020



ELEVATION CERTIFICATE

Important: Follow the instructions on pages 1-9.

Copy all pages of this Elevation Certificate and all attachments for (1) community official, (2) insurance agent/company, and (3) building owner.

SECTION A - PROPERTY INFORMATION				FOR INSURANCE COMPANY USE	
A1. Building Owner's Name Stan Johnson				Policy Number:	
A2. Building Street Address (including Apt., Unit, Suite, and/or Bldg. No.) or P.O. Route and Box No. Map Tax Lot 81028AD02500				Company NAIC Number:	
City Warrenton		State Oregon		ZIP Code 97146	
A3. Property Description (Lot and Block Numbers, Tax Parcel Number, Legal Description, etc.) Lots 1-16, Block 21, Spokane Addition to Warrenton					
A4. Building Use (e.g., Residential, Non-Residential, Addition, Accessory, etc.) <u>Residential</u>					
A5. Latitude/Longitude: Lat. <u>46°08'58.8"N</u> Long. <u>123°55'23.4"W</u> Horizontal Datum: <input type="checkbox"/> NAD 1927 <input checked="" type="checkbox"/> NAD 1983					
A6. Attach at least 2 photographs of the building if the Certificate is being used to obtain flood insurance.					
A7. Building Diagram Number _____					
A8. For a building with a crawlspace or enclosure(s):					
a) Square footage of crawlspace or enclosure(s) _____ sq ft					
b) Number of permanent flood openings in the crawlspace or enclosure(s) within 1.0 foot above adjacent grade _____					
c) Total net area of flood openings in A8.b _____ sq in					
d) Engineered flood openings? <input type="checkbox"/> Yes <input type="checkbox"/> No					
A9. For a building with an attached garage:					
a) Square footage of attached garage _____ sq ft					
b) Number of permanent flood openings in the attached garage within 1.0 foot above adjacent grade _____					
c) Total net area of flood openings in A9.b _____ sq in					
d) Engineered flood openings? <input type="checkbox"/> Yes <input type="checkbox"/> No					
SECTION B - FLOOD INSURANCE RATE MAP (FIRM) INFORMATION					
B1. NFIP Community Name & Community Number City of Warrenton			B2. County Name CLATSOP		B3. State Oregon
B4. Map/Panel Number 4100330218	B5. Suffix F	B6. FIRM Index Date	B7. FIRM Panel Effective/ Revised Date 06-20-2018	B8. Flood Zone(s) AE	B9. Base Flood Elevation(s) (Zone AO, use Base Flood Depth) 12'
B10. Indicate the source of the Base Flood Elevation (BFE) data or base flood depth entered in Item B9: <input type="checkbox"/> FIS Profile <input checked="" type="checkbox"/> FIRM <input type="checkbox"/> Community Determined <input type="checkbox"/> Other/Source: _____					
B11. Indicate elevation datum used for BFE in Item B9: <input type="checkbox"/> NGVD 1929 <input checked="" type="checkbox"/> NAVD 1988 <input type="checkbox"/> Other/Source: _____					
B12. Is the building located in a Coastal Barrier Resources System (CBRS) area or Otherwise Protected Area (OPA)? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Designation Date: _____ <input type="checkbox"/> CBRS <input type="checkbox"/> OPA					

ELEVATION CERTIFICATE

OMB No. 1660-0008
Expiration Date: November 30, 2018

IMPORTANT: In these spaces, copy the corresponding information from Section A.			FOR INSURANCE COMPANY USE
Building Street Address (including Apt., Unit, Suite, and/or Bldg. No.) or P.O. Route and Box No. Map Tax Lot 81028AD02500			Policy Number:
City Warrenton	State Oregon	ZIP Code 97146	Company NAIC Number

SECTION C – BUILDING ELEVATION INFORMATION (SURVEY REQUIRED)

C1. Building elevations are based on: Construction Drawings* Building Under Construction* Finished Construction
*A new Elevation Certificate will be required when construction of the building is complete.

C2. Elevations – Zones A1–A30, AE, AH, A (with BFE), VE, V1–V30, V (with BFE), AR, AR/A, AR/AE, AR/A1–A30, AR/AH, AR/AO. Complete Items C2.a–h below according to the building diagram specified in Item A7. In Puerto Rico only, enter meters.

Benchmark Utilized: SC0560 H 46 1930 Vertical Datum: NAVD 88

Indicate elevation datum used for the elevations in items a) through h) below.

NGVD 1929 NAVD 1988 Other/Source: _____

Datum used for building elevations must be the same as that used for the BFE.


Check the measurement used.

- a) Top of bottom floor (including basement, crawlspace, or enclosure floor) _____ feet meters
- b) Top of the next higher floor _____ feet meters
- c) Bottom of the lowest horizontal structural member (V Zones only) _____ feet meters
- d) Attached garage (top of slab) _____ feet meters
- e) Lowest elevation of machinery or equipment servicing the building (Describe type of equipment and location in Comments) _____ feet meters
- f) Lowest adjacent (finished) grade next to building (LAG) _____ 10.4 feet meters
- g) Highest adjacent (finished) grade next to building (HAG) _____ 11.9 feet meters
- h) Lowest adjacent grade at lowest elevation of deck or stairs, including structural support _____ feet meters

SECTION D – SURVEYOR, ENGINEER, OR ARCHITECT CERTIFICATION

This certification is to be signed and sealed by a land surveyor, engineer, or architect authorized by law to certify elevation information. I certify that the information on this Certificate represents my best efforts to interpret the data available. I understand that any false statement may be punishable by fine or imprisonment under 18 U.S. Code, Section 1001.

Were latitude and longitude in Section A provided by a licensed land surveyor? Yes No Check here if attachments.

Certifier's Name MICHAEL G. MAGYAR	License Number PLS 90788 (OREGON)	<div style="border: 2px solid black; padding: 5px; text-align: center;"> REGISTERED PROFESSIONAL LAND SURVEYOR  OREGON JUL 12 2016 MICHAEL G. MAGYAR 90788 </div>	
Title OWNER			
Company Name MAGYAR LAND SURVEYING LLC			
Address POB 1309			
City ASTORIA	State Oregon	ZIP Code 97103	
Signature	Date 11-13-2019	Telephone (503) 338-9958	Ext.

EXPIRES: DEC 31 2020

Copy all pages of this Elevation Certificate and all attachments for (1) community official, (2) insurance agent/company, and (3) building owner.

Comments (including type of equipment and location, per C2(e), if applicable)
PRE CONSTRUCTION FLOOD CERTIFICATE FOR BLG. 2 (SEE ATTACHED EXHIBIT)

NAVD 88 ELEVATIONS ARE TIED TO BM H 46, WHICH IS ADJACENT TO THE PROJECT SITE.

GEODETTIC POSITIONS ARE REFERENCED TO THE OREGON DEPARTMENT OF TRANSPORTATION'S (ODOT) OREGON REAL TIME GEODETTIC NETWORK (ORGN), WHICH IS DIRECTLY TIED TO THE NATIONAL SPATIAL REFERENCE SYSTEM (NSRS).

BUILDING PHOTOGRAPHS

See Instructions for Item A6.

OMB No. 1660-0008
Expiration Date: November 30, 2018

ELEVATION CERTIFICATE

IMPORTANT: In these spaces, copy the corresponding information from Section A.			FOR INSURANCE COMPANY USE
Building Street Address (including Apt., Unit, Suite, and/or Bldg. No.) or P.O. Route and Box No. Map Tax Lot 81028AD02500			Policy Number:
City Warrenton	State Oregon	ZIP Code 97146	Company NAIC Number

If using the Elevation Certificate to obtain NFIP flood insurance, affix at least 2 building photographs below according to the instructions for Item A6. Identify all photographs with date taken; "Front View" and "Rear View"; and, if required, "Right Side View" and "Left Side View." When applicable, photographs must show the foundation with representative examples of the flood openings or vents, as indicated in Section A8. If submitting more photographs than will fit on this page, use the Continuation Page.

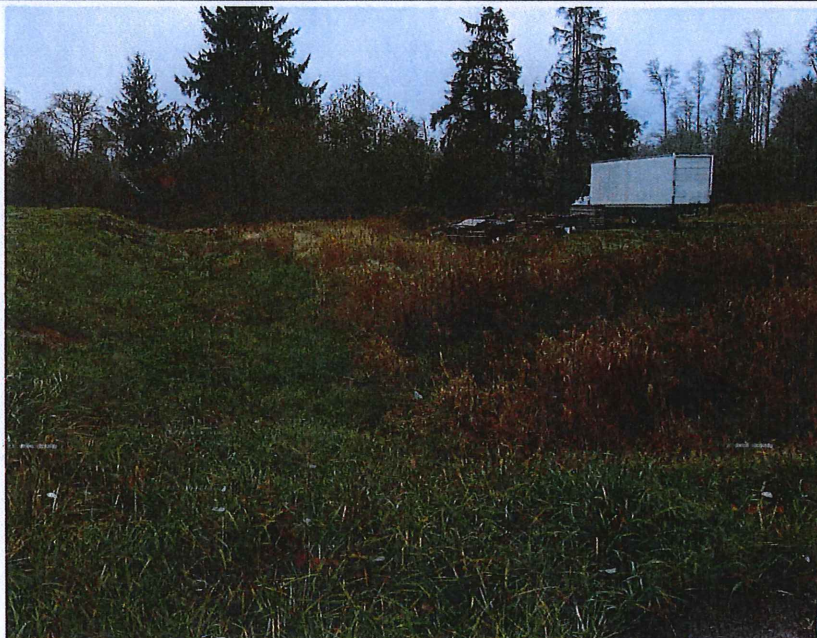


Photo One

Photo One Caption LOOKING NE'LY WITH SKIPANON DIKE AT PHOTO LEFT

Clear Photo One



Photo Two

Photo Two Caption LOOKING SE'LY WITH SKIPANON DIKE PHOTO LOWER RIGHT

Clear Photo Two

**Eagles Landing Apartments
Sight Design Review Application
Narrative**

Introduction

Stan Johnson, doing business as Astoria Northwest Homes, Inc., proposes to develop two buildings containing 12 2-bedroom apartments and 4 1-bedroom apartments on 0.76 acres located at the northeast quadrant of the Skipanon River and Highway 104 Spur, identified by the Clatsop Department of Assessment as Tax Lot 81028AD02500. The subject property was cleared several years ago and used by the city as an equipment staging and materials storage site for the city's effort to perform maintenance and repairs to nearby portions of the south bank Skipanon River levee. Upon completion of the levee work, the contractor removed the equipment and unused materials leaving a virtually vegetation-less site with a veneer of relatively level crushed gravel.

City utilities are located in the Highway 104 Spur right-of-way. A 12-inch sanitary sewer is located on the north side and the applicant will install a 6-inch service line from this facility directly to the site to serve the two buildings. An 18-inch water main is located in the southern side of the right-of-way; an 8-inch pipe will be installed within the SE Chinook Avenue right-of-way from this main to a location the at northern end of the parcel's frontage.

SE Chinook Avenue is a platted, undeveloped 60-foot right-of-way. The applicant proposes to make a partial improvement to this street to provide primary ingress to the proposed development. The partial paving at 24 feet complies with the city's public work standards for refuse collection truck and fire suppression equipment access. Internal circulation will be via one-way drive aisles, with an egress returning to SE Chinook Avenue; a second egress is proposed to access the highway directly to accommodate refuse collection trucks and fire suppression equipment. It is expected that as adjacent properties develop those owners will complete the street improvement.

The following narrative identifies the pertinent sections of the Warrenton Development Code and discusses how the proposal complies and satisfies the myriad of standards. Each applicable code section is presented followed by the applicant's response.

Warrenton Development Code

16.36.020 Permitted Uses.

The following uses and their accessory uses are permitted in the R-H zone if the Community Development Director determines that the uses conform to the standards in Sections 16.36.040 through 16.36.050, applicable Development Code standards, and other City laws:

- F. Multifamily housing development subject to standards of Chapter 16.188.

Applicant response: The proposal is a multiple family housing development consistent with the identified permitted use.

16.36.040 Development Standards.

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

A. Density Provisions.

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.

Applicant response: The subject property is identified on Clatsop Webmaps as consisting of 0.76 acres or approximately 33,106 square feet. The project is for two buildings resulting in 16 dwelling units. The application meets the density provisions above.

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.

Applicant response: The total footprint of the two buildings is 8,352 square feet, well below the 55 percent lot coverage standard.

7. Minimum lot width at the front building line for single-family detached dwelling or multifamily dwelling: 50 feet.

Applicant response: Lot width along SE Chinook Street is 184.22 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.

Applicant response: The proposed density of the development is 21 units per 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.

Applicant response: As labeled on the drawing, the project meets these setback standards.

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.

Applicant response: The proposal meets these standards. WMC 16.188 is addressed below.

16.36.050 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.

Applicant response: No outside sales or service areas are proposed.

- B. Outside storage areas shall be enclosed by suitable vegetation, fencing or walls, in conformance with Chapter 16.124.

Applicant response: Other than the trash enclosure, no outside storage areas are proposed. The trash enclosure is enclosed.

- 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.

Applicant response: The proposal meets the requirements of WMC 16.128. See Sheet 7, Parking and circulation plan parking notes and the narrative below.

- D. Signs shall comply with standards in Chapter 16.144.

Applicant response: No signs are proposed at this time; should a monument sign be desired in the future, it will be applied for at that time.

- E. All development shall comply with the wetland and riparian area protection standards of Chapter 16.156.

Applicant response: The buildings are outside the 50-foot riparian buffer. See Sheet 3. There are no wetlands on the subject property requiring protection.

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.

Applicant response: North of the northern property line is platted but unimproved SE 15th Place. This 60-foot right-of-way is thickly vegetated with a variety of wetland trees, shrubs and lower canopy vegetative species which provides a substantial physical and visual buffer from the subject property and its future development. The applicant believes that this natural buffer fulfills the intent of buffering development in the high-density zoning district from the potential, less dense development of the R-10 Intermediate Residential zone to the north. Additionally, placing a similarly required buffer along the eastern portion of the subject property would conflict with the city's standard for providing safe site distance views at intersections because of the two-driveway accessing SE Chinook Avenue.

H. All uses must comply with the criteria of Chapter 16.124, Landscaping, Street Trees, Fences and Walls.

Applicant response: The requirements of WMC 16.124 are addressed below. Please refer to Sheet 8, Landscaping Plan.

I. Manufactured homes must comply with the criteria of Chapter 16.168.

Applicant response: Manufactured homes are not proposed.

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.

Applicant response: A previous city manager made a policy decision to relax this requirement for multiple family developments.

K. All new sewer and water connections for a proposed development shall comply with all City regulations.

Applicant response: It is the applicant's intent to satisfy this requirement; final review of utility connections will take place with the construction drawings.

16.88.040 Standards for Flood Hazard Reduction.

Applicant responses: Presently the proposal is designed such that the first habitable floor of each building will be at 13.4 and 13.5 feet, 1.4 and 1.5 feet above the base flood elevation. Other flood hazard reductions standards will be reviewed at the building permit submittal.

16.120.020 Vehicular Access and Circulation.

C. Access Permit Required. Access to a street requires an access permit in accordance with the following procedures:

1. Permits for access to state highways shall be subject to review and approval by Oregon Department of Transportation (ODOT), except when ODOT has delegated this responsibility to the City or Clatsop County. In that case, the City or County shall determine whether access is granted based on its adopted standards.

Applicant response: The proposal includes construction of a half street improvement on SE Chinook Avenue with ingress from the northern driveway access. Internal circulation will be a one-way loop with egresses to SE Chinook Avenue and Highway 104 Spur. Access permit applications for the City street and the private driveway access are in process with ODOT.

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/subdivide, unless one method is specifically required under Division 2, or through conditions required by the hearings body.

3. Option 3. Access is from a public street adjacent to the development parcel. If practicable, the owner/developer may be required to close or consolidate an existing access point as a condition of approving a new access. Street accesses shall comply with the access spacing standards in subsection G of this section, and require an access permit in accordance with subsection C of this section.

Applicant response: See above.

G. Access Spacing. Driveway accesses shall be separated from other driveways and street intersections in accordance with the following standards and procedures:

1. Local Streets. A minimum of 25 feet separation (as measured from the sides of the driveway/street) shall be required on local streets (i.e., streets not designated as collectors or arterials) for all single-family detached dwellings, except as provided in paragraph 3 of this subsection. A minimum of 20 feet separation shall be required on local streets for all single-family attached dwellings, duplexes, and triplexes, except as provided in paragraph 3 of this subsection.

2. Arterial and Collector Streets. Unless directed otherwise by this Development Code or by the Warrenton Comprehensive Plan/TSP, access spacing on City collector and arterial streets and at controlled intersections (i.e., with four-way stop sign or traffic signal) in the City of Warrenton shall be determined based on the policies and standards contained in the Warrenton Transportation System Plan, Manual for Uniform Traffic Control Devices, or other applicable documents adopted by the City.

3. Special Provisions for All Streets. Direct street access may be restricted for some land uses, in conformance with the provisions of Division 2, Land Use Districts. For example, access

consolidation, shared access, and/or access separation greater than that specified by paragraphs 1 and 2 of this subsection, may be required by the City, County or ODOT for the purpose of protecting the function, safety and operation of the street for all users. (See subsection I of this section.) Where no other alternatives exist, the permitting agency may allow construction of an access connection along the property line farthest from an intersection. In such cases, directional connections (i.e., right in/out, right in only, or right out only) may be required.

4. Corner Clearance. The distance from a street intersection to a driveway or other street access shall meet or exceed the minimum spacing requirements for the street classification in the Warrenton TSP.

Applicant response: The southern egress driveway onto SE Chinook Ave. is located approximately 40 feet from the pavement of Highway 104 Spur. The southern egress to Highway 104 Spur is approximately 110 feet west of the intersection with the proposed SE Chinook Avenue improvement.

H. Number of Access Points. For single-family (detached and attached), two-family, and three-family housing types, one street access point is permitted per dwelling unit, when alley access or shared driveways cannot otherwise be provided; except that one additional access point may be permitted for one-family, two-family and three-family housing types on corner lots (i.e., no more than one access per street), subject to the access spacing standards in subsection G of this section. The number of street access points for multiple family, commercial, industrial, and public/institutional developments shall be minimized to protect the function, safety and operation of the street(s) and sidewalk(s) for all users. Shared access may be required, in conformance with subsection I of this section, in order to maintain the required access spacing, and minimize the number of access points.

Applicant response: One ingress and two egress driveways are proposed to accommodate fire equipment and refuse collection trucks. The two egress points will be posted "One-way. Do Not Enter"

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:

3. Multiple-family uses with eight or more dwelling units shall have a minimum driveway width of 24 feet, and a maximum width of 30 feet. These dimensions may be increased if the Community Development Director, City-appointed engineer, or Planning Commission determines that more than two lanes are required based on the number of trips generated or the need for turning lanes.

Applicant response: The driveway opening at the outside of the side walk for the northern ingress on SE Chinook Avenue is 65 feet (again to accommodate fire suppression equipment and refuse collection trucks.) The southern egress driveway opening on SE Chinook Avenue is 36

feet. The egress driveway opening on Highway 104 Spur is 53 feet, also to accommodate fire suppression equipment and refuse collection trucks turning radii.

6. Driveway Aprons. Driveway aprons shall meet City construction standards and be installed between the street right-of-way and the private drive, as shown in Figure 16.120.020.K. Driveway aprons shall conform to ADA standards for sidewalks and pathways, which require a continuous route of travel that is a minimum of three feet in width, with a cross slope not exceeding two percent.

Applicant response: It is the intent of the applicant to satisfy this standard. Please refer to Sheet 7, Parking and Circulation Plan.

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.

Applicant response: The ingress and egress points have been designed to satisfy this standard. Access to the most distant point of the rear of the two buildings from the internal driveway is 150 feet or less. The driveway shall be constructed and serviceable prior to construction of the buildings.

2. Dimensions. Fire apparatus roads shall have an unobstructed width of not less than 20 feet and unobstructed vertical clearance of not less than 13 feet 6 inches. Fire apparatus roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be provided with a surface so as to provide all-weather driving capabilities.

Applicant response: The internal driveway exceeds the 20-foot minimum standard. See Sheet 7.

3. Turnaround Required. Dead-end fire apparatus roads in excess of 150 feet shall be provided with approved provisions for the turning around of fire apparatus. See Table 16.136.010 for minimum standards.

Applicant response: No dead-end driveway is proposed. The internal driveway will be a one-way loop.

4. Grade. The gradient for a fire apparatus access road shall not exceed 12% except that isolated segments no longer than 250 feet may have grades up to 15% upon approval by the Warrenton Fire Chief. Non-fire apparatus access roads (driveways and private streets) shall maintain a maximum grade of 15% unless otherwise approved by the Warrenton City-appointed engineer. See Table 16.136.010 for other applicable standards.

Applicant response: The grade of the internal access drive will be less than 3 percent.

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.

Applicant response: Service and delivery vehicles will be able to use the one-way loop of the internal driveway such that no turning around will be required.

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.

Applicant response: No vertical structures impeding vertical clearance are proposed.

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.

Applicant response: All vegetation planted adjacent to the ingress and, more importantly the two egress driveway aprons will be low-growing ground cover. A development code required screening wall abutting the parking pod adjacent to Highway 104 Spur will be three feet tall.

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.

Applicant response: The internal driveway will be paved with asphalt.

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.

Applicant response: Surface water management is discussed in the Impact Statement. As shown on the attached site plans, water from the parking areas and driveways will be collected in a central catch basin in the parking lot. The existing flow pattern of run-off water to the lower lying area to the north will be preserved. A stormwater management plan will be provided for City review with the construction plans.

3. Driveway Aprons. When driveway approaches or “aprons” are required to connect driveways to the public right-of-way, they shall be paved with concrete surfacing and meet City construction standards.

Applicant response: The driveway approaches or aprons will be paved with concrete surfacing consistent with city standards.

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.

Applicant response: Six-foot wide sidewalks with ADA-compliant curb ramps are proposed to connect both buildings with each other and with similar sidewalks in the rights-of-way in SE

Chinook Avenue and Highway 104 Spur for the length and width of the subject property. These facilities be constructed of concrete.

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.

Applicant responses: Sheet 8 shows the proposed landscaping plan. It includes preservation of the native vegetation in the dike right-of-way; turf grasses, shrubs and deciduous trees. Driveways and adjoining streets are shown on Sheets 3 and 7. Pro forma information is included on the cover sheet.

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

1. Residential districts: 20% of the site.

Applicant response: Total landscaping for the project is 35 percent. See Landscaping Plan on Sheet 8.

D. Landscape Materials. Landscape materials include trees, shrubs, groundcover plants, turf grasses (e.g. grass sod or seed), and outdoor hardscape features, as described below:

1. Natural Vegetation. Natural vegetation shall be preserved or planted where practicable.

Applicant response: There is no natural vegetation on the site to speak of for preservation. Vegetative species indigenous to the north coast will be used.

2. Plant Selection. A combination of deciduous and evergreen trees, shrubs, turf grasses, and groundcovers shall be used for all planted areas, the selection of which shall be based on local climate, exposure, water availability, and drainage conditions. As necessary, soils shall be amended to allow for healthy plant growth.

Applicant response: See above. The applicant acknowledges the potential for soil amendments.

3. “Non-native, invasive” plants, as per Section 16.124.020, shall be prohibited.

Applicant response: The applicant acknowledges this requirement.

4. Hardscape features (i.e., patios, decks, plazas, etc.) may cover up to 50% of the required landscape area. Swimming pools, sports courts and similar active recreation facilities may not be counted toward fulfilling the landscape requirement.

Applicant response: Except for the sidewalks, walkways, and drive aisles/parking areas, no hardscape features are proposed.

5. Non-plant Groundcovers. Bark dust, chips, aggregate or other non-plant groundcovers may be used, but shall cover no more than 50% of the area to be landscaped. “Coverage” is measured based on the size of plants at maturity or after five years of growth, whichever comes sooner.

Applicant response: The applicant acknowledges this requirement.

6. Tree Size. Trees shall have a minimum caliper size of one and one-half inches or greater (two inches for required street trees) at time of planting.

Applicant response: Trees to be planted shall meet this standard.

7. Shrub Size. Shrubs shall be balled and burlapped and sized to fit in multi-gallon containers.

Applicant response: Shrubs of the required size shall be planted.

8. Groundcover Size. Groundcover plants shall be sized and spaced so that they grow together to cover a minimum of 30% of the underlying soil within two years.

Applicant response: Such required groundcover plants shall be appropriately sized, spaced and planted.

9. Significant Vegetation. Significant vegetation preserved in accordance with Section 16.124.020 may be credited toward meeting the minimum landscape area standards. Credit shall be granted on a per square foot basis. The street tree standards of Section 16.124.040 may be

waived when trees preserved within the front yard provide the same or better shading and visual quality as would otherwise be provided by street trees.

Applicant response: There is no significant vegetation on site.

10. Stormwater Facilities. Stormwater facilities (e.g., detention/retention ponds and swales) shall be landscaped with water tolerant, native plants.

Applicant response: No storm water detention or retention plans or swales are proposed.

16.128.030 Vehicle Parking Standards.

Table 16.128.030.A

Off-Street Parking Requirements

Residential Uses	Parking Spaces Required
Multifamily and single-family attached dwelling	
Studio units or 1-bedroom units less than 500 sq. ft.	1 space per unit
1-bedroom units 500 sq. ft. or larger	1.5 spaces per unit
2-bedroom units	1.75 spaces per unit

Applicant response: The proposal is for 12 2-bedroom units and 4 1-bedroom units, requiring 27 total spaces including two handicapped parking spaces. Ten spaces (38%), will be compact spaces and clearly marked. All spaces and drive aisles are consistent with the requirements of Table 16.128.030.C.

16.128.040 Bicycle Parking Requirements.

Minimum Required Bicycle Parking Spaces		Long- and Short-Term Bicycle Parking
Use	Minimum Number of Spaces	(As % of Minimum Required Bicycle Parking Spaces)
Multifamily residential (required for 4 or more dwelling units)	1 space per 4 dwelling units	75% long term 25% short term

Applicant response: 16 dwelling units requires 4 bicycle parking spaces. They will be located adjacent to the west side of the easterly building. See Site Plan, Sheet 3, Note 22.

16.132.010 Clear Vision Areas.

Applicant response: Clear vision areas are addressed above.

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.

B. Variances. Variances to the transportation design standards in this section may be granted by means of a Class 2 variance, as governed by Chapter 16.272, Variances. A variance may be granted under this provision only if a required improvement is not feasible due to topographic constraints or constraints posed by sensitive lands (see Chapter 16.156).

C. Creation of Rights-of-Way for Streets and Related Purposes. Streets shall be created through the approval and recording of a final subdivision or partition plat; except the City may approve the creation of a street by acceptance of a deed, provided that the street is deemed essential by the City Commission for the purpose of implementing the Transportation System Plan, and the deeded right-of-way conforms to the standards of this Code. All deeds of dedication shall be in a form prescribed by the City Attorney and shall name "the public," as grantee.

D. Creation of Access Easements. The City may approve an access easement established by deed when the easement is necessary to provide for access and circulation in conformance with Chapter 16.120, Access and Circulation. Access easements shall be created and maintained in accordance with the Uniform Fire Code, as amended.

E. Street Location, Width and Grade. Except as noted below, the location, width and grade of all streets shall conform to the Transportation System Plan and Comprehensive Plan, as applicable; and an approved street plan or subdivision plat. Street location, width and grade shall be determined in relation to existing and planned streets, topographic conditions, public convenience and safety, and in appropriate relation to the proposed use of the land to be served by such streets:

1. Street grades shall be approved by the City-appointed engineer in accordance with the design standards in subsection N of this section; and
2. Where the location of a street is not shown in an existing street plan (see subsection H of this section), the location of streets in a development shall either:
 - a. Provide for the continuation and connection of existing streets in the surrounding areas, conforming to the street standards of this chapter, or
 - b. Conform to a street plan adopted by the City, if it is impractical to connect with existing street patterns because of particular topographical or other existing conditions of the land. Such a plan shall be based on the type of land use to be served, the volume of traffic, the capacity of adjoining streets and the need for public convenience and safety.

F. Minimum Rights-of-Way and Street Sections. Street rights-of-way and improvements shall conform to the design standards in Table 16.136.010. A variance shall be required in accordance with Chapter 16.272 of this Code to vary the standards in Table 16.136.010. Where a range of width is indicated, the width shall be determined by the decision-making authority based upon the following factors:

1. Street classification in the Transportation System Plan or Comprehensive Plan;
2. Anticipated traffic generation;
3. On-street parking needs;
4. Sidewalk and bikeway requirements based on anticipated level of use;
5. Requirements for placement of utilities;
6. Street lighting;
7. Street tree location, as provided for in Chapter 16.124;
8. Protection of significant vegetation and wetland and riparian areas, as provided for in Chapters 16.124 and 16.156;
9. Safety and comfort for motorists, bicyclists, and pedestrians;
10. Street furnishings (e.g., benches, lighting, bus shelters, etc.), when provided;
11. Access needs for emergency vehicles; and
12. Transition between different street widths (i.e., existing streets and new streets), as applicable.

Table 16.136.010

City of Warrenton Street Design Standards

Type of Street	Standard Requirements or Alternative Minimum	Right-of-Way Width	Curb-to-Curb Pavement Width	Motor Vehicle Travel Lanes ⁴	Median/Flex Lane ³	Bike Lanes (both sides)	On-Street Parking (both sides)	Curb	Planting Strip ³	Sidewalks
<i>Local Roads</i>										

Local Road	Standard Requirements	60 ft.	36 ft. ⁶	12 ft.	None	None	8 ft.	Yes	5 ft.
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Applicant response: The proposal is for an infill project in an area that has been platted for several decades but not developed except along the highway to the east. Access would come from the platted and dedicated, but unimproved SE Chinook Avenue which has a 60-foot right-of-way. The proposal is to pave 24 feet of this right-of-way as a larger than half street improvement for the length of the subject property. This new pavement would accommodate fire apparatus and refuse collection trucks, and afford the opportunity for completion of the improvements as owners of the adjacent properties to the east and north propose development.

16.136.040 Sanitary Sewer and Water Service Improvements.

A. Sewers and Water Mains Required. Sanitary sewers and water mains shall be installed to serve each new development and to connect developments to existing mains in accordance with the City's construction specifications and the applicable Comprehensive Plan policies. Where City sanitary sewers are not physically or legally available to service the site, the applicant must demonstrate provisions for a suitable on-site disposal system permitted by DEQ prior to issuance of City permits. All development within a growth management (GM) zone, as identified on the official Warrenton Zoning Map, shall comply with the growth management zone standards of Chapter 16.112.

Applicant response: Code requirements noted by applicant

B. Sewer and Water Plan Approval. Development permits for sewer and water improvements shall not be issued until the City-appointed engineer has approved all sanitary sewer and water plans in conformance with City standards.

Applicant response: Code requirements noted by applicant

C. Over-sizing. Proposed improvements to the City sewer and water systems shall be sized to accommodate additional development within the area as projected by the Comprehensive Plan, Water System Master Plan, and/or Sanitary Sewer Master Plan. The developer shall be entitled to system development charge credits for the over-sizing.

Applicant response: Sanitary sewer will be brought to the site directly from an existing 12-inch main located in the north side of the highway right-of-way. That portion of the sanitary sewer line within the right-of-way will be dedicated to the city. An 8-inch water line will be extended from the southern portion of the highway right-of-way within the portion of SE Chinook Avenue to be paved to the northern property line of the subject property. The entire length of the water line will be dedicated to the city together with the street improvement.

16.136.050 Storm Drainage Improvements.

A. General Provisions. The City shall issue a development permit only where adequate provisions for stormwater and floodwater runoff have been made in conformance with Chapter 16.140, Stormwater and Surface Water Management.

Applicant response: Code requirement noted by applicant

B. Accommodation of Upstream Drainage. Culverts and other drainage facilities shall be large enough to accommodate potential runoff from the entire upstream drainage area, whether inside or outside the development. Such facilities shall be subject to review and approval by the City-appointed engineer.

Applicant response: This project will have no impact on upstream drainage facilities. The flow path for water discharging from the existing culvert under the highway will be moved slightly to the east to accommodate the roadway, but will not limit the flow out of the culvert.

C. Effect on Downstream Drainage. Where it is anticipated by the City-appointed engineer that the additional runoff resulting from the development will overload an existing drainage facility, the City shall withhold approval of the development until provisions have been made for improvement of the potential condition or until provisions have been made for storage of additional runoff caused by the development in accordance with City standards.

D. Easements. Where a development is traversed by a watercourse, wetland, drainage way, channel or stream, the City may require a dedication of a stormwater easement or drainage right-of-way conforming substantially with the lines of such watercourse and such further width as will be adequate for conveyance and maintenance.

Applicant response: There are no watercourses or wetlands traversing the subject property; no easements are necessary.

16.136.060 Utilities.

A. Underground Utilities. All utility lines including, but not limited to, those required for electric, communication, lighting and cable television services and related facilities shall be placed underground, except for surface mounted transformers, surface mounted connection boxes and meter cabinets which may be placed above ground, temporary utility service facilities during construction, and high capacity electric lines operating at 50,000 volts or above. The following additional standards apply to all new land divisions, in order to facilitate underground placement of utilities:

1. The developer shall make all necessary arrangements with the serving utility to provide the underground services. Care shall be taken to ensure that all above ground equipment does not obstruct circulation and access aisles or impede vision clearance areas for vehicular traffic (Chapters 16.120 and 16.132);
2. The City reserves the right to approve the location of all surface mounted facilities;

3. All underground utilities, including sanitary sewers and storm drains installed in streets by the developer, shall be constructed prior to the surfacing of the streets; and

4. Stubs for service connections shall be long enough to avoid disturbing the street improvements when service connections are made.

B. Easements. Easements shall be provided for all underground utility facilities.

C. Exception to Undergrounding Requirement. The standard applies only to proposed land divisions and large-scale developments. An exception to the undergrounding requirement may be granted due to physical constraints, such as steep topography or existing development conditions.

Applicant response: The applicant acknowledges these requirements and will comply.

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.

Applicant response: The existing flow pattern to the lower lying area to the north will be preserved.

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.

Applicant response: Not applicable as no new lot boundaries are proposed and existing drainage ways will be preserved.

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.

Applicant response: The proposed drainage system meets the above requirements.

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

Applicant response: The proposed drainage system will not have any impact on upstream properties.

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.

Applicant response: While surface run-off flow rates will be somewhat higher than pre-development downstream drainage way should not be substantially impacted, The discharge to the north follows existing an existing drainage way in the City right-of-way and discharges into an existing 18" culvert through the dike on the east side of the Skipanon River which should have more than adequate capacity for any increase in flows.

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.

Applicant response: No drainage ways will be obstructed.

16.140.040 Erosion and Sediment Control.

A. For projects that disturb over one acre, applicants must apply to Oregon Department of Environmental Quality (DEQ) for a National Pollutant Discharge Elimination Control System (NPDES) 1200(C) permit.

Applicant response: The anticipated total area of disturbance is under 1-acre, so a 1200-C permit will not be needed.

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.

Applicant response: An erosion and sediment control plan will be provided with the construction plans. Sheet 4, Grading Plan shows the location of a silt fence along the north side of the project as well as rock rip rap at stormwater discharge points.

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.

Applicant response: Code requirement noted by applicant

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.

Applicant response: Code standard noted by applicant

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.

Applicant response: System is sized for the 100-year storm. Calculations will be submitted in a Stormwater plan at the time of construction plan/ building permit submittal to the City.

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

Applicant response: An 8-inch diameter storm drain line is currently proposed.

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

Applicant response: Since the total frontage length of Chinook Ave is only 184+ feet which is much shorter than typical catch basin spacing, meeting this requirement is not a concern.

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.

Applicant response: It is not anticipated that any downstream deficiencies exist or are anticipated to exist in the natural drainageway north of the project and the 18-inch diameter culvert through the Skipanon River dike.

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.

Applicant response: A detention facility is not proposed.

16.140.060 Illegal Discharge of Materials Into the Stormwater System.

The discharge of any material other than stormwater into the stormwater system is prohibited. The placement of materials in a location where they are likely to be carried into the stormwater system by any means is also prohibited.

Applicant response: Code standard noted

Chapter 16.152 GRADING, EXCAVATING, AND EROSION CONTROL PLANS

16.152.030 Permits Required.

Except as provided in Section 16.152.040 of this chapter, no person shall do any grading work without first having attained a grading permit from the building official.

Applicant response: The applicant will submit detailed grading and erosion control plans for review and approval prior to any site development work.

16.156.050 Riparian Corridor Inventory.

A. The *City of Warrenton Riparian Corridor Map* dated January 21, 2004, together with the *City of Warrenton Riparian Corridor Inventory and ESEE Analysis* dated January 21, 2004 identify the following riparian corridors map units number:

7. Upper Skipanon River: 50 feet.

Applicant response: As shown Sheet 3, the buildings have been located outside the 50-foot riparian buffer of the Skipanon River.

Chapter 16.188 MULTIFAMILY HOUSING DESIGN STANDARDS

16.188.030 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).

Applicant response: The buildings are 82 feet and 92 feet long, respectively.

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.

Applicant response: The Community Development Director has stipulated in his pre-application conference memo that paving the Skipanon River Trail for the length adjacent to the subject property and installing a trailhead sign where the levee intersects the highway would satisfy this standard. Sheet 3 illustrates the intent of the applicant to comply.

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.

Applicant response: A 10-foot by 14-foot enclosed trash facility with screening doors facing the two proposed building is located in the southwest corner of the subject property.

Chapter 16.192 LARGE-SCALE DEVELOPMENTS

16.192.030 Soil Suitability.

A. Unless the Community Development Director (Type I or Type II) or hearings body (Type III) determines that an adequate detailed soil survey has already been undertaken for the entire portion of the site proposed for development, the owner or developer shall have a new soil survey of the site prepared to determine if construction on the site would be hazardous to facilities on the parcel or to nearby property due to the load bearing capacity of the soils, the potential for wind or water erosion, or the wetness or slope characteristics of the soil.

B. The soil survey shall be performed by a registered geotechnical engineer that is licensed in the State of Oregon.

C. If the detailed soil survey indicates that significant amounts of hazardous soils are in locations desired for development, the developer or owner shall submit a report to the City of Warrenton prepared by a licensed geotechnical engineer which indicates suitable techniques to minimize potential soil hazards to facilities on the parcel or to nearby property.

D. The proposed use will only be approved if:

1. The detailed soil survey indicates that there is not a significant amount of hazardous soils on the portion of the site proposed for development; or

2. A method of eliminating hazards which could result from soils on the site prepared by a licensed geotechnical engineer and submitted to the City of Warrenton Planning and Building Department for review by a City-appointed engineer who will be paid by the developer and/or property owner.

E. If a detailed soil survey indicates that corrosive resistant materials are appropriate for pipes or foundations associated with the development, the City-appointed engineer may require that suitable materials be used for the pipes or foundations.

Applicant response: A geotechnical report will be submitted with the building permit application.

16.192.040 Stormwater Management.

The applicant shall submit a stormwater management plan, which shall meet the criteria of Chapter 16.140 of this Code, to the City of Warrenton Planning and Building Department for review for the proposed development that is prepared by a registered engineer currently licensed in the State of Oregon

Applicant response: Storm water management for the proposal is addressed above and in the attached Impact Study.

16.192.050 Utilities.

A. The applicant shall provide detailed information and analyses, as necessary, to the City of Warrenton to allow the City to assess the expected impacts of the development on the capacity of Warrenton's water, sewer, and transportation. The development will only be allowed if sufficient capacity exists or suitable evidence indicates it will exist prior to completion of the development construction. In deciding the sufficiency of capacity, consideration will be given to possible increases in flows resulting from activities of existing system users and from facilities which are likely to be built due to the proposed use, but are not part of the development.

Applicant response: See attached Impact Study

B. On-site water supply, sewage disposal, access and circulation, shall be approved by the Warrenton Public Works Director. The development will not be allowed unless satisfactory provisions are made for these facilities. Satisfactory provisions, in part, mean that the size of any water lines, sewer lines, access roads, and drainage-ways will be sufficient to meet the needs of the development and, where desirable, accommodate growth in other areas. Suitable arrangement, including dedication of land or use of easements, shall be made so that the City will be able to maintain appropriate water, sewer, street, and drainage facilities. The construction of lengthy pressure-forced sewer lines to the site which by-pass undeveloped properties will be discouraged.

Applicant response: Code standard noted.

C. Utility lines in the development (including electricity, communications, street lighting and cable television) shall be placed underground. Appurtenances and associated equipment such as surface mounted terminal boxes and meter cabinets may be placed above ground.

Applicant response: All utilities except boxes and cabinets will be placed underground.

D. All utilities shall be installed in conformance with this Code and City construction standards.

Applicant response: The applicant acknowledges this requirement.

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.

Applicant response: All of the items identified above are included in the site design review drawing sets, with some exceptions. The exceptions are: sign locations, wetland, historic or cultural resource areas, and trees and vegetation. Signage is not proposed at this time. No wetlands exist on the property. The applicant is unaware of any historic or cultural resource areas on site or in the immediate vicinity. And, the site was previously cleared of vegetation and used for stockpiling materials and staging heavy equipment within the last six years as part of the Skipanon River levee maintenance and repair effort.

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.

Applicant response: The attached photographs depict the intended design of the two buildings. Each will be approximately 30 feet high at the peak of the roof, with perimeter dimensions of 48-by 92-feet and 48- by 82-feet. As can be seen, the exterior facade consists of wood siding attached in both horizontal and vertical directions on the various facets. The colors will consist of at least three earth tones to provide interest and diversity. An architect or designer has not yet been selected. Architectural drawings will be submitted with the building permit application.

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.

Applicant response: The preliminary grading plan can be seen on Sheet 4.

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

Applicant response: The landscape plan is discussed earlier and presented on Sheet 8.

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.

Applicant response: No signs are proposed at this time and there are no existing or proposed restrictions or covenants.

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

Applicant response: This narrative provides the documentation that the proposed development complies with all applicable development standards of the Warrenton Development Code.