



Staff Report

To: Planning Commission

Through: Chris Kerr, Community Development Director *C.K.*

From: Colin Cortes, AICP, CNU-A, Senior Planner

Meeting Date: October 10, 2019 (Prepared October 3, 2019)

Item: 1310 & 1340 N. Pacific Highway “Pacific Valley Apartments” (DR 2019-03, PLA 2019-03, & VAR 2019-02)

Tax Lot(s): 051W08DC 00100 & 051W08DB 02800

TABLE OF CONTENTS

ISSUE BEFORE THE PLANNING COMMISSION	2
EXECUTIVE SUMMARY	2
RECOMMENDATION	4
CONDITIONS OF APPROVAL	5
ACTIONS	16
ATTACHMENT LIST	16

Issue before the Planning Commission

Action on a consolidated land use application package, Design Review DR 2019-03 (Type III) for an apartment complex of 204 dwellings, known as Pacific Valley Apartments, in the Commercial General (CG) zone, with Property Line Adjustment PLA 2019-03, and Variance VAR 2019-02 for seven variance requests.

Executive Summary

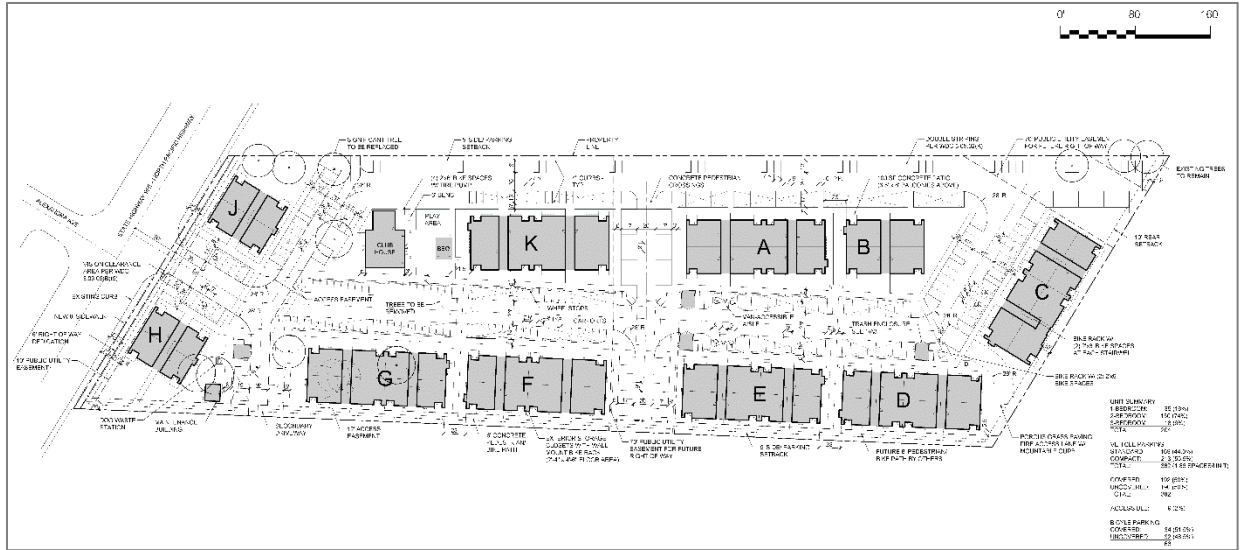
The subject property is along the east side of N. Pacific Highway (U.S. 99E) at the T-intersection of Alexandra Avenue with the highway and situated between the vacant commercial building previously occupied by Chu's Eatery to the north, Al's Garden & Home retailer to the south, and the Country Acres Estates Subdivision to the east. It is disturbed but undeveloped and contains along the westerly south property line corner the remains of vacated dead-end Jacobsen Road.

The proposal is about site development into 204 apartments across ten buildings A-K. The buildings are three-story walk-ups, conventional for new construction. The unit mix is 36 one-bedroom (18%), 150 two-bedroom (74%), and 18 three-bedroom (9%).

The complex includes also a club house / leasing office, barbeque (BBQ) pit, play area, maintenance shed, four recycling and trash enclosures, and "Jacobsen path" – a public 8-foot wide concrete bicycle/pedestrian path along where Jacobsen Road was vacated long ago, which is along the western half of the south property line and connecting the on-site walkway system with the highway sidewalk.



Aerial Map (2016)



Site plan (plan sheet Exhibit 2)



Applicant's artist's rendering: bird's eye perspective looking southeast

The project comes with several variance requests (VAR 2019-02) to vary from Woodburn Development Ordinance (WDO):

1. Street access minimum number (3.01.05C);
2. Driveway minimum number (3.04.03A.2.b);
3. Parking ratio minimum (Table 3.05A);
4. Compact parking percentage maximum (3.05.03C);
5. Drive aisle width minimum (Table 3.05C);
6. Parking area curb height minimum (3.06.02I); and

7. Architectural Wall (Table 3.06D & 3.06.06).

The applicant is Leeb Architects, representing Eugene Labunsky of West Coast Real Estate Holdings as well as Pacific Valley Apartments LLC.

Pursuant to state law, staff reviews the application through the WDO as it existed on the date of application. On April 10, 2019, the WDO version was that of Ordinance No. 2562 adopted Sept. 10, 2018. Though at present in the CG zoning district multiple-family dwellings are prohibited in some areas of the district and a conditional use (CU) in others, this change occurred after application submittal (and in response to a different proposed apartment complex project later submitted as DR 2019-05 Allison Way Apartments). The City Council adopted Legislative Amendment LA 2019-01 via Ordinance No. 2573 on June 24, 2019, which as is standard for ordinances per the City Charter, took effect 30 days later.

In short, the above paragraph means that had the applicant submitted the consolidated application package after the WDO amendment, it would have required a conditional use (CU) application.

Recommendation

Approval with conditions: Staff recommends that the Planning Commission consider the staff report and its attachments and approve the application with the conditions recommended by staff below. The conditions can also be found towards the end of the Analyses & Findings (Attachment 102).

Conditions of Approval

General

G1. Prior to building permit application, the applicant shall submit revised site plans meeting the conditions of approval to the Planning Division and obtain Division approval.

G2. The applicant or successor shall develop the property in substantial conformance with the final plans submitted and approved with these applications, except as modified by these conditions of approval. Were the applicant to revise plans other than to meet conditions of approval or meet building code, even if Planning Division staff does not notice and signs off on building permit issuance, Division staff retains the right to obtain restoration of improvements as shown on an earlier land use review plan set in service of substantial conformance.

G3. References: The descriptions below define certain words, phrases, and assumptions in the context of the conditions of approval:

- “Access way” means an on-site walkway paved at least eight (8) feet wide to serve as a bicycle/pedestrian path to and from sidewalk – or to and from an off-street public bicycle/pedestrian path – and that is ADA-compliant.
- “ADA” refers to the federal Americans with Disabilities Act of 1990.
- “Adjusted Parcel No. 1” is the resulting west half of the subject property and fronts the highway.
- “Adjusted Parcel No. 2” is the resulting east half of the subject property.
- “Director” refers to the Community Development Director.
- “Highway” refers to N. Pacific Highway (U.S. 99E).
- “Jacobsen path” refers to an off-street public bicycle/pedestrian path that is poured concrete at least eight (8) feet wide and ADA-compliant and extends between the sidewalk and the east north-south walkway within Street Corridor “K”, a distance of at least six hundred and twenty (620) feet, and refers also to a corollary public easement that is (a) at least twelve (12) feet wide that has the path within its boundaries, (b) extends to the east line of adjusted Parcel No. 2 adjacent to Tax Lot 051W08DD02600 (1217 Greenview Drive), and (c) is to the satisfaction of the Director. (The path corridor overlaps long-vacated Jacobsen Road, and the name is an informal interim name for unique and easy reference.) Where the path crosses the asphalt south cross access drive aisle, (a) the concrete shall continue, and (b) the crossing shall be a speed table / raised crossing a minimum four (4) inches above the asphalt grade.
- “PLA” means property line adjustment.
- “PUE” means public utility easement.
- “ROW” means right-of-way.
- “Street Corridor ‘G’” refers to the southeast-northwest future local street corridor seventy (70) feet in width that assumes a ROW of sixty (60) feet plus two 5-foot PUEs. The corridor aligns with the sixty foot width of Tax Lot 051W08DA06200 (1297 Greenview Drive).

- “Street Corridor ‘K’” refers to the north-south future local street corridor seventy (70) feet in width that assumes a ROW of sixty (60) feet plus two 5-foot PUEs. The corridor east edge aligns near the southeast corner of Tax Lot 051W08DB02600 (1400 N. Pacific Highway).
- “WDO” refers to the Woodburn Development Ordinance.

G4. Due date: Unless a condition specifies otherwise, conditions including those relating to ROW and easement dedications and construction of frontage/public/street improvements are due by building permit issuance.

G5. Tree preservation: Protection during construction:

The applicant shall protect the preserved trees pursuant similar to City of Portland Title 11.60.030, specifically either the subsections set of C.1.a.(1), (3) and C.1.b., e., & f. (clear and objective) and D.; or, the subsections set of C.2.a., b., & d.-f. (arborist’s discretion) and D. as modified below and shall do so between Design Review approval and issuance of certificate of occupancy (C of O):

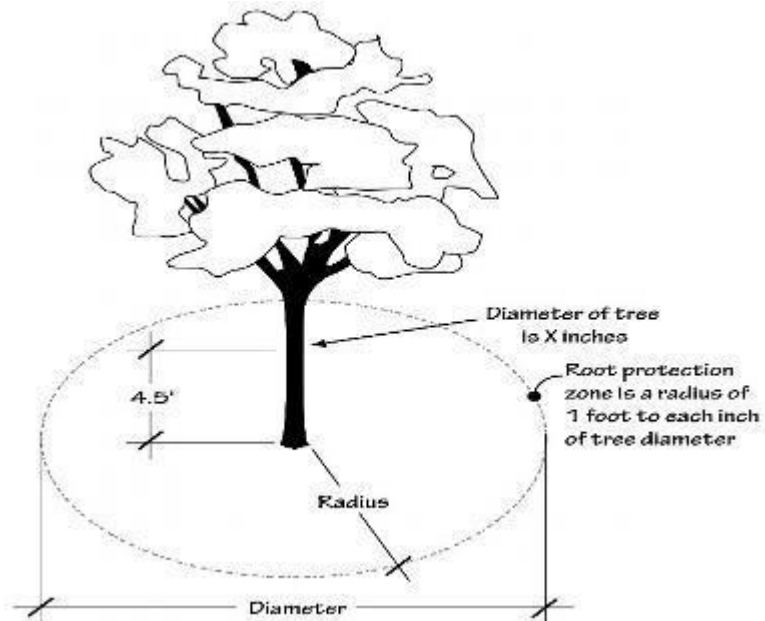
C. Protection methods. The Tree Plan shall show that the contractor adequately protects trees to be preserved during construction using one of the methods described below:

1. Clear & Objective Path.

a. A root protection zone is established as follows:

(1) For trees on the development site - a minimum of 1 foot radius (measured horizontally away from the face of the tree trunk) for each inch of tree diameter (see Figure 80-2)

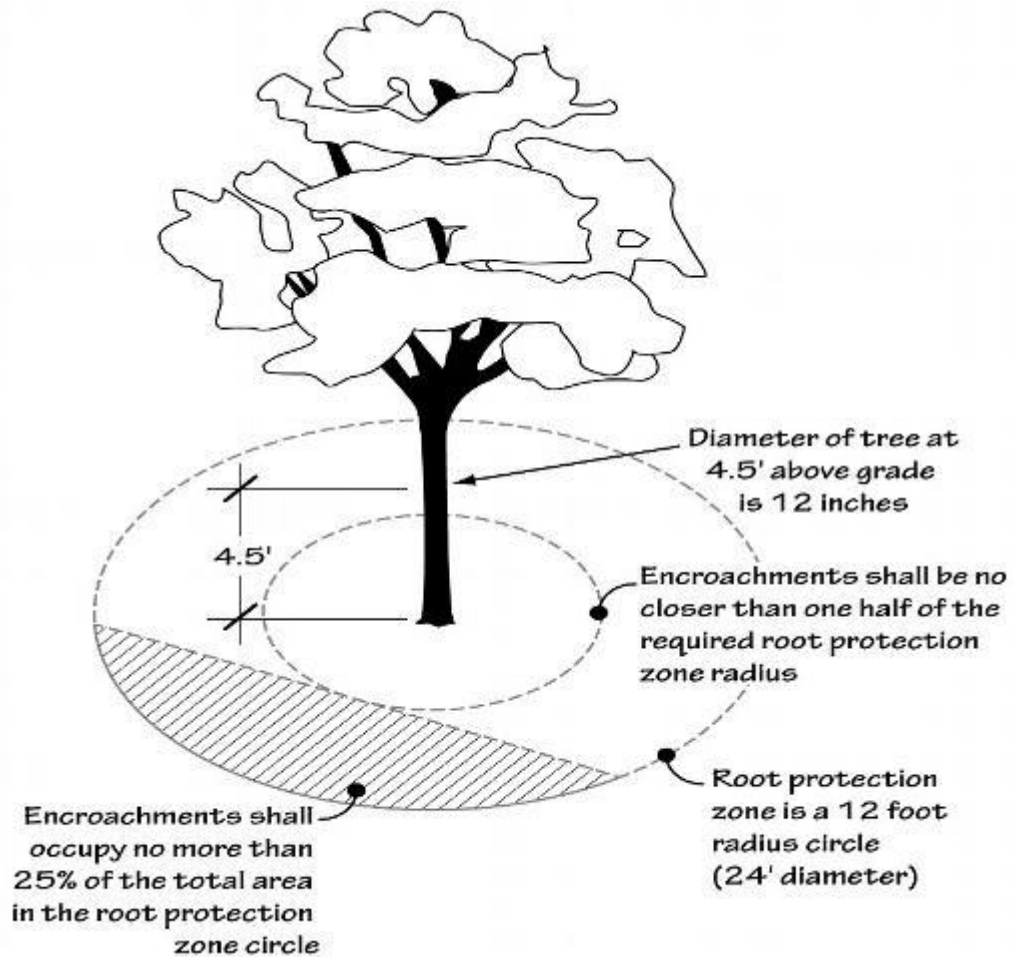
Figure 80-2
Root Protection Zone



(3) Existing encroachments into the root protection zone, including structures, paved surfaces and utilities, may remain. New encroachments into the root protection zone are allowed provided:

- (a) the area of all new encroachments is less than 25 percent of the remaining root protection zone area when existing encroachments are subtracted; and
- (b) no new encroachment is closer than $1/2$ the required radius distance (see Figure 60-1);

Figure 60-1
Permissible RPZ Encroachments



b. Protection fencing

(1) Protection fencing consisting of a minimum 6-foot high metal chain link construction fence, secured with 8-foot metal posts shall be established at the edge of the root protection zone and permissible encroachment area on the development site. Existing structures and/or existing secured fencing at least 3½ feet tall can serve as the required protective fencing.

(2) When a root protection zone extends beyond the development site, protection fencing is not required to extend beyond the development site. Existing structures and/or existing secured fencing at least 3½ feet tall can serve as the required protective fencing.

e. The following is prohibited within the root protection zone of each tree or outside the limits of the development impact area: ground disturbance or construction activity including vehicle or equipment access (but excluding access on existing streets or driveways), storage of equipment or materials including soil, temporary or permanent stockpiling, proposed buildings, impervious surfaces, underground utilities, excavation or fill, trenching or other work activities; and

f. The fence shall be installed before any ground disturbing activities including clearing and grading, or construction starts; and shall remain in place until final inspection by Planning Division staff.

2. Arborist's Discretion. When the prescriptive path is not practicable, the applicant may propose alternative measures to modify the clear and objective root protection zone (RPZ), provided the following standards are met:

a. The alternative RPZ is prepared by an arborist who has visited the site and examined the specific tree's size, location, and extent of root cover, evaluated the tree's tolerance to construction impact based on its species and health, identified any past impacts that have occurred within the root zone, and forwarded a report through the developer to Planning Division staff;

b. The arborist has prepared a plan providing the rationale used to demonstrate that the alternate method provides an adequate level of protection based on the findings from the site visit described above;

d. If the alternative methods require the arborist be on site during construction activity, the applicant shall submit a copy of the contract for those services prior to permit issuance and a final report from the arborist documenting the inspections and verifying the viability of the tree(s) prior to final inspection by the Planning Division;

e. If the alternative tree protection method involves alternative construction techniques, an explanation of the techniques and materials used shall be submitted;

f. The arborist shall sign the tree preservation and protection plan and include contact information.

D. Changes to tree protection. Changes to the tree protection measures during the course of the development may be approved as a revision to a permit provided that the change is not the result of an unauthorized encroachment into a root protection zone (RPZ), and the applicant demonstrates that the tree protection standards of this Section continue to be met. When an unauthorized encroachment has occurred, the City may pursue an enforcement action or other remedy.

G6-PW. Public Works: Follow the appended "Public Works Comments September 30, 2019" (Attachment 102A).

Design Review 2019-03

D1. ROW: To meet WDO Figure 3.01B, as part of PLA recordation and regarding N. Pacific Highway (U.S. 99E) the applicant shall dedicate six (6) feet of ROW and along the ROW a PUE of ten (10) feet.

D2. Street corridors: To meet WDO 3.01, as part of PLA recordation and regarding Street Corridors "G" & "K", the applicant shall for each dedicate either (a) sixty (60) feet of ROW and along each side a PUE of five (5) feet or (b) a PUE of seventy (70) feet.

D3. Jacobsen path: To meet WDO 3.01, the applicant shall:

- a. Easement: As part of PLA recordation and regarding said path, dedicate a PUE of at least twelve (12) feet in width and extending from the highway newly dedicated ROW to the rear east property line of adjusted Parcel No. 2. adjacent to Tax Lot 051W08DD02600 (1217 Greenview Drive); and
- b. Improvement: Improve said path per Condition G3. Also, if the path is concrete, the concrete shall continue where the path crosses the asphalt south cross access drive aisle.

D4. Cross access: To meet WDO 3.04.03B, the applicant shall:

- a. Extend from the driveway a drive aisle each to the north and south property lines of adjusted Parcel No. 1 adjacent to Tax Lots 051W08DB02700 (1390 N. Pacific Highway) and 051W08DC00300 (1220 N. Pacific Highway).
- b. To meet WDO 3.04.03B.1 & 3, establish a public access easement and private maintenance agreement to the satisfaction of the Director and revocable only with the concurrence of the Director.
- c. The easement width shall be minimum twenty (20) feet and centered on the drive aisle centerline.

D5. Parking stall double striping: To meet WDO 3.05.02K, the applicant shall delineate parking stalls with double parallel lines pursuant to Figure 3.05C and stripe them as such in the field prior to building permit final inspection.

D6. Bicycle parking near main entrance: To meet WDO 3.05.03E, prior to building permit final inspection the applicant shall provide bicycle parking within fifty (50) feet of a main entrance. In the context of a new construction apartment complex with conventional three-story buildings with open stairwells, each apartment building has two main entrances as follows:

- a. In Buildings A & C-G there are four points where a building main wall plane intersects the walkway serving building ground floor entrances and the stairwell to upper floor entrances;
- b. In Buildings B, H, & J there are two such points;

- c. Each building has either (a) two walkways with two points each totaling the four or (b) one walkway with two points total; and so
- d. The condition shall apply to two points minimum for each of Buildings A & C-G and one point minimum for Buildings B, H, & J and apply to one point minimum per walkway.

Property Line Adjustment 2019-03

PLA-1. Street access: To meet WDO 3.04.01A, landlocked adjusted Parcel No. 2 shall have access to the highway across adjusted Parcel No. 1 by means of a public access easement and private maintenance agreement to the satisfaction of the Director, and revocable only with the concurrence of the Director.

PLA-2PW. Public Works: Sewer access: Follow the appended "Public Works Comments September 30, 2019" (Attachment 102A), Comment Other 1.

PLA-3. Recording: To meet WDO 5.01.08B.5., upon City approval of the subject property line adjustment (PLA), the applicant shall revise the drawing or drawings as needed and record the re-plat with Marion County. The expiration date is per WDO 4.02.04B. Subsection 2. that refers to "the activity approved in the decision has commenced" means recordation of the subject PLA, and to this end the applicant shall apply to Marion County for recordation by April 10, 2020 and complete recordation by October 9, 2020.

Variance 2019-02

V1-SA. Street access minimum number (WDO 3.01.05C): The proposal is exempt from WDO 3.01.05C, and the applicant shall:

- a. Reserve Street Corridors "G" and "K" per Conditions G3 & D2; and
- b. Construct the public cross access drive aisles and dedicate corollary easements accordingly per Condition D4.

V2-DN. Driveway minimum number (WDO 3.04.03A.2.b):

- a. The proposal is exempt from WDO 3.04.03A.2.b., and the applicant shall:
- b. Reserve Street Corridors "G" and "K" per Condition G3 & D2; and
- c. Construct the public cross access drive aisles and dedicate corollary easements accordingly per Condition D4.

- V3-PR. Off-street parking ratio minimum WDO (Table 3.05A):
- a. Dwelling ratio: The minimum ratio shall be by unit type as follows:
 - i. For each studio dwelling, 1.0 stall;
 - ii. For each one-bedroom, 1.85 stalls;
 - iii. For each two-bedroom, 1.85 stalls; and
 - iv. For each three or more bedroom unit type, 2.0.
 - b. Clubhouse parking: Staff interprets WDO Table 3.05A row 37 such that a “community club building” (clubhouse) requires its own parking only for stand-alone clubhouses or in the context of residential subdivisions, and that apartment complex so-called clubhouses are not subject to the community club building parking ratio.
 - c. Compact parking: At least twenty percent (20%) of the minimum amount of stalls shall be compact.
 - d. Bicycle parking amount and distribution: The applicant shall provide a minimum number of bicycle parking stalls as follows:
 - i. At least one (1) per dwelling in each dwelling in the outdoor closet of the balcony or patio in which the applicant shall install a wall-mounted folding or retractable hook designed for the hanging of a bicycle;
 - ii. At least one (1) stall at the base of each building stairwell, with each of these locations having a bicycle parking sign with minimum face dimensions of (1) foot wide by one-and-a-half (1½) feet high;
 - iii. At least four (4) stalls within fifty (50) feet of the newly dedicated highway ROW;
 - iv. At least four (4) stalls within fifty (50) feet of the Jacobsen path easement.
 - v. At least eight (8) among the clubhouse / leasing office, play area, and barbeque (BBQ) area.
 - vi. At least two (2) stalls outside and near each apartment building spaced to conform to the 50-foot distance provision of WDO 3.05.03E as applied through Condition D6.
 - vii. In no case shall the total number of bicycle parking stalls equal fewer than 1.1 per dwelling, and in no case shall the minimum coverage/sheltering from precipitation of bicycle parking be for fewer than seventeen (17) stalls.
 - e. Bicycle standards: Stalls shall conform to City of Portland Title 33, Chapter 33.266.220C (amended 5/24/2018), except that the applicant may ignore subsections C6, C7, & C5c, and that C4b does not apply to the outdoor storage closets for which the minimum stall depth from wall instead shall be four (4) feet minimum. Vertical clearance instead shall be eight (8) feet or, where a stall is under stairs, six (6) feet.
 - f. Sidewalk: The highway sidewalk shall remain eight (8) feet wide as proposed (instead of 6 feet typical).
 - g. Access way, highway: At least one access way shall remain as proposed that extends onto the site at least three hundred (300) feet from the sidewalk.

- h. Access way, Jacobsen path: At least one access way shall remain as proposed that extends onto the site at least one hundred and seventy (170) feet from the Jacobsen path.
- i. Jacobsen path:
 - a. Improvement: The applicant shall construct the proposed Jacobsen path and provide a public easement per Condition G3 & D3a.
 - b. Long-range planning: Until July 1, 2030, if any of the following were to occur, then the applicant shall construct or pay the City a fee in-lieu to construct extension of the path to either the east property line or a point no farther west than one hundred and seventy-five (175) feet west of the southeast corner of adjusted Parcel No. 2.:
 - i. The applicant or any successors and assigns apply to the City for a Type III or IV planning / land use / zoning review.
 - ii. For the neighboring property to the south, Tax Lot 051W08DC00300 (1220 N. Pacific Highway), an applicant A obtains a Type III or IV planning / land use / zoning approval to partially or wholly redevelop that property. In this scenario, the applicant or any successors and assigns need not construct or pay the City a fee in-lieu if (a) the City were to condition approval such that applicant A would be the one to construct or pay the City and (b) if the applicant or any successors and assigns grant permission to an applicant A to come onto adjusted Parcel No. 2 and construct. Also in this scenario, the applicant or any successors and assigns shall construct or pay the City for half of the path if the City were to condition approval such that the path would straddle the property line and applicant A would construct the south half side of the path or pay the City a fee in-lieu towards construction of the south half side.
 - iii. A fee in-lieu shall be at least 200% of a licensed civil engineer's cost estimate.
 - c. The applicant shall install a permanent all-weather pole sign at the Jacobsen path temporary east terminus that states in lettering two (2) inches high minimum: "This Public Path is Planned for Future Extension." The sign face shall be no lower than 3½ ft above grade and no higher than 5 ft and of minimum dimensions of one-and-a-half (1½) feet by (1) foot. This is due prior to building permit final inspection.
- j. Parking demand management: The applicant or any successors and assigns, if recouping the costs of parking, shall instead of doing so from multi-family rent do so by charging a separate, listed, and uniform parking fee and only to leaseholders whose households choose to park their vehicles on site. Guest and visitor vehicles and – if any – such stalls shall be excluded from such fee. A uniform parking fee means not charging tiered fees for garage stalls, carport stalls, reserved stalls, open air stalls, standard size stalls, or compact stalls premised on perception of some stalls being more desirable and valuable

than others. It also means that the fee amount must be uniform – either as a rate or an absolute value – for all leaseholders subject to the parking fee, but does not mean that the fee must be fixed indefinitely. Documentation of the uniform parking fee is due by building permit final inspection.

- k. Trial period: Until July 1, 2021, there shall be a trial period in which the Director may receive evidence of a chronic parking overflow problem and choose to investigate, review, and act upon it, including by obtaining the latest documentation of the uniform parking fee. This condition authorizes the Director to require that the applicant or any successors and assigns apply for and receive approval of a solution to the satisfaction of the Director. The review shall default to a Type II process, but the Director may instead elevation the review to Type III to obtain Planning Commission review and decision. The Director may condition that the applicant or any successors and assigns fulfill the offer made through the revised narrative (submitted September 4, 2019, p. 13) to contact a car share company and allow a parking space or two to be allocated such a company car or cars for tenant use. (This condition does not subvert WDO 4.02.07 Modification of Conditions.)

V4-CP. Compact parking (WDO 3.05.03C):

- d. Percentage: The compact parking maximum as a percentage of the required minimum amount of parking shall be sixty percent (60%; instead of 20% typical) and hundred percent (100%) of any amount in excess of the minimum required.
- e. Striping: Each stall shall be striped “COMPACT ONLY” in lettering one (1) foot high minimum.
- f. Wheel stops: Where used, wheel stops shall be four (4) inches high maximum.

V5-DA. Drive aisle (WDO Table 3.05C):

- a. The minimum drive aisle widths shall be per the table below (instead of 24 feet typical):

<i>Parking Context</i>	<i>Minimum Drive Aisle Width (feet)</i>		
	<i>One-way Travel</i>		<i>Two-way Travel</i>
	<i>Single Lane</i>	<i>Paired Lanes</i>	
<i>Standard or ADA-compliant stalls</i>	18	10 per lane; 20 total	20
<i>Compact stalls</i>	16	9 per lane; 18 total	20
<i>No adjacent stalls</i>	10	9 per lane; 18 total	20

- b. The condition applies up to newly dedicated ROW so as not to interfere with the driveway minimum width provisions of WDO Table 3.04A.

V6-CH. Curb dimensions (WDO 3.06.021): Curb or curbing that delineates on-site walkways and landscaped, parking, and vehicular circulation areas shall have a minimum height and width each of four (4) inches (instead of 6 inches typical).

V7-AW. Architectural Wall (WDO Table 3.06D & 3.06.06):

- a. The east rear property line subject to the Architectural Wall provisions of Table 3.06D and 3.06.06 is exempt from those provisions.
- b. Landscaping:
 - i. The applicant shall landscaped the east rear setback of six (6) feet to the minimum planting density of WDO Table 3.06A, row "Buffer yards".
 - ii. The landscaping shall include evergreen shrubbery planted at the large category minimum size per WDO Table 3.06B.
 - iii. The applicant shall include within the landscaping of the east rear setback of ten (10) feet at least seven (7) trees of which at least two (2) shall be large category large per WDO Table 3.06B.
- c. Lighting:
 - i. Full cut-off: Exterior lighting fixtures shall be full cut-off or fully shielded models.
 - ii. Heights:
 - (a) Wall: Exterior wall-mounted fixtures shall be no higher than ten (10) feet above walkway finished grade. (This height limit is not applicable to emergency egress lighting and permanent wall signs allowed through WDO 3.10 were they to have interior illumination.)
 - (b) Parking pole: Exterior pole-mounted fixtures within four (4) feet of or in parking, loading, and vehicular circulation areas shall be no higher than fourteen-and-a-half (14½) feet above vehicular finished grade.
 - (c) Other pole: Remaining exterior pole-mounted fixtures, if any, shall be no higher than twelve (12) feet above grade.
- d. Railings/fence: The following applies to the Building C four patios closest to the east rear property line: To lessen encroachment of persons and outdoor storage into the rear setback, the outermost edges of the patio concrete slabs shall have either metal railings or cedar fencing at least three (3) feet high but no more than five (5) feet high.

Actions

The Planning Commission may instead act on the land use application to:

1. Approve per staff recommendations,
2. Approve with modified conditions, or
3. Deny, based on WDO criteria or other City provisions.

If the Planning Commission were to act upon the recommendation, staff would prepare a final decision for approval with the conditions that staff recommends.

Attachment List

101. Tax Maps Marked (2 sheets)

102. Analyses & Findings

102A. Public Works Comments September 30, 2019

103. WDO Table 2.03A (as of Ordinance No. 2562, Sept. 10, 2018)

104. Highway 99E Corridor Plan excerpted (2012; 9 pages)

105. Transportation System Plan (TSP) Figure 7-1 (2005)

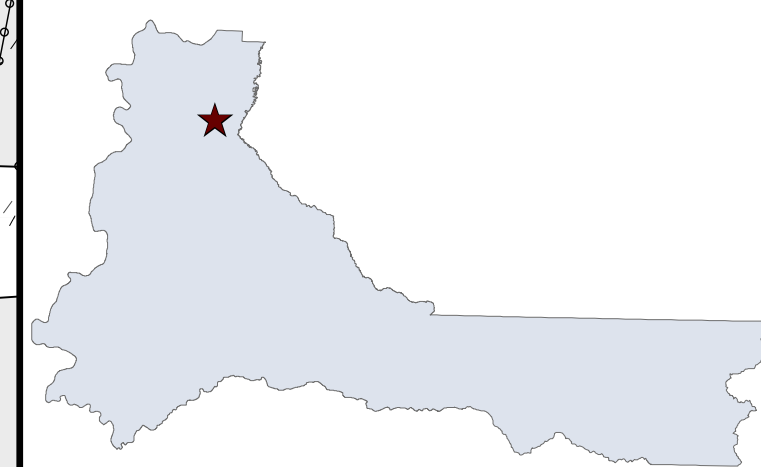
106. Site plans excerpted (submitted Sept. 4, 2019; 18 sheets)

05 1W 08DB

SEE MAP 051W08B

SEE MAP 051W08A

05 1W 08DB
WOODBURN



MARION COUNTY, OREGON
NW1/4 SE1/4 SEC8 T5S R1W W.M.
SCALE 1" = 100'

LEGEND

- LINE TYPES**
- Taxlot Boundary
 - Road Right-of-Way
 - Railroad Right-of-Way
 - Private Road ROW
 - Subdivision/Plat Bndry
 - Waterline - Taxlot Bndry
 - Historical Boundary
 - Easement
 - Railroad Centerline
 - Taxcode Line
 - Map Boundary
 - Waterline - Non Bndry

- CORNER TYPES**
- + 1/16TH Section Cor.
 - ⊙ DLC Corner
 - ⊕ 1/4 Section Cor.
 - ⊕ 16, 15 Section Corner
 - ⊕ 21, 22

NUMBERS

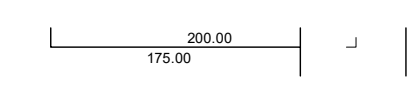
Tax Code Number
000 00 00 0

Acreage
0.25 AC

All acres listed are Net Acres, excluding any portions of the taxlot within public ROWs

NOTES

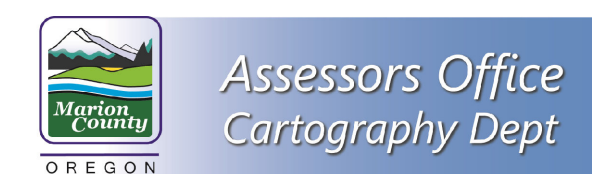
Tick Marks: A tick mark in the road indicates that the labeled dimension extends into the public ROW



CANCELLED NUMBERS

100			
200			
600			
700			
800			
1600			
2100			
2500			

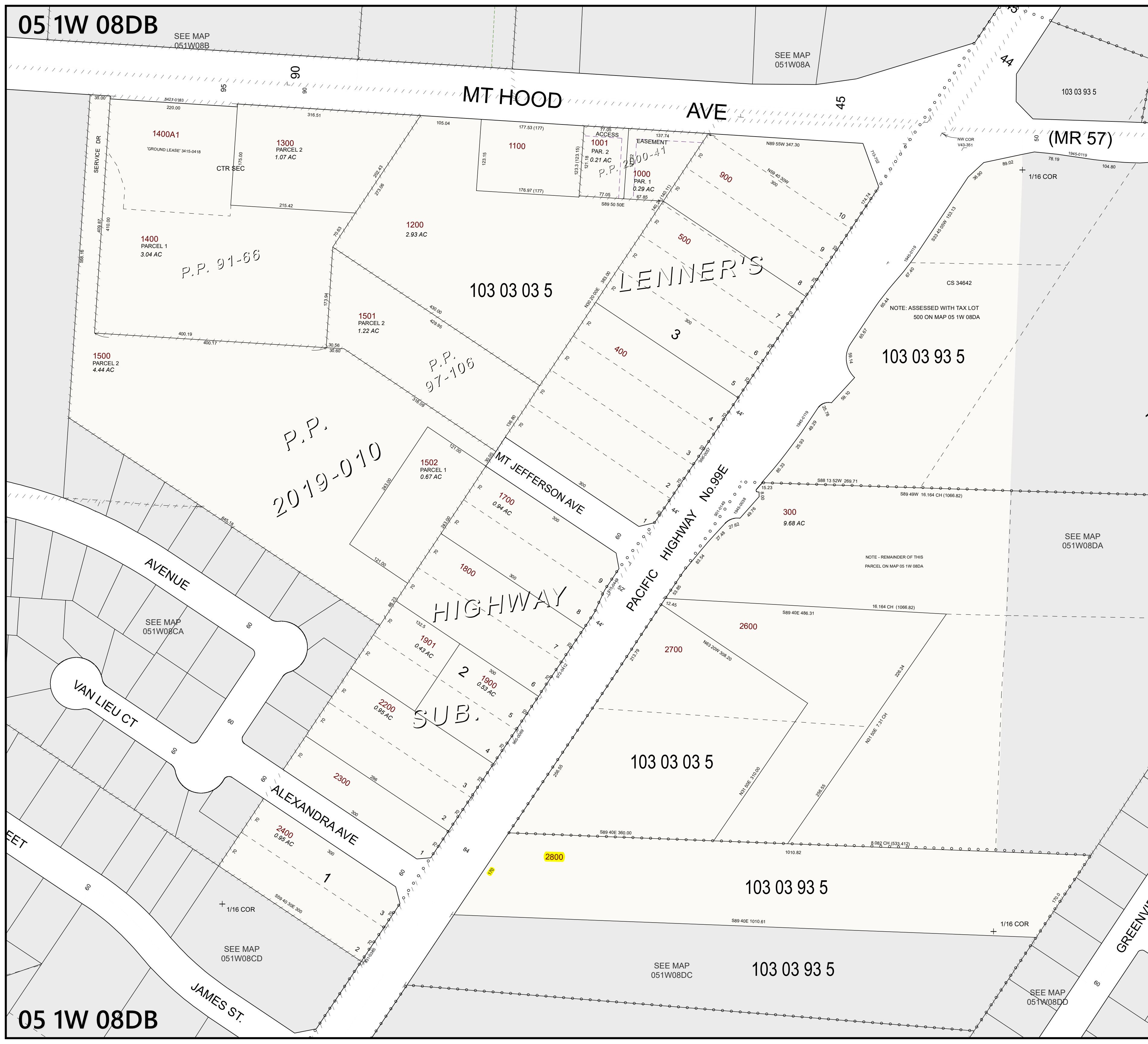
DISCLAIMER: THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSES ONLY



FOR ADDITIONAL MAPS VISIT OUR WEBSITE AT www.co.marion.or.us Attachment 101

PLOT DATE: 5/17/2019

WOODBURN
05 1W 08DB



05 1W 08DB

SEE MAP 051W08CD

SEE MAP 051W08DC

SEE MAP 051W08DD

SEE MAP 051W08DA

SEE MAP 051W08CA

05 1W 08DC

05 1W 08DC WOODBURN



MARION COUNTY, OREGON
SW1/4 SE1/4 SEC8 T5S R1W W.M.
SCALE 1" = 100'

LEGEND

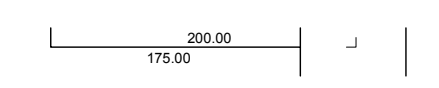
- LINE TYPES**
- Taxlot Boundary
 - Road Right-of-Way
 - Railroad Right-of-Way
 - Private Road ROW
 - Subdivision/Plat Bndry
 - Waterline - Taxlot Bndry
 - Historical Boundary
 - Easement
 - Railroad Centerline
 - Taxcode Line
 - Map Boundary
 - Waterline - Non Bndry

- CORNER TYPES**
- + 1/16TH Section Cor.
 - ⊙ DLC Corner
 - ⊕ 1/4 Section Cor.
 - ⊕ Section Corner

NUMBERS
Tax Code Number
000 00 00 0

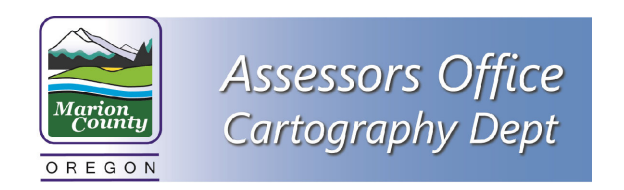
Acreege 0.25 AC All acres listed are Net Acres, excluding any portions of the taxlot within public ROWs

NOTES
Tick Marks: A tick mark in the road indicates that the labeled dimension extends into the public ROW



CANCELLED NUMBERS	
200	9001
600	9101
800	9201
1000	9401
1100	
4900	
5000	
5100	
5200	
5300	
5400	
5500	
5600	
6200	
8401	
8701	
8801	

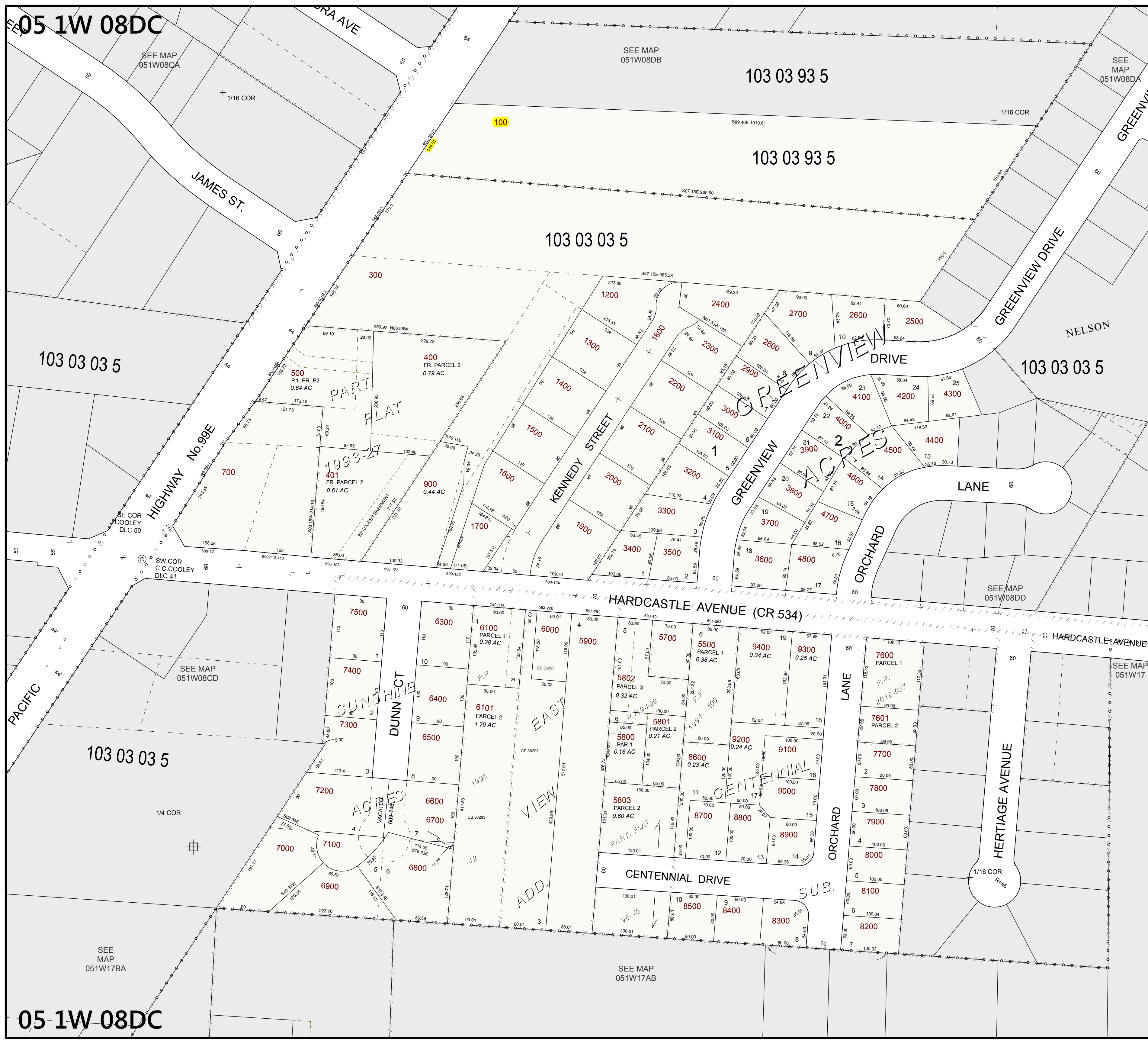
DISCLAIMER: THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSES ONLY



FOR ADDITIONAL MAPS VISIT OUR WEBSITE AT www.co.marion.or.us

PLOT DATE: 7/18/2018

WOODBURN 05 1W 08DC



05 1W 08DC

SEE MAP 051W08CA

SEE MAP 051W08DB

SEE MAP 051W08DA

SEE MAP 051W08CD

SEE MAP 051W08DD

SEE MAP 051W17

SEE MAP 051W17BA

SEE MAP 051W17AB

Analyses & Findings

This attachment to the staff report analyzes the application materials and finds through statements how the application materials relate to and meet applicable provisions such as criteria, requirements, and standards. They confirm that a given standard is met or if not met, they call attention to it, suggest a remedy, and have a corresponding recommended condition of approval. Symbols aid locating and understanding categories of findings:

<i>Symbol</i>	<i>Category</i>	<i>Indication</i>
✓	Requirement (or guideline) met	No action needed
✗	Requirement (or guideline) not met	Correction needed
⊖	Requirement (or guideline) not applicable	No action needed
▲	<ul style="list-style-type: none"> Requirement (or guideline) met, but might become unmet because of condition applied to meet separate and related requirement that is not met Plan sheets and/or narrative inconsistent Other special circumstance benefitting from attention 	Revision needed for clear and consistent records
■	Street Exception or Variance	Request to vary from requirement

Table of Contents

Location.....	2
Land Use & Zoning	2
Statutory Dates	3
Design Review Provisions.....	4
Property Line Adjustment Provisions	38
Variance Provisions.....	39
Recommended Conditions of Approval.....	49
Applicant Identity.....	60
Notes to the Applicant.....	60

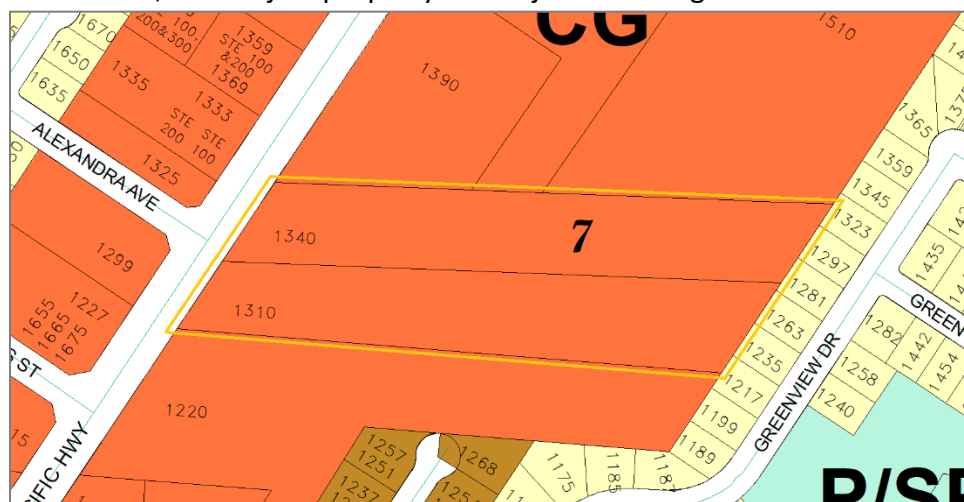
Location

Address	1310 & 1340 N. Pacific Highway (U.S. 99E)
Tax Lot(s)	1310: 051W08DC 00100 (3.33 acres) and 1340: 051W08DB 02800 (3.34 acres) totaling 6.67 acres
Nearest intersection	N. Pacific Highway & Alexandra Avenue

Land Use & Zoning

Comprehensive Plan Land Use Designation	Commercial
Zoning District	Commercial General (CG)
Overlay District(s)	none
Existing Use(s)	none (disturbed but undeveloped)

For context, the subject property and adjacent zoning are illustrated and tabulated below:



Zoning Map Excerpt

Cardinal Direction	Adjacent Zoning
North	CG / vacant building previously occupied by Chu's Eatery
East	Residential Single Family (RS) / Country Acres Estates Subdivision
South	CG/ Al's Garden and Home retailer
West	Across U.S. 99E right-of-way (ROW): CG

The subject property is not part of any partition or subdivision plat. The Marion County Assessor describes the lots as "Acres 3.33" and "Acres 3.34". The City adopted its first land division requirements effective April 16, 1963 as referenced in Woodburn Development Ordinance (WDO) 1.02 "Lot". Staff surmises that the subject property is a legal lot of record.

Generally, in this document, “lot” refers to one of the two lots, whether in its present state or as adjusted, that is part of the subject property, and “property” refers to both lots, whether in their present state or as adjusted, composing the subjecting property.

The project name is “Pacific Valley Apartments”.

Section references below are to the [Woodburn Development Ordinance \(WDO\)](#).

Statutory Dates

The application was submitted on April 10, 2019 with additional materials submitted through September 4, 2019. Staff deemed it complete as of September 11, 2019, making the 120-day decision deadline January 9, 2020.

Design Review Provisions

4.01.07 Consolidated Applications

An applicant may request, in writing, to consolidate applications needed for a single development project. Under a consolidated review, all applications shall be processed following the procedures applicable for the highest type decision requested. It is the express policy of the City that development review not be segmented into discrete parts in a manner that precludes a comprehensive review of the entire development and its cumulative impacts.

5.03.02 Design Review, Type III

A. Purpose: The purpose of Type III design review is to ensure that new buildings or additions to existing buildings comply with Land Use and Development Guidelines and Standards of this Ordinance (Sections 2 and 3).

B. Type III Design Review is required for the following:

1. Non-residential structures in residential zones greater than 1,000 square feet in the RS, R1S, RM, and P/SP zones.
2. Multi-family dwellings not meeting all architectural design guidelines and standards.
3. Structures greater than 2,000 square feet in the CO, CG, MUV, DDC, and NNC zones.
4. Structures greater than 3,000 square feet in the IP, IL, and SWIR zones.
5. For sites with existing buildings in the CO, CG, MUV, DDC, NNC, IP, IL, and SWIR zones; expansions or new buildings that increase lot coverage by more 25%.
6. Change of use that results in a greater than 25% increase in required parking.

Because the proposal is for buildings totaling greater than 2,000 square feet (sq ft) in the CG zoning district, per subsection 3. it requires a Type III Design Review. The applicant submitted site plans on April 10, 2019 and revised site plans through September 4, 2019 (within Attachment 106). (Staff hosted a pre-app on November 13, 2018.)

✓ The requirement is met.

2.03 Commercial Zones

A. The City of Woodburn is divided into the following commercial zones:

2. The Commercial General (CG) zone is the community's primary commercial area, providing for businesses requiring extensive land intensive outdoor storage and display of merchandise, equipment, or inventory.

B. Approval Types (Table 2.03A)

1. Accessory Uses (A) are allowed outright, subject to the general standards of this Ordinance.
2. Conditional Uses (CU) may be allowed, subject to the general development standards of this Ordinance and conditions of Conditional Use approval.

3. Permitted Uses (P) are allowed outright, subject to the general development standards of this Ordinance.

Uses Allowed in Commercial Zones Table 2.03A		
Use		Zone
Accessory Uses (A) Conditional Uses (CU) Permitted Uses (P) Special Permitted Uses (S) Specific Conditional Uses (SCU)		CG
E	Residential	
4	Multiple-family dwellings	P

The proposed use matches E.4, which is a permitted use.

Note: Pursuant to state law, staff reviews the application through the WDO as it existed on the date of application. On April 10, 2019, the WDO version was that of Ordinance No. 2562 adopted Sept. 10, 2018. Though at present in the CG zoning district multiple-family dwellings are prohibited in some areas of the district and a conditional use (CU) in others, this change occurred after application submittal (and in response to a different proposed apartment complex project later submitted as DR 2019-05 Allison Way Apartments). The City Council adopted Legislative Amendment LA 2019-01 via Ordinance No. 2573 on June 24, 2019, which as is standard for ordinances per the City Charter, took effect 30 days later.

✓ The requirement is met.

Commercial General (CG) - Site Development Standards Table 2.03C				
Lot Area, Minimum (square feet)			No minimum	
Lot Width, Minimum (feet)			No minimum	
Lot Depth, Minimum (feet)			No minimum	
Street Frontage, Minimum (feet)			No minimum	
Front Setback and Setback Abutting a Street, Minimum (feet)			5 ¹	
Side or Rear Setback, Minimum (feet)	Abutting RS, R1S, or RM zone		10 ⁴	
	Abutting CO, CG, DDC, NNC, P/SP, IP, SWIR, or IL zone		0 or 5 ^{4,5}	
Setback to a Private Access Easement, Minimum (feet)			5	
Lot Coverage, Maximum			Not specified ²	
Residential Density (units per net acre)	Minimum	Row house		12
		Child care facility, group home, or nursing home		12
		Multi-family dwelling	Stand-alone	12
			In mixed use development	No minimum
	Maximum	Row house		24
		Child care facility, group home, or nursing home		32
		Multi-family dwelling	Stand-alone	32
			In mixed use development	32
Building Height, Maximum (feet)	Primary or accessory structure	Outside Gateway subarea		70
		Western Gateway subarea		50
		Eastern Gateway subarea		40
	Features not used for habitation		100	
<ol style="list-style-type: none"> 1. Measured from the Special Setback (Section 3.03.02), if any 2. Lot coverage is limited by setbacks, off-street parking, and landscaping requirements. 3. Only allowed in the Gateway Overlay District 4. A house of worship shall be set back at least 20 feet from a property line abutting a residential zone or use. 5. A building may be constructed at the property line, or shall be set back at least five feet. 				

Lot Dimensions

The CG zoning district has no minimum lot size, width, depth, or street frontage or maximum lot coverage.

Setbacks

The required setbacks are as follows and account for the corollary proposed PLA:

<i>Direction</i>	<i>Type</i>	<i>Setbacks (ft)</i>		
		<i>Existing</i>	<i>Required, Accounting for the Special Setback (i.e. street widening)</i>	<i>Proposed</i>
West	Front	n/a because no building	5 + 6 ROW = 11	17½ (11½ post-dedication)
North	Side, abutting CG	n/a	Zero or 5	16
East	Rear, abutting RS	n/a	10	10*
South	Side, abutting CG	n/a	Zero or 5	11½

*The proposed setback to Building C balconies is 6 ft; however, this conforms because 3.03.05B. allows that, “A balcony, outside stairway or other unenclosed, unroofed projection may not project more than 10 feet into a rear setback. In no case shall such a projection come closer than 6 feet from any lot line or Special Setback”.

Because the application materials indicate no private access easement, the 5-foot setback is not applicable. (The application materials do indicate a public cross access easement to the benefit of the north and south neighboring lots, but because this context is not private, compared to for example an access easement over the pole of a flag lot partition where the pole is the sole means of physical access and the easement the sole means of legal access for one or two landlocked lots, the private access easement setback is not applicable to this proposal.)

Density

Both the Comprehensive Plan and WDO 1.02 define density. Because they conflict, per state law the Comprehensive Plan definition supersedes. It is found as a footnote to Policy Table 1 (p. 7):

“The net buildable area of a parcel excludes land dedicated for public rights-of-way or stormwater easements, common open space, and unbuildable natural areas. For example, if a parcel has 10 acres, and 2 acres are removed for streets and 2 acres are within the floodplain / riparian area, then 6 net buildable acres would remain. The range of allowable densities is calculated based on net buildable acres. An acre has 43,560 square feet. Allowable densities may be increased through the discretionary planned unit development review process.”

The proposal falls under the residential building type / use of “multi-family dwelling” per 1.02 under “Dwellings ... Multiple-Family Dwelling”:

“A building on a single lot containing three or more dwelling units. Note: This definition does not include row houses, where attached single-family dwelling units are located on separate lots.”

The project is also stand-alone, meaning a conventional apartment complex that includes no other primary uses such as commercial retail and is more suburban in nature than urban.

Therefore, the applicable minimum and maximum densities are 12.0 and 32.0.

Looking to the proposal itself, the proposal involves no environmental constraints such as a creek, wetlands, or remnant old forest, a stormwater easement, or common open space of the kind understood in the context of a planned unit development (PUD) managed by an association that charges maintenance dues, with open space often being in its own platted tract or tracts. (Staff considers apartment complexes as having open space, but that remains a subarea of a platted lot under the direct control of a landlord and property manager, and so open space is not common open space.)

Therefore, obtaining net acreage is as simple as subtracting ROW dedication. 6.67 acres total for both lots that compose the subject property equals 290,545 sq ft. A 6-ft ROW dedication along 314.8 ft of frontage yields 1,888.8 sq ft. The result is $290,545 - 1,888.8 = 288,656$ sq ft or 6.63 acres.

The applied minimum and maximum densities are $6.63 \times 12 = 79.6 \rightarrow 77.0$ and $6.63 \times 32 = 212.2 \rightarrow 212$. (Rounding is consistent with Director's Interpretation INT 19-0625 Density Calculation Rounding.) The proposal contains 204 apartments, meeting the density provisions.

Height

The sheets illustrating building elevations note that the ten apartment buildings are 33.75 ft (33 ft, 9 inches) as measured per 1.02 "Building Height" and Figure 1.02A, meeting the provision.

✓ The site development provisions are met.

2.05 Overlay Districts

⊖ None apply.

2.06 Accessory Structures

2.06.02 Fences and Walls

C. Height in Non-Residential Zones

- 1. In commercial, industrial, or public zones, the maximum height of a fence or wall located in a yard abutting a street shall be 6 feet, relative to the ground elevation under the fence or wall. Fence height may increase to 9 feet once flush with the building face, or 20 feet from street right-of-way.**
- 2. Fences and walls may be constructed in the special setback provided the property owner agrees to removal at such time as street improvements are made.**

D. Fence Materials

- 1. Fences and walls shall be constructed of any materials commonly used in the construction of fences and walls, such as wood, stone, rock, or brick, or other durable materials.**
- 2. Chain link fences are acceptable as long as the fence is coated and includes slats made of vinyl, wood or other durable material. Slats may not be required when visibility into features such as open space, natural areas, parks and similar areas is needed to assure visual security, or into on-site areas in industrial zones that require visual surveillance.**
- 3. For manufacturing, assembly, fabricating, processing, packing, storage and wholesale and distribution activities which are the principle use of a building in industrial districts, the preceding standards apply when visible from, and within 20 feet of, a public street.**

2.06.03 Structures

- A. Accessory structures attached to a primary building shall be considered as a portion of the primary building and subject to the same requirements as the primary building.**
- B. The minimum separation between detached accessory structures and the primary building shall be six feet.**

The site plans propose no fencing or free-standing walls, excepting walls for the four recycling and trash enclosures. Because none are in the front yard, the stair-stepped maximum heights of fencing and walls are not applicable. Every enclosure is at least 6 ft from a building.

✓ The provisions are met.

2.07 Special Uses

⊖ None apply.

3.01 Streets

3.01.02 General Provisions

A. No development shall be approved, or access permit issued, unless the internal streets, boundary streets and connecting streets are constructed to at least the minimum standards set forth in this Section, or are required to be so constructed as a condition of approval.

D. The standards of this Section may be modified, subject to approval of an Exception to Street Right-of-Way and Improvement Requirements.

3.01.04B. All public streets under the jurisdiction of the City of Woodburn shall comply with the cross-sections depicted in this Section.

3.01.04C. For local residential streets which are not identified in the Comprehensive Plan, rights-of-way and improvements are determined by the Director at the time of development, based upon the existing and future estimated average daily trips of the development and surrounding development.

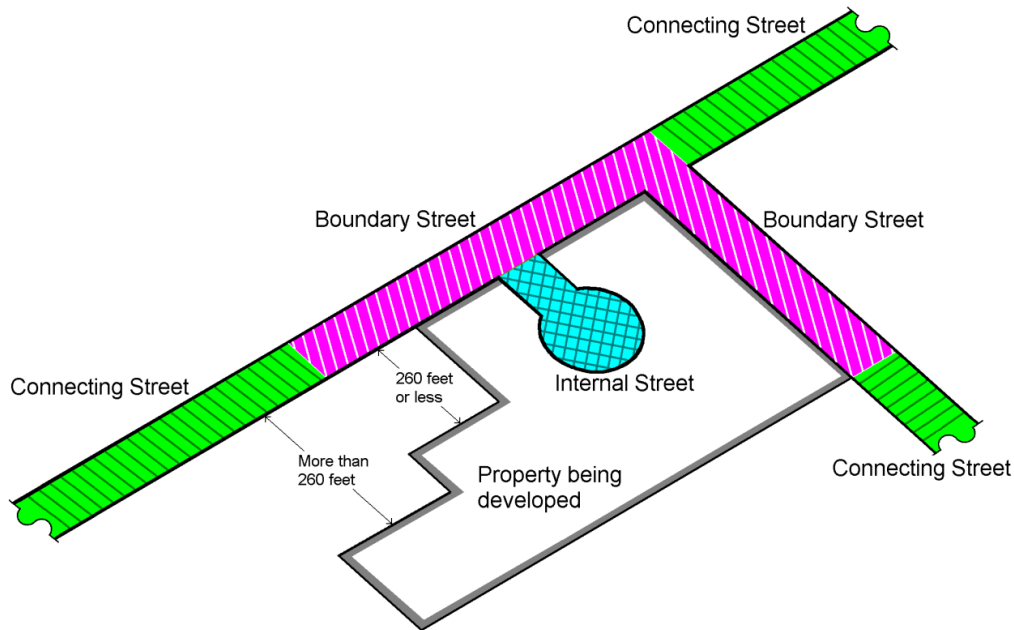


Figure 3.01A – Internal, Boundary, and Connecting Streets

The subject property has one frontage: N. Pacific Highway (U.S. 99E).

Per Transportation System Plan (TSP) Figure 7-1 “Functional Classification Designations” (Attachment 105; 2005), it is Major Arterial class, for which WDO Figure 3.01B applies:

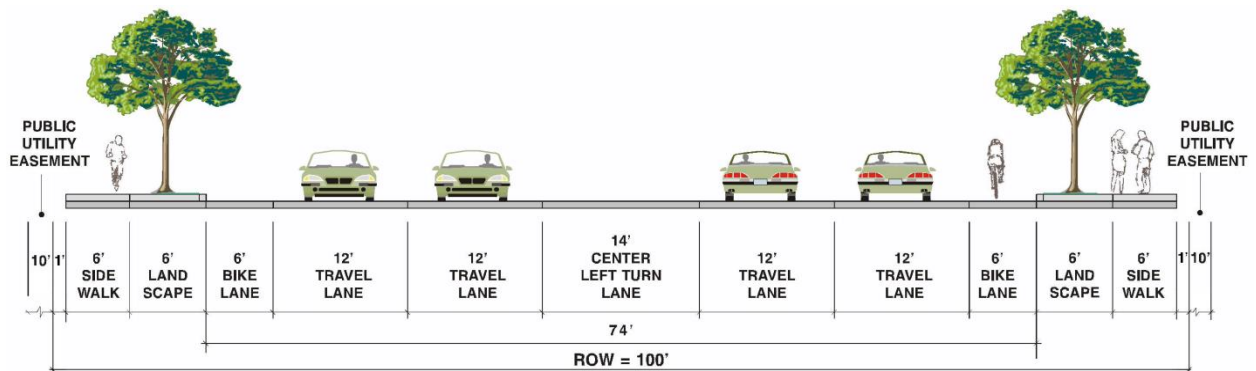


Figure 3.01B – Major Arterial

Frontage/public/street improvements are required to upgrade the frontages to present standards, and the applicant opted not to apply for an Exception to Street Right of Way and Improvement Requirements (EXCP; “Street Exception”).

ROW

Because the existing total ROW is 88 ft per the City geographic information system (GIS), the total deficit is 12 ft, and the half-street deficit is $12/2 = 6$ ft, which is what the site plans delineate and note. (Though Tax Maps 051W08DB & DC indicate the highway ROW is 84 ft

total, because tax maps do not serve the same purpose as plats and are not drafted and recorded to the same standards as plats, staff opts to go by City GIS. Also, in Attachment 102A Public Works comment 6 is silent on the exact width of required ROW dedication, never mind if it should be 8 instead of 6 ft.)

Improvements

The applicant proposes surface improvements that upgrade the nonconforming frontage to conform by keeping the bicycle lane and having a planter strip with street trees and new sidewalk, except that per staff request the applicant opts to have the surface improvements exceed the minimum standards by having an 8-ft sidewalk instead of a 6-ft one.

Long-range Planning

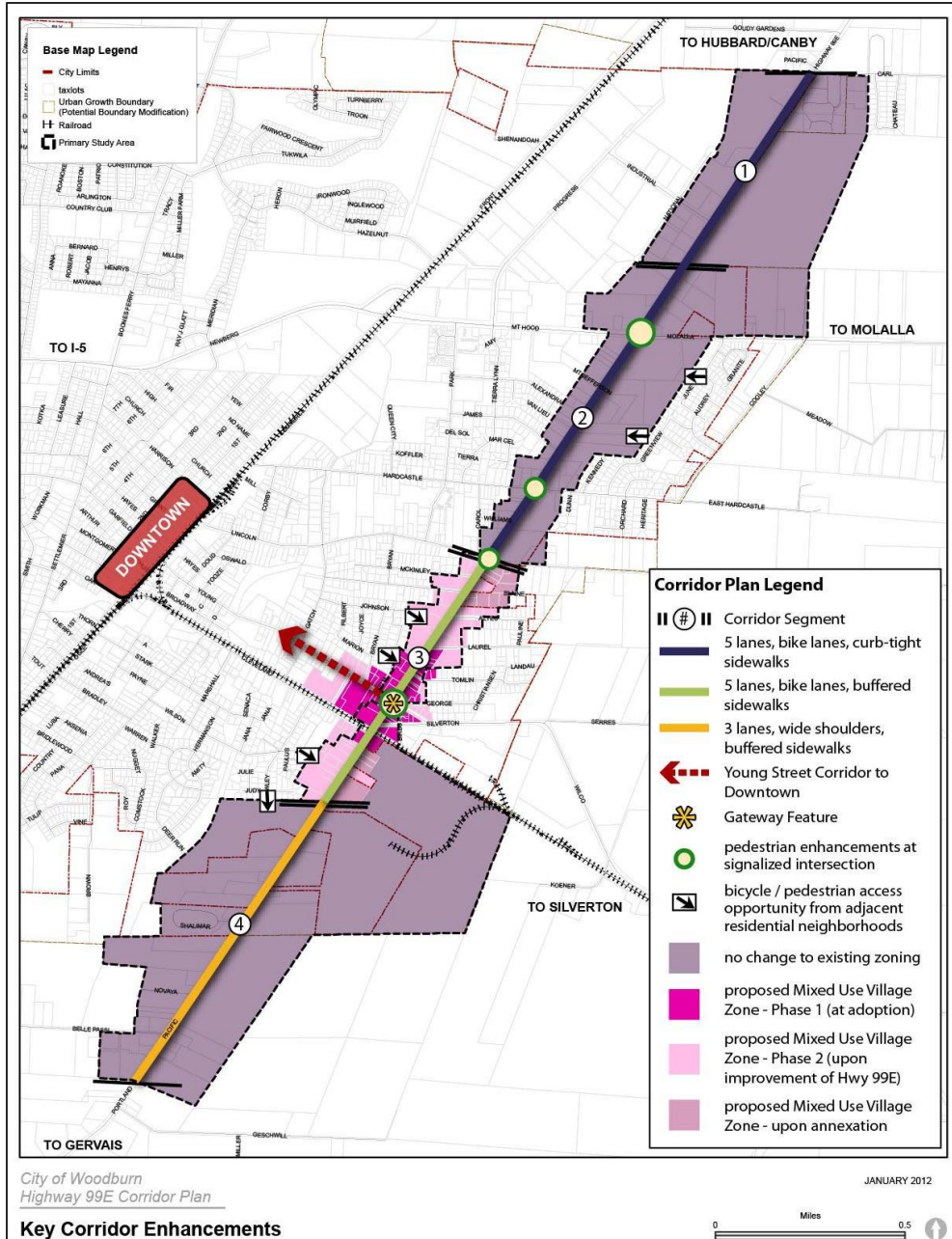
Comprehensive Plan and Highway 99E Corridor Plan provisions apply as described more below, starting with the Corridor Plan first.

Highway 99E Corridor Plan

The City Council approved the [Highway 99E Corridor Plan](#) on July 9, 2012 and formally adopted it via Ordinance No. 2492 on September 10, 2012. The Ordinance made the plan part of the Comprehensive Plan and among its exhibits included text amending the Comprehensive Plan to implement the Corridor Plan. The subject property lies within the corridor per plan Figure 1 on p. 2.

The Corridor Plan identifies needed transportation improvements, recommends appropriate land uses, and illustrates the urban design vision for the section of U.S. 99E / N. Pacific Highway running through Woodburn. The plan also identifies the policies, regulations, and actions necessary to implement this vision.

Section V. Corridor Plan Overview starting on p. 9 states, “This section summarizes the key land use and transportation changes associated with the Corridor Plan. These are also illustrated graphically in Figure 2: Key Corridor Enhancements on page 12.” Figure 2 is both reproduced below and part of Attachment 104.



Corridor Plan Figure 2

The figure shows lot lines in faint gray, the subject property lies east of where the black number 2 in a white circle appears. At the east of the subject property is an arrow that the legend explains is among a number of “bicycle / pedestrian access opportunity from adjacent residential neighborhoods”.

The second factor is existing context. The subject property lies within a superblock of approximately 7,200 feet (ft) or more than 1.3 miles in in perimeter as outlined in peach in the aerial below:



As a consequence, the regional bicycle, pedestrian, and vehicular network is poor, requiring more out-of-direction travel and inhibiting cycling, walking, and transit ridership.

Corridor Plan p. 11 under the header “Other Transportation Improvements” notes that:

“Additional transportation improvements are identified in Appendix B and summarized briefly below: ...

- Improvements to connectivity through new street connections and bicycle / pedestrian accessways.
- Adoption of access management policies for the corridor to improve safety for vehicles, bicycles, and pedestrians.”

Corridor Plan, Appendix B p. 2 under the header “Pedestrian Plan” notes that:

“Provide pedestrian and bicycle access to Highway 99E from adjacent residential neighborhoods. This will require development of accessways and obtaining easements.”

Because the subject property is disturbed but undeveloped, staff identifies that it can condition development to implement the above goals and policies through specific improvements.

Comprehensive Plan: Bicycle/Pedestrian

A comprehensive plan goal is to:

“H-1.4 Identify sidewalk and off-street pathway improvements to improve pedestrian mobility within neighborhoods and between residential areas and schools, parks, places of employment, and commercial areas. ...”

Based on the Corridor Plan described below and because the subject property is disturbed but undeveloped, staff identifies off-street public bicycle/pedestrian path improvements – what staff calls the “Jacobsen” path because the path corridor, along the westerly south property line, overlaps long-vacated Jacobsen Road. (The interim informal name facilitates unique and short identification and reference by the applicant and staff.)

The proposed 8-foot sidewalk, two access ways from the sidewalk, and the access way from Jacobsen path are also improvements meeting the goal. (“Access way” means an on-site walkway paved at least 8 ft wide to serve as a bicycle/pedestrian path to and from sidewalk – or to and from an off-street public bicycle/pedestrian path – and that is ADA-compliant.)

Comprehensive Plan: Streets

Shrinking superblocks and precluding new ones is a tool to meet City comprehensive plan policies about street connectivity, including the following with Policy H-7.3(m) being the most directly applicable:

“G-1.3 The City shall provide an interconnected street system to improve the efficiency of movement by providing direct linkages between origins and destinations.

H-2. Develop a street system that will handle projected year 2020 traffic demands in the Woodburn area, and interconnects residential areas with employment centers, schools, parks, churches, and regional transportation facilities.

H-2.3 Identify new east-west and north-south collector/minor arterial streets within the City to relieve traffic demands on Oregon 219/214, 211, and 99E and coordinate with Marion County to construct the street connections needed outside of the urban growth boundary (UGB). Where development of new collector/minor arterial streets is not possible within the near future, such as when an alignment runs outside of the UGB, work with property owners during subdivision to provide local street connections to improve connectivity in the interim.

H-6.7 The Woodburn TSP shall include measures to improve the walking and biking environment by providing sidewalks in all new developments and by providing an interconnecting system of pedestrian connections.

H-7.3 To ensure safety and long-range mobility on Highway 99E, the City shall be guided by the following access management objectives: ...

(m) Seek opportunities to enhance the connectivity of the local street system surrounding Highway 99E.”

The Corridor Plan, Appendix p. 5, Table B1 “Cost Estimates for Proposed Transportation Improvements” under Tier 3 “Long Term Projects” for Project 16 notes:

“Enhance north-south connectivity of local streets paralleling the Highway 99E corridor as part of property development or subdivision.”

Street Reservations

Because of the above and because the site is disturbed but undeveloped, staff requires first that the proposal reserve two future street corridors, Street Corridor “G”, roughly in line with Greenview Court to the east, and Street Corridor “K”, rough in line with Kennedy Street to the south. This in turn, upon redevelopment of adjacent properties facilitate (a) manifestation of a street between the intersections of Hardcastle Avenue & Kennedy Street and U.S. 99E and Mt. Jefferson Avenue overlapping present Kennedy Street and (b) manifestation of a street between the intersections of Greenview Drive & Greenview Court and U.S. 99E and Mt. Jefferson Avenue.

Street Corridor ‘G’ regarding territory within the subject property is the southeast-northwest future local street corridor 70 ft in width that assumes a ROW of 60 ft plus two 5-ft PUEs. “Street Corridor ‘K’ is the north-south future local street corridor 70 ft in width that assumes a ROW of 60 ft plus two 5-ft PUEs. (WDO 3.02.01B requires streetside PUEs.)

Reservation need not involve any ROW dedication. Along each street corridor the applicant must either dedicate ROW or a PUE.

WDO Support for Street Corridors

The WDO contains text reinforcing the Comprehensive Plan and long-range planning for extended and new streets:

“1.01.01 Title and Purpose

- A. This ordinance may be referred to as the “Woodburn Development Ordinance” or by the abbreviation “WDO”.
- B. The Woodburn Development Ordinance is intended to:
 - 1. Implement the Woodburn Comprehensive Plan in accordance with Oregon’s statewide planning goals and statutes;
 - 2. Facilitate adequate provisions for transportation, water, sewage, drainage, schools, parks and other facilities;
 - 7. Promote a logical growth pattern within the City and the economic extension of public services and facilities;

The identified Comprehensive Plan and Corridor Plan provisions serve as criteria:

1.02 Definitions

Approval Criteria and Approval Standards: All standards which must be met in order to approve an application. Depending upon the specific application, approval criteria include standards contained in the Woodburn Development Ordinance, Woodburn Comprehensive Plan and applicable state law.

WDO 3.01 indeed implements identified Comprehensive Plan and Corridor Plan provisions:

3.01 Streets

The purpose of this Section is to provide for safe and efficient streets within the City, and to implement the Woodburn Comprehensive Plan and the Transportation System Plan (TSP). The provision of streets is guided by the goals and policies of the Comprehensive Plan, the TSP, and other sections of the Woodburn Development Ordinance.

The long-range planning assumption of local class streets at 60 ft width of ROW each is conservative compared to higher functional classes of streets, roads, and highways, and the WDO supports the assumption:

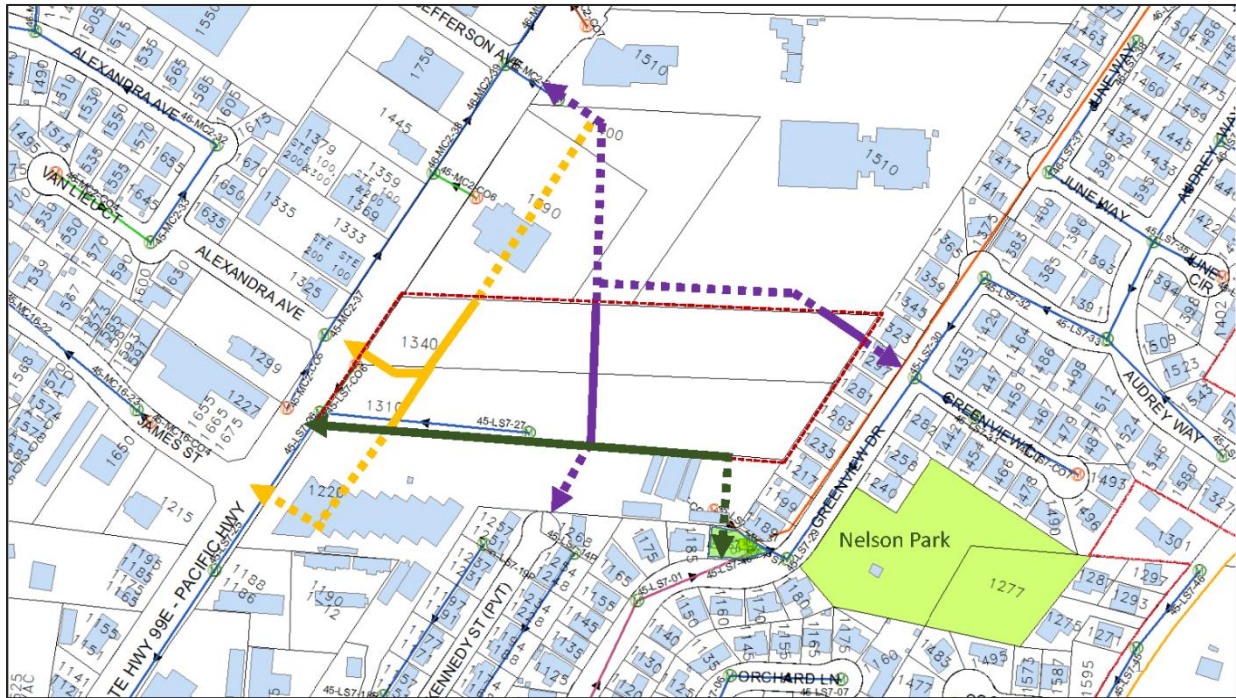
3.01.04 Street Cross-Sections







C. For local residential streets which are not identified in the Comprehensive Plan, rights-of-way and improvements are determined by the Director at the time of development, based upon the existing and future estimated average daily trips of the development and surrounding development.”

Generally, staff expects future redevelopment to the north with land uses that will generate more trips than present vacant development at 1390 N. Pacific Highway. Additionally, the Hall of Jehovah’s Witnesses at 1510 N. Pacific Highway has a vast parking area that undercapitalizes land, and staff expects as for most houses of worship that the attraction of lucre will entice redevelopment of surface parking, if not that whole property, into income and trip-generating land uses. In short, with sufficient room and expected market support for redevelopment in the vicinity of the subject property, it is necessary and timeline to identify and reserve new and extended street corridors.

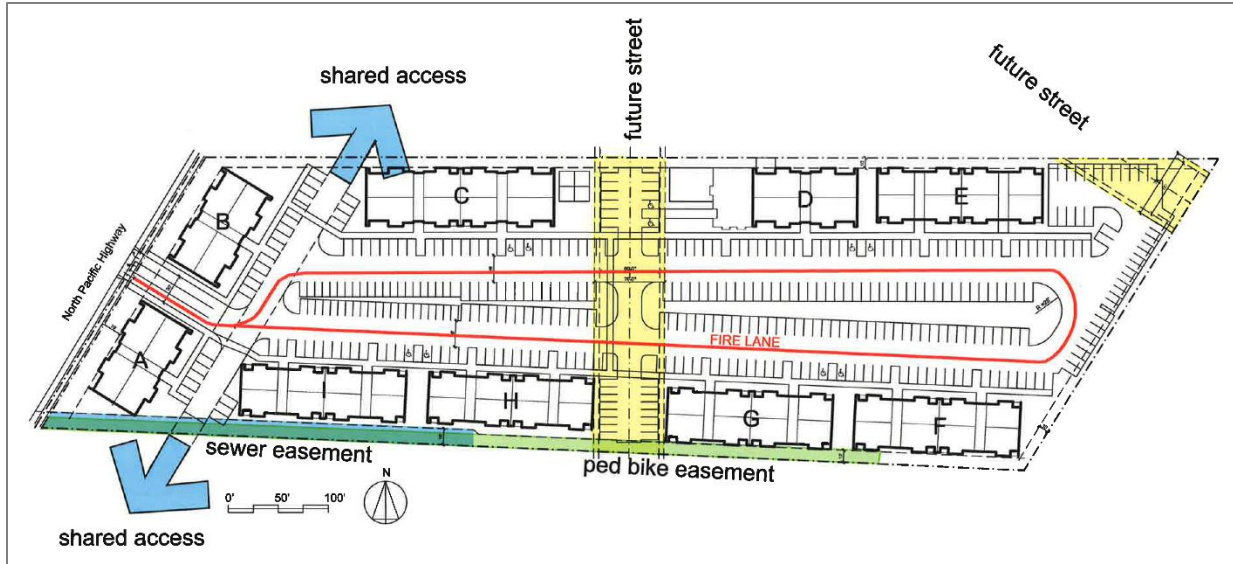
As examined for 3.04.05 further below, the applicant submitted a traffic impact analysis (TIA; May 6, 2019, p. 5) indicating the proposal itself would generate more than 1,000 daily vehicle trips. It also identifies on p. 5 trip distribution that 35% of vehicle trips will turn south from the subject property at the existing T-intersection with no traffic signal. Future streets will help create intersections with traffic signals that facilitate safer vehicle left turns and vehicle, cyclist, and pedestrian crossings of the highway generated by multiple developments.

There were two pre-application conferences (“pre-apps”) for the subject property on March 14, 2018 and November 13, 2018. As a result of both, staff prepared memos. The November 15, 2019 memo for the latter included images as well as text briefing potential applicants about access management, two street corridors, and a bicycle/pedestrian path. Staff sketched a conceptual street network in more detail than and based on the Corridor Plan:



<i>Item</i>	<i>Legend</i>
Site boundaries	Dark red dash 
Driveways and Shared Access	Yellow 
Streets	Purple 
Bicycle/Pedestrian Paths/Trails	Dark Green 
Park	Light Green 
City utility property	Lime Green 

Resulting from all of the above relating to analysis of 3.01, the result is that the proposal reserves Street Corridors “G” and “K”. The image below that the applicant had created for the pre-app, which though is an earlier draft conceptual site plan, remains useful by quickly conveying the site planning concepts of cross access drive aisles per the blue arrows, two future street corridors in yellow, and the Jacobsen public bicycle/pedestrian path in teal. (Note: Building lettering and placements were different, and no sewer easement is relevant because the applicant proposes to abandon the Jacobsen sewer line.)



Conceptual site plan from the pre-app illustrating long-range planning concepts

- ✓ The provisions are met for the highway frontage and for long-range planning for street corridors and off-street bicycle/pedestrian paths.
- ▲ In order to secure the Jacobsen path and Street Corridors “G” & “K”, staff applies *Conditions G3, D3, & V3-PRh* for the path and *G3, D2, V1-SA, & V2-DN* for the corridors.
- *Variance*: Staff addresses the street access minimum number (3.01.05C) variance request further below under the Variance Provisions section.

3.02 Utilities & Easements

3.02.01

- A. The Director shall require dedication of specific easements for the construction and maintenance of municipal water, sewerage and storm drainage facilities located on private property.**
- B. A five-foot wide public utility easement shall be dedicated along each lot line abutting a public street.**
- C. As a condition of approval for development, including property line adjustments, partitions, subdivisions, design reviews, or Planned Unit Developments (PUDs), the Director may require dedication of public utility easements.**

Because the proposal includes a number of potable water, fire suppression, and sanitary sewer lines on the subject property and the City Engineer determines that on-site PUEs are needed for them per Attachment 102A, to secure on-site PUE dedication(s) staff applies *Condition D* ____.

Regarding subsection B. about a public utility easement (PUE) abutting a street, Figure 3.01B and 3.02.01B conflict in that the model/standard cross section calls for a 10-ft PUE, but the general

provision for PUEs is 5 ft. The model/standard cross section supersedes. The site plans delineate and note a 10-ft PUE.

Staff exercises option C. to secure a roadside PUE dedication by applying *Condition D1*.

▲ In order to secure PUE dedications, staff applies *Conditions G3, G6-PW, D1, & PLA-2PW*.

3.02.03 Street Lighting A. Public Streets

The appended “Public Works Comments” (September 30, 2019) from the City Engineer identify street lighting as an issue, stating under comment 10, “Street lighting plan and design shall be approved by the City and ODOT.”

▲ In order to secure conformance to Public Works comments, staff applies *Condition G6-PW*.

3.02.04 Underground Utilities. All permanent utility service to and within a development shall be underground, except where overhead high-voltage (35,000 volts or more) electric facilities exist.

The proposal buries all permanent utility service lines to the development from the highway.

✓ The provisions are met.

3.03 Setbacks and Open Space

3.03.02 Special Setbacks

As examined earlier for 3.01, one existing public street is involved. The west front lot line is subject to the Special Setback, i.e. the street widening setback. The table below explains how the provision affects the subject property.

Street	Class	Model/Standard Cross Section per WDO Fig.:	ROW (ft)			
			Existing	Planned	Required Half-Street	Proposed
N. Pacific	Major Arterial	3.01B	88	100	$(100-88)/2 = 6$	6

✓ The provision is met.

3.03.03 Projections into the Setback Abutting a Street

3.03.04 Projections into the Side Setback

3.03.05 Projections into the Rear Setback

The proposal involves projections into the east rear minimum setback. As staff examined earlier for Table 2.03C under the italicized header Setbacks as a footnote to the table that staff made under the header, the proposed setback to Building C balconies is 6 ft, which conforms to the maximum allowance of 3.03.05B.

✓ The provisions are met.

3.03.06 Vision Clearance Area; Figures 3.03A & B

The proposal includes the required vision clearance area (VCA) as a 10 by 10-ft triangle at the single driveway along the highway ROW.

✓ The provision is met.

3.04 Vehicular Access

3.04.02 Drive-Throughs

⊖ Because the proposal involves no drive-through, the provisions are not applicable.

3.04.03 Driveway Guidelines and Standards

A. Number of Driveways

1. For residential uses, the maximum number of driveways per lot frontage shall be one. For purposes of controlling driveway access, every 100 feet of frontage is considered a separate lot frontage.

2. A minimum of two driveways shall be provided in developments with: ...

b. 100 dwelling units in multiple-family dwellings (200 if all dwelling units are equipped with automatic fire sprinklers);

Regarding subsection 1., the proposal includes one driveway centered at the T-intersection of the highway and Alexandra Avenue, meeting the provision.

Regarding subsection 2., the proposal has 204 dwellings, and staff reasonably expects the statewide uniform building code to require automatic fire sprinklers; however, the proposal has one driveway. As background, the one adjacent public street is a state highway, the provision conflicts with conventional access management and specific access management policies in the City Highway 99E Corridor Plan (2012), and the applicant submitted a variance request regarding this subsection.

■ *Variance:* Staff addresses the driveway minimum number (two-driveway) variance request further below under the Variance Provisions section

B. Joint Access

1. Lots that access a Major Arterial, Minor Arterial, or Service Collector should be accessed via a shared driveway.

...

3. Every joint driveway or access between separate lots shall be established by an access easement and maintenance agreement to the satisfaction of the Director and revocable only with the concurrence of the Director.

Why the City Implements Access Management Requiring a Joint Driveway

The Comprehensive and Corridor Plans address access management with comprehensive plan Policies H-7.3(j) & (k) being the most directly applicable:

“H-3.1 ... Work with ODOT and property owners through the redevelopment process to improve access management on Highway 99E in accordance with the access management strategies identified in the Highway 99E Corridor Plan.

H-7.3 To ensure safety and long-range mobility on Highway 99E, the City shall be guided by the following access management objectives:...

(j) Create shared access points to reduce the overall number of driveways along the Highway 99E corridor. Shared driveways must be supported through the establishment of easements allowing for travel between adjacent properties.

(k) Provide inter-parcel circulation through cross-over easements, frontage or backage roads, or shared parking lots where feasible.”

The Corridor Plan (p. 11) under the header “Other Transportation Improvements” notes that:

“Additional transportation improvements are identified in Appendix B and summarized briefly below: ...

- Adoption of access management policies for the corridor to improve safety for vehicles, bicycles, and pedestrians.”

The Corridor Plan (pp. 26-27) also states the objectives to:

“Create shared access points to reduce the overall number of driveways along the Highway 99E corridor. Shared driveways must be supported through the establishment of easements allowing for travel between adjacent properties.

Provide inter-parcel circulation through cross-over easements, frontage or backage roads, or shared parking lots where feasible.

Seek opportunities to enhance the connectivity of the local street system surrounding Highway 99E.”

Because of the above and because the site is disturbed but undeveloped, staff requires first that the proposal have one driveway and that it be a joint one and second that the applicant dedicate a public cross access easement or easements to the benefit of the north and south neighboring lots. This in turn, upon redevelopment of those lots would facilitate consolidation of driveways along the highway.

About the Provision More Directly

Regarding subsection 1., the proposal includes one shared driveway centered at the T-intersection of the highway, which is a Major Arterial, and Alexandra Avenue. The proposal includes public cross access easements to the benefit of the north and south neighboring lots (vacant Tax Lot 051W08DB 02700 at 1390 N. Pacific Highway, previously occupied by Chu’s Eatery, and Al’s Garden and Home retailer on Tax Lot 051W08DC00300 at 1220 N. Pacific Highway, respectively). The provision is met.

Regarding subsection 3., the public cross access easements and maintenance agreements will likely satisfy the Director and be revocable only with the concurrence of the Director. The applicant submitted draft recordation materials including legal descriptions and map exhibits per a Public Works Department template.

▲ In order to secure actual and correct dedication of public cross access easements, staff applies *Condition D4*.

Access Requirements Table 3.04A		
		Commercial or Industrial Use
Paved Width of Driveway (feet) ^{3,4}	1-way	12 minimum 20 maximum
	2-way	24 minimum 36 maximum (Add 8' if a turn lane is provided)
Curb Flare Radius (feet)		30 minimum
Throat Length (feet) ⁵	Major Arterial, Minor Arterial, Service Collector	50 minimum
	Access or Local Street	20 minimum
Corner Clearance (feet) Guidelines ¹ (See Figure 3.04B)	Access or Local Street	30 minimum
	Service Collector	50 minimum
	Minor Arterial	245 minimum
	Major Arterial	300 minimum
Driveway Separation Guidelines (feet) ^{1,2} (See Figure 3.04B)	Driveway on the same parcel	50 minimum
	Access or Local Street	none
	Service Collector	50 minimum
	Minor Arterial	245 minimum
	Major arterial	300 minimum
Turnarounds (See Figure 3.04C)	Access to a Major or Minor Arterial	Required
	Access to any other street	Requirements per the Woodburn Fire District

The single driveway is two-way and 32 ft, meeting the width provisions, and the throat depth is 50 ft from the highway (edge of bicycle lane). The apartment complex has a looped drive aisle that serves as a fire apparatus turnaround. The driveway is fewer than 300 ft from either the nearest driveway at 1390 N. Pacific Highway or the nearest one at 1220 N. Pacific Highway; however, it is not physically possible for the driveway to be 300 ft from both. Also, for safety of

vehicle turning movements staff and the Oregon Dept. of Transportation (ODOT) prefer its alignment centered at the T-intersection with Alexandra Avenue. Lastly, 1390 N. Pacific Highway is the subject of DR 2019-10 "Fusion" through which staff intends to have that site close the southern of its two driveways, a scenario in which the remaining driveway would be more than 300 ft from the Pacific Valley Apartments proposed driveway.

✓ The provisions are met.

3.04.03A. Unused driveways shall be closed.

⊖ There are none.

3.04.03C. Interconnected Parking Facilities.

The proposal a single parking area that follows and branches from the looped drive aisle.

✓ The provisions are met.

3.04.04 Improvement Standards

The site plans illustrate pavement that conforms.

✓ The requirement is met.

3.04.05 Traffic Impact Analysis

A. A Traffic Impact Analysis (TIA) may be required by the Director prior to the approval of a City access permit when the Director estimates a development proposal may generate either 100 or more additional, peak hour trips, or 1,000 or more additional daily trips, within ten years of a development application.

The applicant's TIA (submitted May 6, 2019; p. 1) states under Executive Summary item 2 that:

"The proposed development is projected to generate 73 trips during the morning peak hour, with 19 trips entering and 54 trips exiting the site, and 90 trips during the evening peak hour, with 55 trips entering and 35 trips exiting the site."

It states on p. 5 that:

"The trip generation calculations show that the proposed use of the site will generate ... 1,110 trips on a typical weekday. The trip generation calculation results are summarized in Table 3."

The proposal exceeds the second of two thresholds, which is why the applicant drafted and submitted a TIA instead of a brief traffic letter or memo.

On p. 1, items 5 and 6 indicate that the T-intersection warrants no traffic signal, and there are no deficiencies for which mitigation is justified.

Staff concurs.

✓ The requirement is met.

3.05 Off-Street Parking and Loading

3.05.02 General Provisions

The site plans illustrate that the proposal meets the general provisions, including provision of wheel shops along head-in parking stalls adjacent to the access way, i.e. the prime bicycle/pedestrian wide walkway route to and from sidewalk, and on-site exterior light fixtures that are full cut-off and per the photometric plan sheet that is Exhibit 21 limit light encroachment.

However, there is the exception of subsection s J. (directional markings/stripping) and K. (double parallel lines / double striping).

✗ In order to ensure that the applicant will double stripe altered and new parking stalls to meet subsection K., staff applies *Condition D5*.

3.05.03 Off-Street Parking

3.05.03 Off-Street Parking

A. Number of Required Off-Street Parking Spaces

- 1. Off-street vehicle parking spaces shall be provided in amounts not less than those set forth in this Section (Table 3.05A).**
- 2. Off-street vehicle parking spaces shall not exceed two times the amount required in this Section (Table 3.05A).**

B. Accessible parking shall be provided in amounts not less than those set forth in Table 3.05B. The number of accessible spaces shall be included as part of total required vehicle parking spaces.

C. A maximum of 20 percent of the required vehicle parking spaces may be satisfied by compact vehicle parking spaces.

D. Off-street vehicle parking spaces and drive aisles shall not be smaller than specified in this Section (Table 3.05C).

E. All uses that are required to provide 10 or more off-street parking spaces and residential structures with four or more dwelling or living units shall provide a bicycle rack within 50 feet of the

main building entrance. The number of required rack spaces shall be one space per ten vehicle parking spaces

F. Garages ...

2. For multi-family dwellings, one-half of the parking spaces required by this Section (Table 3.05A) shall be in a garage or garages.

Off-Street Parking Ratio Standards Table 3.05A	
Use¹	Parking Ratio - spaces per activity unit or square feet of gross floor area
RESIDENTIAL	
1. Dwellings, including manufactured homes	2/ dwelling unit
<p>1. The Director may authorize parking for any use not specifically listed in this table. The applicant shall submit an analysis that identifies the parking needs, and a description of how the proposed use is similar to other uses permitted in the zone. The Director may require additional information, as needed, to document the parking needs of the proposed use.</p>	

Accessible Parking Ratio Standards Table 3.05B			
Total Spaces	Minimum Total Accessible Spaces¹	Minimum Van Accessible Spaces	Minimum “Wheelchair User Only” Spaces
301 to 400	8	[0]	1
<p>1. “Van Accessible Spaces” and “Wheelchair User Only” are included in “Total Accessible Spaces.”</p>			

The ratio yields (204 dwellings x 2 stalls) = 408 stalls. The site plan (plan sheet Exhibit 2) illustrates and note 382 stalls, fewer than the minimum requirement and averaging 1.87 stalls per dwelling. The applicant submitted a variance request.

The proposal has 213 compact parking stalls, which is 52.2% of the minimum required 408 and 55.5% of the proposed 38, exceeding the maximum. The applicant submitted a variance request.

The proposal triggers subsection E. for bicycle parking, which requires $(408 / 10) = 40.8 \rightarrow 41$ bike stalls minimum; however, staff requested and the applicant opts to propose more, specifically 66 bike stalls, both in the form of outdoor U-racks and, within each proposed outdoor storage closet – which are accessible from patios and balconies – a retractable hook made for wall-mounted stowage of a bike. Assuming 2 stalls per U-rack, the clubhouse / leasing office, play area, and barbeque (BBQ) together have 8 stalls, 4 stalls at Buildings H & J near the sidewalk, and a U-rack or two at Buildings A-G.

Regarding placement with 50 ft of main entrance per subsection E., based on conversations with the applicant, staff understands that each stairwell base will have at least one bicycle parking facility and stall; however, it is not evident on the site plans. For this reason, staff applies *Condition D6*.

Garages / Carports

Regarding 3.05.03F.2, carports are permissible in lieu of garages. Relevant definitions are:

“1.02 Definitions

Carport: A permanent structure consisting of a roof and supports for covering a parking space which is not completely enclosed.

Garage: A building, or portion of a building, which is completely enclosed and designed for the storage or parking of a vehicle.”

Through a past multi-family development project, Woodland Crossing Apartments at 9065 Arney Lane (DR 2017-03), the Community Development Director interpreted that WDO 3.05.03F.2. allows for carports in lieu of garages. Staff applies the interpretation as the Director had:

“The language in this Section of the WDO seems to indicate that fully enclosed garages are required for even a large multi-family apartment complex that has a parking lot open to the public, such as this one. There is a distinction in the WDO between carports and garages in some areas, but it is not consistent throughout the Code. It’s important to note that when garages are required for single-family and duplex developments under the WDO, there is also an accompanying requirement to provide a ‘parking pad’ outside the garage, a minimum of 20 feet in depth (see the yellow area in the graphic above). This additional area is required to be on private property so that the driver of a car is not backing directly into traffic from their garage. In the case of parking lots – which are typical for commercial centers and multi-family parking areas - the opportunity for this critical ‘parking pad’ is impossible.

Staff has made an interpretation that the requirement for a garage in the case of multi-family dwelling units in a parking lot is satisfied with carports. This is a reasonable and practical interpretation for a variety of aesthetic and most importantly, safety factors. Having individuals opening garage doors and having cars backing into drive aisles from an enclosed garage would be dangerous and Staff would not approve it. Staff finds that the application meets the criteria and will process a clarification of this particular Code language during the next set of amendments to the WDO.”

The applicant proposes carports covering 192 out of 382 stalls, equal to 50.3% and meeting the provision.

Accessible/ADA/Handicap Parking

The proposal provides nine required ADA-compliant stalls, exceeding the minimum provision.

■ *Variance:* Staff addresses the parking ratio minimum request further below under the Variance Provisions section.

■ *Variance:* Staff addresses the compact parking percentage maximum request further below under the Variance Provisions section.

▲ To secure a higher minimum amount of bicycle parking and the Jacobsen path and its easement as the applicant proposes and staff discussed above for 3.01, staff applies *Conditions G3, D3, & V3-PR*.

✗ To meet WDO 3.05.03E that bicycle parking be within 50 feet of the main building entrance. Staff applies *Condition D6*.

Parking Space and Drive Aisle Dimensions							
Table 3.05C							
Parking Angle	Type of Space	Stall Width (feet)	Curb Length (feet)	Stripe Length (feet)	Stall to Curb (feet)	Drive Aisle Width (feet)	
						1-way	2-way
A		B	C	D	E	F	G
90°	Standard or Accessible	9.0	9.0	19.0	19.0	24.0	24.0
	Compact	7.5	7.5	15.0	15.0	22.0	
	Car Accessible Aisle	6.0	6.0	19.0	19.0	24.0	
	Van Accessible Aisle	8.0	8.0	19.0	19.0		
<ol style="list-style-type: none"> 1. A parking space may occupy up to two feet of a landscaped area or walkway. At least four feet clear width of a walkway must be maintained. 2. Space width is measured from the midpoint of the double stripe. 3. Curb or wheel stops shall be utilized to prevent vehicles from encroaching on abutting properties or rights-of-way. 4. The access aisle must be located on the passenger side of the parking space, except that two adjacent parking spaces may share a common access aisle. 5. Where the angle of parking stalls differ across a drive aisle, the greater drive aisle width shall be provided. 							

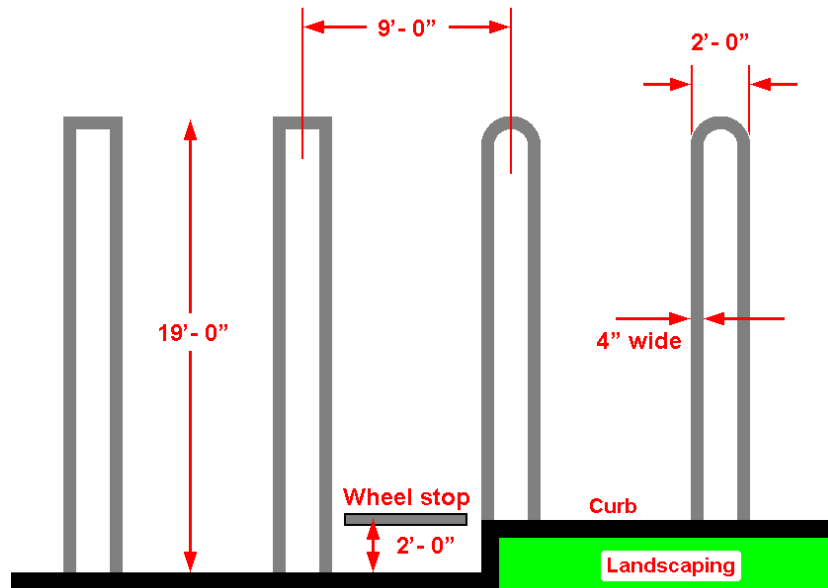


Figure 3.05C - Parking Space Striping

The applicant proposes all stalls, which are all at 90°, to the drive aisle with dimensions, double-striping, and curbing that meet or exceed the minimum standards – except as regards the variance request for drive aisle width minimum.

■ *Variance:* Staff addresses the drive aisle width minimum variance request further below under the Variance Provisions section.

✓ The requirement is met.

3.05.04 Off-Street Loading

B. The off-street loading facilities shall be on the same lot, or site, as the use or structure they are intended to serve. Required loading spaces and required parking spaces shall be separate and distinct, except that if authorized through a land use decision, a parking area may be used for loading during those times when the vehicle parking area is not in use.

Loading Space Requirements Table 3.05D				
Use and Area (square feet)	Minimum Number of Spaces	Minimum Size of Space (feet)		
		Width	Length	Height
Office				
0 – 4,999	0	12	30	14
5,000 – 41,999	1			
42,000 or more	2			
Nonresidential uses, except office, in the CO, CG, and NNC zones				
0 – 9,999	1	12	30	14
10,000 – 41,999	2			
42,000 – 81,999	3			
82,000 or more	4			

Because the use is nonresidential, the table is not applicable.

- ⊖ The provisions are not applicable.

3.05.05 Shared Parking

Per staff request and in support of the parking ratio minimum variance request, the applicant pursued this with the neighboring properties to the north (both the previous Chu’s Eatery to the westerly north as well as the Hall of Jehovah’s Witnesses church to the easterly north) and south, but the landowners declined.

- ⊖ The provisions are not applicable.

3.06 Landscaping

3.06.02 General Requirements

The landscape plan sheets (L1.02-2.06) illustrate and note that the general provisions are met, including irrigation, curbing, and avoidance of prohibited tree species, except regarding the parking area curb height minimum of subsection I.

■ *Variance:* Staff addresses the parking area curb height minimum variance request further below under the Variance Provisions section.

- ✓ The requirement is met.

3.06.03 Landscaping Standards

A. Street Trees

The required number is $([144.8 + 100] = 314.8 \text{ ft frontage, } /50) = 6.3 \rightarrow 7$ trees. Plan sheet Exhibits 15 & 16 note and illustrate 7 ginkos (*Ginko biloba*) of the male species only. The applicant interprets Table 3.06C Prohibited Trees that assigns ginkos the “negative attribute” of, “Disgusting odor from squashed fruit when female near male” such that the female sex is prohibited but not the male. The Exhibit 15 plant legend indicates “male only” for the trees. There is no evidence of existing female ginkos near the subject property. Staff concurs with this interpretation and proposal.

✓ The requirement is met.

B. & Tables 3.06A & B

Planting Requirements Table 3.06A		
Location	Planting Density, Minimum	Area to be Landscaped, Minimum
Setbacks abutting a street	1 PU/15 square feet	Entire setback excluding driveways
Buffer yards	1 PU/20 square feet	Entire yard excluding off-street parking and loading areas abutting a wall
Other yards	1 PU/50 square feet	Entire yard, excluding areas subject to more intensive landscaping requirements and off-street parking and loading areas
Off-street parking and loading areas	<ul style="list-style-type: none"> • 1 small tree per 10 parking spaces; or ¹ • 1 medium tree per 15 parking spaces; or ¹ • 1 large tree per 25 parking spaces ¹ <p>and</p> <ul style="list-style-type: none"> • 1 PU/20 square feet excluding required trees ² 	<ul style="list-style-type: none"> • RS, R1S, RSN, RM, RMN, P/SP, CO, CG and MUV zones: 20% of the paved surface area for off-street parking, loading and circulation • DDC, NNC, IP, IL, and SWIR zones: 10% of the paved surface area for off-street parking, loading and circulation • Landscaping shall be within or immediately adjacent to paved areas
Common areas, except those approved as natural common areas in a PUD	3 PU/50 square feet	Entire common area
<ol style="list-style-type: none"> 1. Trees shall be located within off-street parking facilities, in proportion to the distribution of the parking spaces. 2. Required landscaping within a setback abutting a street or an interior lot line that is within 20 feet of parking, loading and circulation facilities may also be counted in calculating landscaping for off-street parking, loading and circulation areas. 		

The landscape plans (plan sheet Exhibits 15-18) illustrate meeting or exceeding the minimum planting densities, landscaped areas, and trees for all four yards and the parking and loading areas.

✓ The requirement is met.

Plant Unit (PU) Value Table 3.06B		
Material	Plant Unit (PU) Value	Minimum Size
1. Significant tree ¹	15 PU each	24" Diameter
2. Large tree (60-120 feet high at maturity) ¹	10 PU each	10' Height or 2" Caliper
3. Medium tree (40-60 feet high at maturity) ¹	8 PU each	10' Height or 2" Caliper
4. Small tree (18-40 feet high at maturity) ¹	4 PU each	10' Height or 2" Caliper
5. Large shrub (at maturity over 4' wide x 4' high) ¹	2 PU each	3 gallon or balled
6. Small to medium shrub (at maturity maximum 4' wide x 4' high) ¹	1 PU each	1 gallon
7. Lawn or other living ground cover ¹	1 PU / 50 square feet	
8. Berm ²	1 PU / 20 lineal feet	Minimum 2 feet high
9. Ornamental fence ²	1 PU / 20 lineal feet	2½ - 4 feet high
10. Boulder ²	1 PU each	Minimum 2 feet high
11. Sundial, obelisk, gnomon, or gazing ball ²	2 PU each	Minimum 3 feet high
12. Fountain ²	3 PU each	Minimum 3 feet high
13. Bench or chair ²	0.5 PU / lineal foot	
14. Raised planting bed constructed of brick, stone or similar material except CMU ²	0.5 PU / lineal foot of greatest dimension	Minimum 1 foot high, minimum 1 foot wide in least interior dimension
15. Water feature incorporating stormwater detention ²	2 per 50 square feet	None
<p>1. Existing vegetation that is retained has the same plant unit value as planted vegetation.</p> <p>2. No more than twenty percent (20%) of the required plant units may be satisfied by items in lines 8 through 15.</p>		

The landscape plans illustrate meeting or exceeding the minimum plant unit (PU) standards.

✓ The requirement is met.

Prohibited Trees Table 3.06C

Plan sheet Exhibits 15 & 16 note and illustrate 7 ginkos (*Ginko biloba*) of the male species only. The applicant interprets Table 3.06C Prohibited Trees that assigns ginkos the “negative attribute” of, “Disgusting odor from squashed fruit when female near male” such that the female sex is prohibited but not the male. The Exhibit 15 plant legend indicates “male only” for the trees. There is no evidence of existing female ginkos near the subject property. Staff concurs with this interpretation and proposal. The requirement is met for street trees.

Regarding additional on-site trees (apart from preserved trees), the Exhibit 15 plant legend lists seven species, none of which the table prohibits.

✓ The requirement is met.

3.06.05 Screening & Table 3.06D

A. Screening between zones and uses shall comply with Table 3.06D.

Architectural Wall: East Rear Property Line

Such is required, and the applicant submitted a variance request.

■ *Variance:* Staff addresses the Architectural Wall variance request further below under the Variance Provisions section.

Architectural Wall: Recycling and Trash Enclosures

Such enclosures are required per Table 3.06D for any outdoor storage of “refuse and recycling collection facilities ...”, and the applicant proposes containment through four such enclosures.

3.06.05B.

All parking areas, except those for single-family and duplex dwellings, abutting a street shall provide a 42-inch vertical visual screen from the abutting street grade. Acceptable design techniques to provide the screening include plant materials, berms, architectural walls, and depressed grade for the parking area. All screening shall comply with the clear vision standards of this ordinance (Section 3.03.06).

Because Buildings H & J are set close to the ROW and establish a shallow front yard, there is no surface parking in the front yard because the parking closest to the ROW is farther away than the buildings. Therefore, no screening is applicable.

⊖ The provisions are not applicable.

3.06.06 Architectural Walls

B. Design Standards and Guidelines

Architectural Wall: Recycling and Trash Enclosures

The 4 such enclosures meet the standards as plan sheets Exhibits 27 & 28 illustrate.

C. Retaining walls should/shall meet the texture and color requirements of architectural walls in or abutting residential districts, where the texture and color requirements apply to the visible face of the retaining wall.

1.02

Abutting: Touching on the edge or on the line, including at a corner. It shall include the terms adjacent, adjoining and contiguous.

Adjacent: Near, close or bordering but not necessarily contiguous with; adjoining but separated by a right-of-way.

➡ Because the proposal includes no retaining walls, the provisions are not applicable.

3.06.07 Significant Trees on Private Property

The site plans and applicant's narrative indicate a number of Significant Trees and removal of most of them.

Per staff request, the applicant revised the site plan to preserve not only eight of all existing trees (Significant or not) but nine out of sixteen, a Significant Tree numbered Tree 92 per plan sheet Exhibit 5 and that is A 49-inch incense cedar located west of the proposed clubhouse / leasing office. It is also the largest tree among all trees on site.



Tree 192, March 12, 2018

Note: Staff construes *Condition G2* about substantial conformance to include preservation of the nine trees as the site plans show and number: 185-188, 190, 192, and 198-200.

▲ In order to secure tree preservation through construction best practices, staff applies *Condition G5*.

3.07 Architectural Design

3.07.06 Standards for Non-Residential Structures in Residential, Commercial and Public/Semi Public Zones

A. The following design guidelines shall be applicable to all non-residential structures and buildings in the RS, RSN, R1S, RM, RMN, CO, CG, and P/SP zones.

B. Architectural Design Guidelines

1. Mass and Bulk Articulation Guidelines

a. Building facades visible from streets and public parking areas should be articulated, in order to avoid the appearance of box-like structures with unbroken wall surfaces.

b. The appearance of exterior walls should be enhanced by incorporating three-dimensional design features, including the following:

- (1) Public doorways or passage ways through the building**
- (2) Wall offsets or projections**
- (3) Variation in building materials or textures**
- (4) Arcades, awnings, canopies or porches**

2. Materials and Texture Guidelines

a. Building exteriors should exhibit finishes and textures that reduce the visual monotony of bulky structures and large structural spaces. Building exteriors should enhance visual interest of wall surfaces and harmonize with the structural design.

b. The appearance of exterior surfaces should be enhanced by incorporating the following:

(1) At least 30% of the wall surface abutting a street should be glass.

(2) All walls visible from a street or public parking area should be surfaced with wood, brick, stone, designer block, or stucco, or with siding that has the appearance of wood lap siding.

(3) The use of plain concrete, plain concrete block, corrugated metal, plywood, T-111 and sheet composite siding as exterior finish materials for walls visible from a street or parking area should be avoided.

(4) The color of at least 90 percent of the wall, roof and awning surface visible from a street or public parking area should be an "earth tone" color containing 10 parts, or more of brown or a "tinted" color, containing 10 parts or more white.

(5) Fluorescent, "day-glo," or any similar bright color shall not be used on the building exterior.

3. Multi-Planed Roof Guidelines

a. The roof line at the top of a structure should establish a distinctive top to the building.

b. The roof line should not be flat or hold the same roof line over extended distances. Rather, the roof line should incorporate variations, such as:

(1) Offsets or jogs in the plane of the roof;

(2) Changes in the height of the exterior wall for flat roof buildings, including parapet walls with variations in elevation or cornices

4. Roof-Mounted Equipment Guidelines

All roof-mounted equipment, except solar collectors, should be screened from view by:

a. Locating roof-mounted equipment below the highest vertical element of the building, or

b. Screening roof-mounted equipment using materials of the same character as the structure's basic materials

5. Weather Protection Guidelines

All building faces abutting a street or a public parking area should provide weather protection for pedestrians. Features to provide this protection should include:

a. A continuous walkway at least eight feet wide along the face of the building utilizing a roof overhang, arcade, awnings or canopies

b. Awnings and canopies that incorporate the following design features:

(1) Angled or curved surfaces facing a street or parking area

(2) A covering of fabric, or matte finish vinyl

(3) A constant color and pattern scheme for all buildings within the same development

(4) No internal back lighting

6. Solar Access Protection

Obstruction of existing solar collectors on abutting properties by site development should be minimized.

C. Building Location Guidelines

1. Within the prescribed setbacks, building location and orientation should compliment abutting uses and development patterns.

2. The maximum yard abutting a street should be 150 feet.

The site plans and building elevations (plan sheet Exhibits 23-26) show largely what the guidelines describe.

✓ The provisions are met.

Property Line Adjustment Provisions

Property Line Adjustment Criteria

5.01.08 Property Line Adjustment; Consolidation of Lots

A. Purpose: The purpose of this review is to ensure that adjustments to property lines or the consolidation of existing lots and parcels, complies with the standards of this ordinance (Section 2), and State Statutes (ORS Chapters 92 and 209). Property line adjustments and consolidation of lots are allowed in all zones.

B. Criteria:

1. Lot area, depth, width, frontage, building setbacks, vehicular access and lot coverage comply with the standards of this ordinance (Sections 2 and 3);
2. Existing easements are accurately reflected;
3. Existing land use and development on the subject property comply with the requirements of prior land use actions; and
4. Buildings and structures abutting the adjusted property lines comply with State building codes and with respect to current occupancy.
5. Property line adjustments are surveyed and monumented to the requirements set forth in State statutes (ORS Chapters 92 and 209) and recorded by the County Surveyor.

C. Procedure: The Director shall review and approve the application when it is found that it meets this Ordinance and the State Building Codes.

The context is that the property line adjustment (PLA) is corollary to the Design Review. The site is disturbed but undeveloped and lacking buildings. The adjusted lot line is the centerline of Street Corridor “K” that staff described for 3.01.

Regarding 5.01.08A and reference to WDO Section 2, as staff examined earlier for 3.01 and 3.04.03B, public easements are needed as part of PLA recordation for:

- Street Corridors “G” & “K”;
- Jacobsen path;
- For the path and beyond the path to the east property line;
- Cross access via the routes between the joint driveway and the north and south cross access drive aisles; and
- Public utilities – per Public Works Comments 5, 6, 7, 11, and Other 1 (Attachment 102A).

Regarding criterion 1, as staff examined above for Tabl3 2.03C, the CG zoning district has no minimum lot size, width, street frontage, or maximum lot coverage. The development proposal provides a driveway that serves as the vehicular access between a public street ROW and the subject property.

Regarding criterion 2, there are no existing easements to accommodate.

Regarding criterion 3, the site is disturbed but undeveloped and lacking buildings.

Regarding criterion 4, no buildings exist, and proposed Buildings A, E, F, & K are closest to and approximately 40 ft from the adjusted lot line.

Regarding criterion 5, because staff has no expertise to administer this provision and also during plat or re-plat recordation the Marion County Surveyor administers what the criterion describes, the criterion is not applicable and yet will be met thanks to the County Surveyor.

▲ Because unrecorded re-plats lingering indefinitely have burdened staff, staff applies *Condition PLA-3* to set sooner time limits or subsection 2. to begin and finish recordation.

Variance Provisions

The several variance requests accompanying the design review relate to:

1. Street access minimum number (3.01.05C);
2. Driveway minimum number (3.04.03A.2.b);
3. Parking ratio minimum (Table 3.05A);
4. Compact parking percentage maximum (3.05.03C);
5. Drive aisle width minimum (Table 3.05C);
6. Parking area curb height minimum (3.06.02I); and
7. Architectural Wall (Table 3.06D & 3.06.06).

The applicant submitted narrative text addressing the criteria.

Variance Criteria

5.03.12 Variance

A. Purpose: The purpose of this Type III Variance is to allow use of a property in a way that would otherwise be prohibited by this Ordinance. Uses not allowed in a particular zone are not subject to the variance process. Standards set by statute relating to siting of manufactured homes on individual lots; siding and roof of manufactured homes; and manufactured home and dwelling park improvements are non-variable.

B. Criteria: A variance may be granted to allow a deviation from development standard of this ordinance where the following criteria are met:

1. Strict adherence to the standards of this ordinance is not possible or imposes an excessive burden on the property owner, and
2. Variance to the standards will not unreasonably impact existing or potential uses or development on the subject property or adjacent properties.

C. Factors to Consider: A determination of whether the criteria are satisfied involves balancing competing and conflicting interests. The factors that are listed below are not criteria and are not intended to be an exclusive list and are used as a guide in determining whether the criteria are met.

1. The variance is necessary to prevent unnecessary hardship relating to the land or structure, which would cause the property to be unbuildable by application of this Ordinance. Factors to consider in determining whether hardship exists, include:
 - a. Physical circumstances over which the applicant has no control related to the piece of property involved that distinguish it from other land in the zone, including but not limited to, lot size, shape, and topography.
 - b. Whether reasonable use similar to other properties can be made of the property without the variance.
 - c. Whether the hardship was created by the person requesting the variance.
2. Development consistent with the request will not be materially injurious to adjacent properties. Factors to be considered in determining whether development consistent with the variance [is] materially injurious include, but are not limited to:
 - a. Physical impacts such development will have because of the variance, such as visual, noise, traffic and drainage, erosion and landslide hazards.
 - b. Incremental impacts occurring as a result of the proposed variance.
3. Existing physical and natural systems, such as but not limited to traffic, drainage, dramatic land forms or parks will not be adversely affected because of the variance.
4. Whether the variance is the minimum deviation necessary to make reasonable economic use of the property;
5. Whether the variance conflicts with the Woodburn Comprehensive Plan.

Variance 1: Street Access Minimum Number

3.01.05C. Developments comprised of 25 or more dwelling units, including existing units, shall have at least two means of public street access from a cul-de-sac, dead-end street, or other street. Those two or more means of public access must be two non-overlapping public street routes to a major arterial identified in the TSP.

Note: TSP refers to the Transportation System Plan.

The applicant's narrative (submitted September 4, 2019; pp. 11-12) states:

Proposed: One driveway is located on the lot frontage and secondary accesses are proposed from the adjacent properties.

Criteria #1: The long shape of the property with a relatively short street frontage precludes providing two driveways.

Criteria #2: The driveway and the western access easements provide a total of three entries into the site which will increase the connectivity and fire-safety of the both the subject property and its neighbors. 70' right-of-way dedications in the center and northeast corner of the site will bring additional connectivity in the future."

Staff concurs and adds that the access management provisions staff examined above for 3.01 and 3.04.03B conflict with WDO 3.01.05C when applied to the subject property. For long-range planning, access management provisions take precedence. Additionally, if and when Street Corridors "G" & "K" were to become improved public streets, they would provide for the two lots composing the subject property several points of access that meet 3.01.05C. By e-mail, the Woodburn Fire District Fire Marshal indicated that the site plan premised on the variance request is acceptable.

Staff conditions accordingly.

 The variance criteria are met with *Condition V1-SA*.

Variance 2: Driveway Minimum Number

3.04.03A

2. A minimum of two driveways shall be provided in developments with:
 - b. 100 dwelling units in multiple-family dwellings (200 if all dwelling units are equipped with automatic fire sprinklers).

The applicant's narrative (submitted September 4, 2019; p. 12) states:

Proposed: One driveway is located on the lot frontage and secondary accesses are proposed from the adjacent properties.

Criteria #1: The long shape of the property with a relatively short street frontage precludes providing two driveways.

Criteria #2: The driveway and the western access easements provide a total of three entries into the site which will increase the connectivity and fire-safety of the both the subject property and its neighbors. 70' right-of-way dedications in the center and northeast corner of the site will bring additional connectivity in the future."

This is the same applicant response as for variance request 1, and staff concurs and adds the same comments as it did for that request.

Staff conditions accordingly.

▲ The variance criteria are met with *Condition V2-DA*.

Variance 3: Parking Ratio Minimum

Table 3.05A

As staff examined above for Table 3.05A, the off-street parking minimum ratio is 2 per dwelling, yielding an amount of 408 parking stalls for 204 dwellings.

The applicant's narrative (submitted September 4, 2019; p. 12-13) states:

“Proposed: 1.9 spaces per dwelling unit (386 residential spaces and two clubhouse spaces).

The Pacific Valley Apartments development team is requesting a variance to the required parking ratio for the proposed multifamily development. The current design allows for 382 parking spaces for the proposed 204-unit development. The parking ratio per unit for the proposed development is 1.86 parking spaces per unit. We believe this ratio will suffice for the demand for parking in Woodburn because of the surrounding factors as described below and access to other alternative means of transportation.

With the second largest grocery store in Woodburn only being .27 miles away (5-6-minute walk), residents without vehicles could walk to stores. Along with a grocery stores, the nearest major park is Legion Park which is .37 miles away (7-8-minute walk). Along with Safeway the major park, there are also various shopping centers as well. Within the Safeway parking lot there is also a Starbucks along with restaurants and two different banks. The public library and downtown Woodburn are both a little over a mile away. With all these different amenities within walking distance, this would be a strong consideration for tenants to walk places not requiring a vehicle. Public transportation is also readily available within walking distance of the property. The Woodburn Transit System (WTS) bus route stops Northbound at 1510 N. Pacific Highway. The nearest Southbound stop is at James Street. Another mode of transportation is the Salem-Keizer Cherrriots 20x which runs also runs along Pacific Highway. The last stop ends between 1540 and 1700 Mt Hood Avenue. The Cherrriots 20x runs from Woodburn to Silverton and then to Salem. This will reduce the need for a car as many people will commute to these neighboring cities for work.

The property management will require parking permits in order to park onsite. Each vehicle that doesn't have a permit will be towed eliminating non-resident parking. The maximum allowed parking for two- and three-bedroom units will be 2 cars per unit. The management will also enforce only 1 car per unit for each 1-bedroom unit. By only allowing 1 car for each 1-bedroom unit that would allow exactly 2.06 cars per unit for each of the other two- and three-bedroom units.

Additionally, the development team accounts for on average 5% vacancy in the rental property, which could leave anywhere from 10-20 parking spots available.

The clubhouse is provided two parking spaces (1 space per 4 occupants with an occupant load of 8 for the office and lobby areas). Because they are private facilities, the remainder of the clubhouse will be used only by tenants who have their own assigned parking.

To further support this variance, bicycle parking is proposed well in excess of code requirements (see Section 3.05.03(E) above) and, if needed, the property management team would be willing to contact Zip Car or Car to Go and allow a parking space or two allocated to Zip cars for tenant use.”

Staff concurs and conditions accordingly. Staff approach is to create and clear and simple to administer ratio that as applied to the proposal matches the parking amount that applicant has fit onto the site. A benefit is that if the applicant in response to market demand were to alter the unit mix, which the WDO does not regulate, the ratio remains clear, simple, and able to be administered, whereas simplistically conditioning an absolute number of stalls would needlessly interfere with market rate housing. The condition includes the ratios that the table below tabulates:

<i>Dwelling Unit Type</i>	<i>Proposed Quantity</i>	<i>Parking Ratio</i>	<i>Stall Amount</i>	<i>Proposed Stalls</i>
Studio	0	1.00	0.0	
One-bedroom	36	1.85	66.6	
Two-bedroom	150	1.85	277.5	
Three-bedroom	18	2.00	36.0	
			380.1	382

▲ The variance criteria are met with *Condition V3-PR*.

Variance 4: Compact Parking Percentage Maximum

3.05.03C

The applicant's narrative (submitted September 4, 2019; p. 13) states:

“Proposed: 60 percent

Criteria #1: A 20% compact parking ratio precludes meeting minimum off-street parking ratios to achieve housing density goals desired for the zone.

Criteria #2: Adjacent properties will not be affected by the proposed compact parking ratios.”

Staff concurs and conditions accordingly.

▲ The variance criteria are met with *Condition V4-CP*.

Variance 5: Drive Aisle Minimum Width

Table 3.05C ... Drive Aisle Dimensions

The applicant's narrative (submitted September 4, 2019; p. 13-14) states:

“Proposed: Per Item #9 on page 19 of the 12/15/18 pre-app memo, 20' drive aisles are proposed (26' at aerial fire access aisles).

Criteria #1: 24' drive aisles preclude meeting minimum off-street parking ratios and housing density goals desired for the zone.

Criteria #2: Adjacent properties will not be affected by the proposed drive aisle width. Minimum required drive aisle widths for aerial fire access will be maintained.”

Staff concurs, adding that the reason this apartment complex has only surface parking, which is what the drive aisles would serve, as have all new apartment complexes except in urban and high value suburban markets is because surface parking is always far less expensive than underground or above-ground structured parking, i.e. a parking deck or parking garage. In most suburban markets, developers design apartment complexes to fit both dwellings in standard building types (three-story walk-ups) and in surface form whatever amount of parking a local government requires per dwelling.

Staff conditions accordingly.

▲ The variance criteria are met with *Condition V5-DA*.

Variance 6: Parking Area Curb Height Minimum

3.06.021

The applicant's narrative (submitted September 4, 2019; p. 14) states:

“Proposed: 4” high concrete curbs throughout.

Criteria #1: Per Table 3.05C, a parking space may occupy up to two feet of a landscaped area or walkway. A 6” curb does not allow sufficient clearance for compact vehicles to overhang these areas.

Criteria #2: Adjacent properties will not be affected by the proposed curb height.”

Staff concurs, adding that throughout the nation there are streets, driveways, and drive aisles with four-inch curbs that work just fine to hold in place whatever they hold and to direct stormwater.

Staff conditions accordingly.

▲ The variance criteria are met with *Condition V6-CH*.

Variance 7: Architectural Wall

Table 3.06D & 3.06.06

The applicant's narrative (submitted September 4, 2019; p. 14) states:

“Proposed: Per Item #2b on page 17 of the 12/15/18 pre-app memo, landscaping as screening provided in compliance with City of Portland Title 33.248.020C “L3, high screen” standards (rev. 7/24/2017).

Criteria #1: The architectural wall standard would incur higher construction costs on needed housing.

Criteria #2: The proposed landscaping will provide similar screening for the neighbors at less cost than an architectural wall.”

Staff concurs, adding that it remains the opinion of the Director and staff that a legislative amendment is needed to scale back or strike Table 3.06D because the table assumes needless and arbitrary reinforcement of segregation of land uses through walls. Second, landscaping is capable of buffering and has the benefits of beauty, cooling the urban heat island effect, serving as animal habitat, and costing less than wall construction. Additionally, no wall except of absurd height would be sufficient to be a screen between a three-story apartment building and a one-story house. Some adjacent homes already have fencing, and homeowners can alter or add fencing, walls, or landscaping on their properties as they like and see fit.

Lastly, on the subject property, an Architectural Wall is a structure that would block Street Corridor “G”.

Staff conditions accordingly.

▲ The variance criteria are met with *Condition V7-AW*.

Recommended Conditions of Approval

Staff recommends approval of the consolidated applications based on the findings in the staff report and attachments, which are incorporated by this reference, as well as applying the following conditions of approval:

General

G1. Prior to building permit application, the applicant shall submit revised site plans meeting the conditions of approval to the Planning Division and obtain Division approval.

G2. The applicant or successor shall develop the property in substantial conformance with the final plans submitted and approved with these applications, except as modified by these conditions of approval. Were the applicant to revise plans other than to meet conditions of approval or meet building code, even if Planning Division staff does not notice and signs off on building permit issuance, Division staff retains the right to obtain restoration of improvements as shown on an earlier land use review plan set in service of substantial conformance.

G3. References: The descriptions below define certain words, phrases, and assumptions in the context of the conditions of approval:

- “Access way” means an on-site walkway paved at least eight (8) feet wide to serve as a bicycle/pedestrian path to and from sidewalk – or to and from an off-street public bicycle/pedestrian path – and that is ADA-compliant.
- “ADA” refers to the federal Americans with Disabilities Act of 1990.
- “Adjusted Parcel No. 1” is the resulting west half of the subject property and fronts the highway.
- “Adjusted Parcel No. 2” is the resulting east half of the subject property.
- “Director” refers to the Community Development Director.
- “Highway” refers to N. Pacific Highway (U.S. 99E).
- “Jacobsen path” refers to an off-street public bicycle/pedestrian path that is poured concrete at least eight (8) feet wide and ADA-compliant and extends between the sidewalk and the east north-south walkway within Street Corridor “K”, a distance of at least six hundred and twenty (620) feet, and refers also to a corollary public easement that is (a) at least twelve (12) feet wide that has the path within its boundaries, (b) extends to the east line of adjusted Parcel No. 2 adjacent to Tax Lot 051W08DD02600 (1217 Greenview Drive), and (c) is to the satisfaction of the Director. (The path corridor overlaps long-vacated Jacobsen Road, and the name is an informal interim name for unique and easy reference.) Where the path crosses the asphalt south cross access drive aisle, (a) the concrete shall continue, and (b) the crossing shall be a speed table / raised crossing a minimum four (4) inches above the asphalt grade.
- “PLA” means property line adjustment.

- “PUE” means public utility easement.
- “ROW” means right-of-way.
- “Street Corridor ‘G’” refers to the southeast-northwest future local street corridor seventy (70) feet in width that assumes a ROW of sixty (60) feet plus two 5-foot PUEs. The corridor aligns with the sixty foot width of Tax Lot 051W08DA06200 (1297 Greenview Drive).
- “Street Corridor ‘K’” refers to the north-south future local street corridor seventy (70) feet in width that assumes a ROW of sixty (60) feet plus two 5-foot PUEs. The corridor east edge aligns near the southeast corner of Tax Lot 051W08DB02600 (1400 N. Pacific Highway).
- “WDO” refers to the [Woodburn Development Ordinance](#).

G4. Due date: Unless a condition specifies otherwise, conditions including those relating to ROW and easement dedications and construction of frontage/public/street improvements are due by building permit issuance.

G5. Tree preservation: Protection during construction:

The applicant shall protect the preserved trees pursuant similar to City of Portland Title [11.60.030](#), specifically either the subsections set of C.1.a.(1), (3) and C.1.b., e., & f. (clear and objective) and D.; or, the subsections set of C.2.a., b., & d.-f. (arborist’s discretion) and D. as modified below and shall do so between Design Review approval and issuance of certificate of occupancy (C of O):

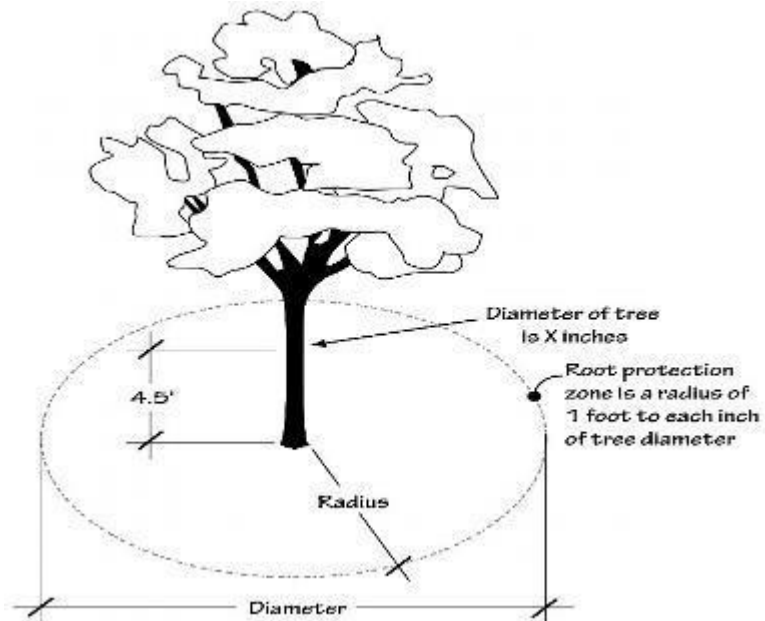
C. Protection methods. The Tree Plan shall show that the contractor adequately protects trees to be preserved during construction using one of the methods described below:

1. Clear & Objective Path.

a. A root protection zone is established as follows:

(1) For trees on the development site - a minimum of 1 foot radius (measured horizontally away from the face of the tree trunk) for each inch of tree diameter (see Figure 80-2)

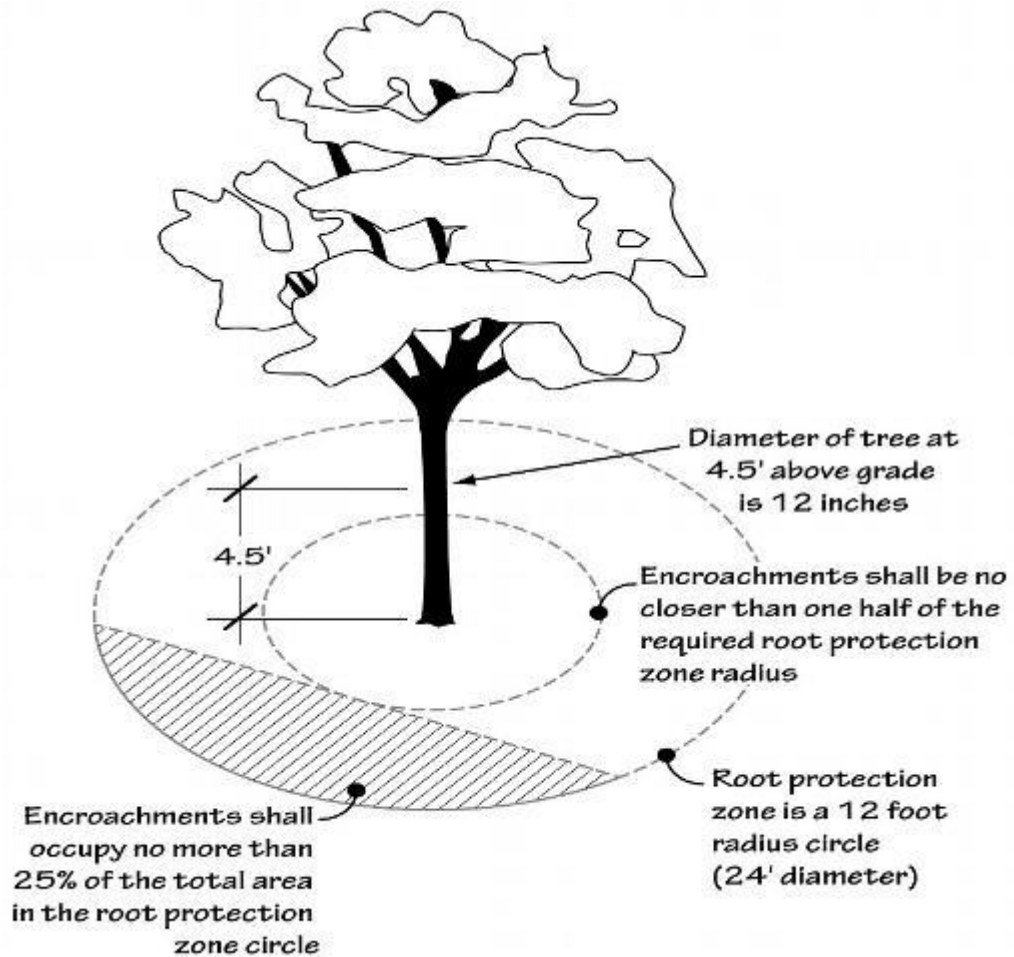
Figure 80-2
Root Protection Zone



(3) Existing encroachments into the root protection zone, including structures, paved surfaces and utilities, may remain. New encroachments into the root protection zone are allowed provided:

- (a) the area of all new encroachments is less than 25 percent of the remaining root protection zone area when existing encroachments are subtracted; and
- (b) no new encroachment is closer than $1/2$ the required radius distance (see Figure 60-1);

Figure 60-1
Permissible RPZ Encroachments



b. Protection fencing

(1) Protection fencing consisting of a minimum 6-foot high metal chain link construction fence, secured with 8-foot metal posts shall be established at the edge of the root protection zone and permissible encroachment area on the development site. Existing structures and/or existing secured fencing at least 3½ feet tall can serve as the required protective fencing.

(2) When a root protection zone extends beyond the development site, protection fencing is not required to extend beyond the development site. Existing structures and/or existing secured fencing at least 3½ feet tall can serve as the required protective fencing.

e. The following is prohibited within the root protection zone of each tree or outside the limits of the development impact area: ground disturbance or construction activity including vehicle or equipment access (but excluding access on existing streets or driveways), storage of equipment or materials including soil, temporary or permanent stockpiling, proposed buildings, impervious surfaces, underground utilities, excavation or fill, trenching or other work activities; and

f. The fence shall be installed before any ground disturbing activities including clearing and grading, or construction starts; and shall remain in place until final inspection by Planning Division staff.

2. Arborist's Discretion. When the prescriptive path is not practicable, the applicant may propose alternative measures to modify the clear and objective root protection zone (RPZ), provided the following standards are met:

a. The alternative RPZ is prepared by an arborist who has visited the site and examined the specific tree's size, location, and extent of root cover, evaluated the tree's tolerance to construction impact based on its species and health, identified any past impacts that have occurred within the root zone, and forwarded a report through the developer to Planning Division staff;

b. The arborist has prepared a plan providing the rationale used to demonstrate that the alternate method provides an adequate level of protection based on the findings from the site visit described above;

d. If the alternative methods require the arborist be on site during construction activity, the applicant shall submit a copy of the contract for those services prior to permit issuance and a final report from the arborist documenting the inspections and verifying the viability of the tree(s) prior to final inspection by the Planning Division;

e. If the alternative tree protection method involves alternative construction techniques, an explanation of the techniques and materials used shall be submitted;

f. The arborist shall sign the tree preservation and protection plan and include contact information.

D. Changes to tree protection. Changes to the tree protection measures during the course of the development may be approved as a revision to a permit provided that the change is not the result of an unauthorized encroachment into a root protection zone (RPZ), and the applicant demonstrates that the tree protection standards of this Section continue to be met. When an unauthorized encroachment has occurred, the City may pursue an enforcement action or other remedy.

G6-PW. Public Works: Follow the appended "Public Works Comments September 30, 2019" (Attachment 102A).

Design Review 2019-03

D1. ROW: To meet WDO Figure 3.01B, as part of PLA recordation and regarding N. Pacific Highway (U.S. 99E) the applicant shall dedicate six (6) feet of ROW and along the ROW a PUE of ten (10) feet.

D2. Street corridors: To meet WDO 3.01, as part of PLA recordation and regarding Street Corridors "G" & "K", the applicant shall for each dedicate either (a) sixty (60) feet of ROW and along each side a PUE of five (5) feet or (b) a PUE of seventy (70) feet.

D3. Jacobsen path: To meet WDO 3.01, the applicant shall:

- a. Easement: As part of PLA recordation and regarding said path, dedicate a PUE of at least twelve (12) feet in width and extending from the highway newly dedicated ROW to the rear east property line of adjusted Parcel No. 2. adjacent to Tax Lot 051W08DD02600 (1217 Greenview Drive); and
- b. Improvement: Improve said path per Condition G3. Also, if the path is concrete, the concrete shall continue where the path crosses the asphalt south cross access drive aisle.

D4. Cross access: To meet WDO 3.04.03B, the applicant shall:

- a. Extend from the driveway a drive aisle each to the north and south property lines of adjusted Parcel No. 1 adjacent to Tax Lots 051W08DB02700 (1390 N. Pacific Highway) and 051W08DC00300 (1220 N. Pacific Highway).
- b. To meet WDO 3.04.03B.1 & 3, establish a public access easement and private maintenance agreement to the satisfaction of the Director and revocable only with the concurrence of the Director.
- c. The easement width shall be minimum twenty (20) feet and centered on the drive aisle centerline.

D5. Parking stall double striping: To meet WDO 3.05.02K, the applicant shall delineate parking stalls with double parallel lines pursuant to Figure 3.05C and stripe them as such in the field prior to building permit final inspection.

D6. Bicycle parking near main entrance: To meet WDO 3.05.03E, prior to building permit final inspection the applicant shall provide bicycle parking within fifty (50) feet of a main entrance. In the context of a new construction apartment complex with conventional three-story buildings with open stairwells, each apartment building has two main entrances as follows:

- a. In Buildings A & C-G there are four points where a building main wall plane intersects the walkway serving building ground floor entrances and the stairwell to upper floor entrances;
- b. In Buildings B, H, & J there are two such points;

- c. Each building has either (a) two walkways with two points each totaling the four or (b) one walkway with two points total; and so
- d. The condition shall apply to two points minimum for each of Buildings A & C-G and one point minimum for Buildings B, H, & J and apply to one point minimum per walkway.

Property Line Adjustment 2019-03

PLA-1. Street access: To meet WDO 3.04.01A, landlocked adjusted Parcel No. 2 shall have access to the highway across adjusted Parcel No. 1 by means of a public access easement and private maintenance agreement to the satisfaction of the Director, and revocable only with the concurrence of the Director.

PLA-2PW. Public Works: Sewer access: Follow the appended "Public Works Comments September 30, 2019" (Attachment 102A), Comment Other 1.

PLA-3. Recording: To meet WDO 5.01.08B.5., upon City approval of the subject property line adjustment (PLA), the applicant shall revise the drawing or drawings as needed and record the re-plat with Marion County. The expiration date is per WDO 4.02.04B. Subsection 2. that refers to "the activity approved in the decision has commenced" means recordation of the subject PLA, and to this end the applicant shall apply to Marion County for recordation by April 10, 2020 and complete recordation by October 9, 2020.

Variance 2019-02

V1-SA. Street access minimum number (WDO 3.01.05C): The proposal is exempt from WDO 3.01.05C, and the applicant shall:

- a. Reserve Street Corridors "G" and "K" per Conditions G3 & D2; and
- b. Construct the public cross access drive aisles and dedicate corollary easements accordingly per Condition D4.

V2-DN. Driveway minimum number (WDO 3.04.03A.2.b):

- a. The proposal is exempt from WDO 3.04.03A.2.b., and the applicant shall:
- b. Reserve Street Corridors "G" and "K" per Condition G3 & D2; and
- c. Construct the public cross access drive aisles and dedicate corollary easements accordingly per Condition D4.

V3-PR. Off-street parking ratio minimum WDO (Table 3.05A):

- a. Dwelling ratio: The minimum ratio shall be by unit type as follows:
 - i. For each studio dwelling, 1.0 stall;
 - ii. For each one-bedroom, 1.85 stalls;

- iii. For each two-bedroom, 1.85 stalls; and
 - iv. For each three or more bedroom unit type, 2.0.
- b. Clubhouse parking: Staff interprets WDO Table 3.05A row 37 such that a “community club building” (clubhouse) requires its own parking only for stand-alone clubhouses or in the context of residential subdivisions, and that apartment complex so-called clubhouses are not subject to the community club building parking ratio.
- c. Compact parking: At least twenty percent (20%) of the minimum amount of stalls shall be compact.
- d. Bicycle parking amount and distribution: The applicant shall provide a minimum number of bicycle parking stalls as follows:
 - i. At least one (1) per dwelling in each dwelling in the outdoor closet of the balcony or patio in which the applicant shall install a wall-mounted folding or retractable hook designed for the hanging of a bicycle;
 - ii. At least one (1) stall at the base of each building stairwell, with each of these locations having a bicycle parking sign with minimum face dimensions of (1) foot wide by one-and-a-half (1½) feet high;
 - iii. At least four (4) stalls within fifty (50) feet of the newly dedicated highway ROW;
 - iv. At least four (4) stalls within fifty (50) feet of the Jacobsen path easement.
 - v. At least eight (8) among the clubhouse / leasing office, play area, and barbeque (BBQ) area.
 - vi. At least two (2) stalls outside and near each apartment building spaced to conform to the 50-foot distance provision of WDO 3.05.03E as applied through Condition D6.
 - vii. In no case shall the total number of bicycle parking stalls equal fewer than 1.1 per dwelling, and in no case shall the minimum coverage/sheltering from precipitation of bicycle parking be for fewer than seventeen (17) stalls.
- e. Bicycle standards: Stalls shall conform to City of Portland [Title 33, Chapter 33.266.220C](#) (amended 5/24/2018), except that the applicant may ignore subsections C6, C7, & C5c, and that C4b does not apply to the outdoor storage closets for which the minimum stall depth from wall instead shall be four (4) feet minimum. Vertical clearance instead shall be eight (8) feet or, where a stall is under stairs, six (6) feet.
- f. Sidewalk: The highway sidewalk shall remain eight (8) feet wide as proposed (instead of 6 feet typical).
- g. Access way, highway: At least one access way shall remain as proposed that extends onto the site at least three hundred (300) feet from the sidewalk.
- h. Access way, Jacobsen path: At least one access way shall remain as proposed that extends onto the site at least one hundred and seventy (170) feet from the Jacobsen path.
- i. Jacobsen path:
 - a. Improvement: The applicant shall construct the proposed Jacobsen path and provide a public easement per Condition G3 & D3a.

- b. Long-range planning: Until July 1, 2030, if any of the following were to occur, then the applicant shall construct or pay the City a fee in-lieu to construct extension of the path to either the east property line or a point no farther west than one hundred and seventy-five (175) feet west of the southeast corner of adjusted Parcel No. 2.:
 - i. The applicant or any successors and assigns apply to the City for a Type III or IV planning / land use / zoning review.
 - ii. For the neighboring property to the south, Tax Lot 051W08DC00300 (1220 N. Pacific Highway), an applicant A obtains a Type III or IV planning / land use / zoning approval to partially or wholly redevelop that property. In this scenario, the applicant or any successors and assigns need not construct or pay the City a fee in-lieu if (a) the City were to condition approval such that applicant A would be the one to construct or pay the City and (b) if the applicant or any successors and assigns grant permission to an applicant A to come onto adjusted Parcel No. 2 and construct. Also in this scenario, the applicant or any successors and assigns shall construct or pay the City for half of the path if the City were to condition approval such that the path would straddle the property line and applicant A would construct the south half side of the path or pay the City a fee in-lieu towards construction of the south half side.
 - iii. A fee in-lieu shall be at least 200% of a licensed civil engineer's cost estimate.
- c. The applicant shall install a permanent all-weather pole sign at the Jacobsen path temporary east terminus that states in lettering two (2) inches high minimum: "This Public Path is Planned for Future Extension." The sign face shall be no lower than 3½ ft above grade and no higher than 5 ft and of minimum dimensions of one-and-a-half (1½) feet by (1) foot. This is due prior to building permit final inspection.
- j. Parking demand management: The applicant or any successors and assigns, if recouping the costs of parking, shall instead of doing so from multi-family rent do so by charging a separate, listed, and uniform parking fee and only to leaseholders whose households choose to park their vehicles on site. Guest and visitor vehicles and – if any – such stalls shall be excluded from such fee. A uniform parking fee means not charging tiered fees for garage stalls, carport stalls, reserved stalls, open air stalls, standard size stalls, or compact stalls premised on perception of some stalls being more desirable and valuable than others. It also means that the fee amount must be uniform – either as a rate or an absolute value – for all leaseholders subject to the parking fee, but does not mean that the fee must be fixed indefinitely. Documentation of the uniform parking fee is due by building permit final inspection.
- k. Trial period: Until July 1, 2021, there shall be a trial period in which the Director may receive evidence of a chronic parking overflow problem and choose to investigate,

review, and act upon it, including by obtaining the latest documentation of the uniform parking fee. This condition authorizes the Director to require that the applicant or any successors and assigns apply for and receive approval of a solution to the satisfaction of the Director. The review shall default to a Type II process, but the Director may instead elevation the review to Type III to obtain Planning Commission review and decision. The Director may condition that the applicant or any successors and assigns fulfill the offer made through the revised narrative (submitted September 4, 2019, p. 13) to contact a car share company and allow a parking space or two to be allocated such a company car or cars for tenant use. (This condition does not subvert WDO 4.02.07 Modification of Conditions.)

V4-CP. Compact parking (WDO 3.05.03C):

- d. Percentage: The compact parking maximum as a percentage of the required minimum amount of parking shall be sixty percent (60%; instead of 20% typical) and hundred percent (100%) of any amount in excess of the minimum required.
- e. Striping: Each stall shall be striped “COMPACT ONLY” in lettering one (1) foot high minimum.
- f. Wheel stops: Where used, wheel stops shall be four (4) inches high maximum.

V5-DA. Drive aisle (WDO Table 3.05C):

- a. The minimum drive aisle widths shall be per the table below (instead of 24 feet typical):

<i>Parking Context</i>	<i>Minimum Drive Aisle Width (feet)</i>		
	<i>One-way Travel</i>		<i>Two-way Travel</i>
	<i>Single Lane</i>	<i>Paired Lanes</i>	
<i>Standard or ADA-compliant stalls</i>	18	10 per lane; 20 total	20
<i>Compact stalls</i>	16	9 per lane; 18 total	20
<i>No adjacent stalls</i>	10	9 per lane; 18 total	20

- b. The condition applies up to newly dedicated ROW so as not to interfere with the driveway minimum width provisions of WDO Table 3.04A.

V6-CH. Curb dimensions (WDO 3.06.02I): Curb or curbing that delineates on-site walkways and landscaped, parking, and vehicular circulation areas shall have a minimum height and width each of four (4) inches (instead of 6 inches typical).

V7-AW. Architectural Wall (WDO Table 3.06D & 3.06.06):

- a. The east rear property line subject to the Architectural Wall provisions of Table 3.06D and 3.06.06 is exempt from those provisions.
- b. Landscaping:
 - i. The applicant shall landscaped the east rear setback of six (6) feet to the minimum planting density of WDO Table 3.06A, row “Buffer yards”.

- ii. The landscaping shall include evergreen shrubbery planted at the large category minimum size per WDO Table 3.06B.
 - iii. The applicant shall include within the landscaping of the east rear setback of ten (10) feet at least seven (7) trees of which at least two (2) shall be large category large per WDO Table 3.06B.
- c. Lighting:
- i. Full cut-off: Exterior lighting fixtures shall be full cut-off or fully shielded models.
 - ii. Heights:
 - (a) Wall: Exterior wall-mounted fixtures shall be no higher than ten (10) feet above walkway finished grade. (This height limit is not applicable to emergency egress lighting and permanent wall signs allowed through WDO 3.10 were they to have interior illumination.)
 - (b) Parking pole: Exterior pole-mounted fixtures within four (4) feet of or in parking, loading, and vehicular circulation areas shall be no higher than fourteen-and-a-half (14½) feet above vehicular finished grade.
 - (c) Other pole: Remaining exterior pole-mounted fixtures, if any, shall be no higher than twelve (12) feet above grade.
- d. Railings/fence: The following applies to the Building C four patios closest to the east rear property line: To lessen encroachment of persons and outdoor storage into the rear setback, the outermost edges of the patio concrete slabs shall have either metal railings or cedar fencing at least three (3) feet high but no more than five (5) feet high.

Applicant Identity

<i>Applicant</i>	Robert Leeb, Principal In Charge, Leeb Architects
<i>Applicant's Representative</i>	Doug Hamilton, Leeb Architects
<i>Landowner(s)</i>	At time of application: West Coast Real Estate Holdings LLC, represented by Eugene Labunsky At present: Pacific Valley Apartments LLC, represented by Eugene Labunsky

Notes to the Applicant

The following are not planning / land use / zoning conditions of approval, but are notes for the applicant to be aware of and follow:

1. Records: Staff recommends that the applicant retain a copy of the subject approval.
2. Fences, fencing, & free-standing walls: The approval excludes any fences, fencing, & free-standing walls, which are subject to WDO 2.06 and the permit process of 5.01.03.
3. Signage: The approval excludes any signage, which is subject to WDO 3.10 and the permit process of 5.01.10.
4. PLA Time Limit: WDO 4.02.04B. specifies that, "A final decision on any application shall expire within three years of the date of the final decision unless: 1. a building permit to exercise the right granted by the decision has been issued; 2. the activity approved in the decision has commenced; or 3. a time extension, Section 4.02.05, has been approved. Because unrecorded re-plats lingering indefinitely have burdened staff, a condition sets sooner time limits for subsection 2. to begin and finish recordation.
5. PLA Mylar signature: The Community Development Director is the authority that signs plat Mylars and not any of the mayor, City Administrator, Public Works Director, or City Engineer. Only one City signature title block is necessary.
6. PLA Plat Tracker: Marion County maintains a plat tracking tool at <http://apps.co.marion.or.us/plattracker/>. Use it to check on the status of a recordation request to the County. City staff does not track County plat recordation.
7. Other Agencies: The applicant, not the City, is responsible for obtaining permits from any county, state and/or federal agencies, which may require approval or permit, and must obtain all applicable City and County permits for work prior to the start of work and that the work meets the satisfaction of the permit-issuing jurisdiction. The Oregon Department of Transportation (ODOT) might require highway access, storm drainage, and other right-of-way

(ROW) permits. All work within the public ROW or easements within City jurisdiction must conform to plans approved by the Public Works Department and must comply with a Public Works Right-of-Way permit issued by said department. Marion County plumbing permits must be issued for all waterline, sanitary sewer, and storm sewer work installed beyond the Public Right-of-Way, on private property.

8. Inspection: The applicant shall construct, install, or plant all improvements, including landscaping, prior to City staff verification. Contact Planning Division staff at least three (3) City business days prior to a desired date of planning and zoning inspection of site improvements. This is required and separate from and in addition to the usual building code and fire and life safety inspections. Note that Planning staff are not primarily inspectors, do not have the nearly immediate availability of building inspectors, and are not bound by any building inspector's schedule or general contractor convenience.
9. Stormwater management: The storm sewer system and any required on-site detention for the development must comply with the City Storm Water Management Plan, Public Works storm water practices and the Storm Drainage Master Plan.
10. Public Works Review: Staff performs final review of the civil plans during the building permit stage. Public infrastructure must be constructed in accordance with plans approved by the City, as well as current [Public Works construction specifications, Standard Drawings, Standard Details](#), and General Conditions.
11. ROW:
 - a. Dedication: The Public Works Department Engineering Division has document templates for ROW and easement dedications that applicants are to use.

ROW – and public utility easement (PUE) – dedications are due prior to building permit issuance per Public Works policy.
 - b. Work: All work within the public ROWs or easements within City jurisdiction must require plan approval and permit issuance from the Public Works Department. All public improvements construction work must be performed in accordance with the plans stamped “approved” by the City, and comply with the City’s Standard Specifications and Standard drawings.
12. Franchises: The applicant provides for the installation of all franchised utilities and any required easements.
13. Water: All water mains and appurtenances must comply with Public Works, Building Division, and Woodburn Fire District requirements. Existing water services lines that are not going to be use with this new development must be abandoned at the main line. The City performs required abandonment of existing water facilities at the water main with payment by the property owner. All taps to existing water mains must be done by a “Hot Tap” method and by approved City of Woodburn Contractors. The applicant shall install the proper type of

backflow preventer for all domestic, lawn irrigation and fire sprinkler services. The backflow devices and meters shall be located near the city water main within an easement, unless approved otherwise by Public Works. Contact Byron Brooks, City of Woodburn Water Superintendent, for proper type and installation requirements of the backflow device at (503) 982-5380.

14. Grease Interceptor/Trap: If applicable, a grease trap would need to be installed on the sanitary service, either as a central unit or in the communal kitchen/food preparation area. Contact Marion County Plumbing Department for permit and installation requirements, (503) 588-5147.
15. Fire: Fire protection requirements must comply with the Woodburn Fire District standards and requirements. Place fire hydrants within the public ROW or public utility easement and construct them in accordance with Public Works Department requirements, specifications, standards, and permit requirements. Fire protection access, fire hydrant locations and fire protection issues must comply with current fire codes and Woodburn Fire District standards. See City of Woodburn Standard Detail No. 5070-2 Fire Vault. The fire vault must be placed within the public right-of-way or public utility easement.
16. SDCs: The developer pays System Development Charges prior to building permit issuance. Staff will determine the water, sewer, storm and parks SDCs after the developer provides a complete Public Works Commercial/Industrial Development information sheet.

**Design Review DR 2019-03;
Property Line Adjustment PLA 2019-03;
Variance VAR 2019-02
1310-1340 N Pacific Hwy
Public Works Comments**

September 30, 2019

CONDITIONS OF LAND USE APPROVAL:

1. The Applicant, not the City, is responsible for obtaining permits from state, county and/or federal agencies that may require such permit or approval. All work within the Oregon Department of Transportation (ODOT) right-of-way requires the applicant to obtain approval and permits from ODOT.
2. The Applicant shall obtain approval from the Oregon Department of Transportation (ODOT) for the storm drainage analysis that will impact ODOT's system. The storm drainage hydraulic analysis shall comply with both ODOT and City's requirements.
3. The applicant shall obtain approval from ODOT for the proposed access to Pacific Highway (Hwy 99E). The access shall comply with both ODOT and City's requirements.
4. Final review of the Civil Plans will be done during the building permit application. Public infrastructure will be constructed in accordance with plans approved by public works and ODOT.

CONDITIONS TO BE ADDRESS DURING THE BUILDING PERMIT APPLICATION

5. All City-maintained facilities located in private property shall require a minimum of 16-foot wide utility easement conveyed to the City by the property owner. This is the applicant's responsibility to provide, not the City's. Utilities of unusual depth, size or location may require a larger width.
6. Provide and record the required right-of-way dedication, public utility easements, pedestrian easements, and waterline easements prior to building permit issuance.
7. Applicant to provide for the installation of all franchise utilities and shall provide any required easements for these facilities. All permanent utility services to the development shall be underground
8. Department of Environmental Quality Erosion Control 1200C permit will need to be obtained for this development prior to City issuance of permit.
9. If required a Permit from the Oregon Division of State Lands and US Army Corps of Engineering will need to be obtained to mitigate/delineated wetlands. This shall be obtained prior to city issuance of permit.
10. Street lighting plan and design shall be approved by the City and ODOT.

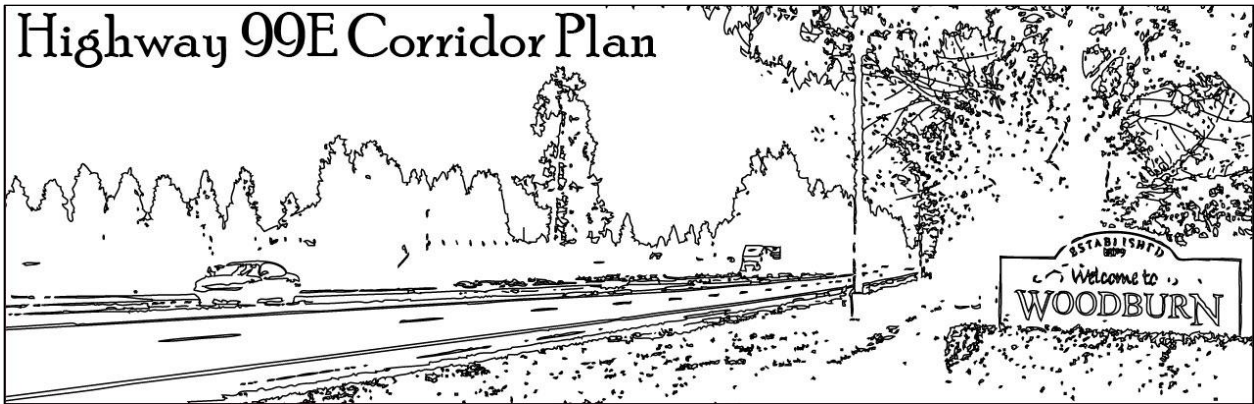
11. All sewer mains are a gravity system and the termini of sewer lines locations and depths shall be such that it is suited for future extensions to adjoining areas. Extend sanitary sewer main to northerly property line, end line with a manhole.
12. Sewer main located on the south side of the property shall be properly abandon according to Public Works or Building Department requirements. The line to be abandon by either filling the line with CDF or removing the line, requirement is pending final location of proposed buildings and existing sewer line.
13. All sanitary sewer laterals serving the proposed developments are private up to the main line. The main line is located along Highway 99E.
14. The water mains serving this development shall be a looped system, shall be sized in accordance with flow and fire protection requirements.
15. Fire hydrants locations and fire protection requirements shall be as per the Woodburn Fire Districts and City of Woodburn requirements.
16. Actual fire hydrant locations and in-line valving locations shall not be determined until the construction final plan review.

OTHER:

1. Each lot, shall have its own sanitary sewer service connection to the main with proper private easements.

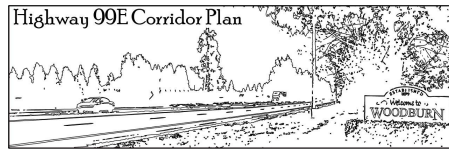
**Uses Allowed in Commercial Zones
Table 2.03A**

Use		Zone				
Accessory Uses (A) Conditional Uses (CU) Permitted Uses (P) Special Permitted Uses (S) Specific Conditional Uses (SCU)		DDC	CG	CO	MUV	NNC
5	Motor vehicle towing		CU ³			
6	Parking lots and garages	P	P	P		P
7	Recreational vehicle park		CU ¹			
D	Miscellaneous					
1	Facilities during construction	S	S	S	S	S
2	Fence or free-standing wall	A	A	A	A	A
3	Temporary outdoor marketing and special event: a. Arts and crafts b. Food and beverages, including mobile food services c. Seasonal sales of fireworks, Christmas trees, produce or plant materials d. Amusement rides and games e. Entertainment f. Any other merchandise or service which is neither accessory to a primary, permanent use of the property nor marketed by employees of that permanent use	S	S	S	S	S
E	Residential					
1	Attached single-family (row houses) dwellings	P	P ²		P	P
2	Child care facility, group home, and nursing home	P ⁸	P ⁸	P ⁸	P ⁸	P ⁸
3	One dwelling unit, in conjunction with a commercial use	P	P	P	P	P
4	Multiple-family dwellings	P	P	CU	P	P
<ol style="list-style-type: none"> 1. Not allowed in the Gateway Overlay District 2. Only allowed in the Gateway Overlay District 3. Allowed outright if not within 200 feet of residentially zoned properties 4. Within a building, no outdoor storage or repair 5. All outdoor storage and display shall be enclosed by a seven foot masonry wall. 6. Existing uses are allowed as a permitted use, new uses are not allowed in the MUV 7. Drive-throughs are not allowed 8. Child care facility for 13 or more children, group home for six or more persons 						



Highway 99E Corridor Plan

Adopted July 9, 2012



consists of a single-story building with a surface parking lot in front of it; however, the size and configuration of the building and the parking lot vary by site.

Large-scale redevelopment opportunities in the central part of the corridor are limited to the area around the Mt. Hood / Molalla / Highway 99E intersection. There are a number of small to medium-scale or infill redevelopment opportunities between Mt. Hood / Molalla and Lincoln. Redevelopment south of Lincoln will face greater challenges due to the number of smaller and shallow parcels in this area.

South of Cleveland there is substantial vacant and redevelopable land. Comprehensive Plan designations in this area include Industrial, Commercial, Low-Density Residential, and Medium-Density Residential. Existing land uses include a variety of commercial/industrial uses such as self-storage, manufactured home sales, a bank, automobile repair and salvage, and food processing businesses; a small apartment complex; a manufactured housing development; and farms.

Corridor Design Tools

A variety of tools and strategies can be used throughout the Highway 99E corridor to improve pedestrian and bicyclist access, comfort and mobility, corridor aesthetics, and safety for all users in the corridor. These tools and strategies were identified and described in *Technical Memorandum #5: Opportunity Design Toolbox* (April 7, 2011). The Toolbox includes Bicycle and Pedestrian Facilities such as Crossing Treatments, Sidewalks and Bike Lanes, and Connectivity; Streetscape Elements; Gateways; Signage; Site Development; Access Management; and Redevelopment Opportunities. The tools described formed the building blocks of the initial corridor design options developed by the Project Team, and the most suitable tools have been incorporated into the recommendations in the Corridor Plan.

V. Corridor Plan Overview

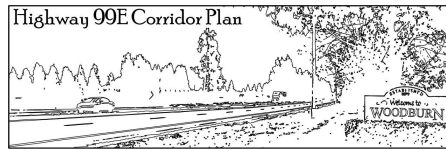
The corridor was divided into four segments for the purposes of developing land use and transportation recommendations.⁶ The boundaries of the corridor segments are shown on Figure 2. **This section summarizes the key land use and transportation changes associated with the Corridor Plan. These are also illustrated graphically in Figure 2: Key Corridor Enhancements on page 12.**

Transportation

Highway 99E Cross-Sections

The Corridor Plan proposes no physical streetscape changes to Highway 99E north of Lincoln (Segments 1 and 2). South of Lincoln (in Segments 3 and 4), the highway would be widened to accommodate bike lanes, sidewalks, street trees, and room for amenities such as street lights and enhanced transit stops, bringing the highway up to the City's adopted Major Arterial standards. While motor vehicle and freight mobility remains the highway's primary purpose, the landscaping and wider sidewalks would help make

⁶ See *Draft Corridor Plan Design Concepts* (May 2011) for further explanation of how the corridor was divided into segments. Fundamentally, the four segments reflect differences in existing land use and transportation conditions and, as anticipated in earlier stages of this project, now reflect different land use, urban design, and transportation solutions.



the highway safer and more attractive for pedestrians. The existing 80-foot right-of-way would need to expand to approximately 100 feet in Segment 3 (from Lincoln to south of Cleveland) to accommodate these physical streetscape improvements. South of Cleveland (in Segment 4), the roadway would be widened from the existing two-lane highway to add a continuous two-way left turn lane, wider shoulders (also serving as buffered bike lanes), and sidewalks (separated from the travel lanes by a landscaped buffer or vegetated stormwater swale). Here, these improvements would likely fit within the existing right-of-way. The proposed cross-sections for each segment of the highway are shown in Figure 3: Roadway Cross-sections for Highway 99E on page 13.⁷

Intersection Modifications

The other key modification proposed for the roadway system is a recommended change to street connections and circulation surrounding the Young Street and Cleveland Street intersections. Currently, the intersections of Birds Eye and Highway 214 and of Silverton and Highway 99E are located very close to other intersections and intersect at odd angles, creating a dangerous situation for drivers. This area has a history of crashes due to these issues.

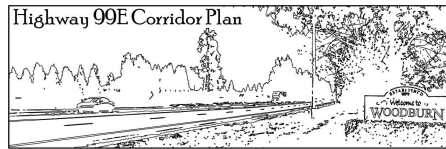
The Plan proposes to restrict turn movements at these intersections in the short-term, and close them completely and vacating the public street right-of-way in the long term⁸ (conceptual illustrations of the short-term modifications are shown in Figure 4 on page 14; long term conceptual alignments are shown on Figure 5 on page 15). Consistent with the City's adopted TSP, a new traffic signal is planned at Cleveland Street and Highway 99E (this is shown on Figure 5).⁹ No changes are proposed to the existing Bird's Eye Avenue railroad crossing. The intersection of George Street and OR 214 is also recommended for closure in the long term, once a suitable connection is made at the eastern end of George Street. It is important to note that the solutions illustrated on pages 14 and 15 are conceptual in nature and are intended to express a short and long term way forward to improve conditions at this intersection. Further refinement will take place in close consultation with the business and property owners affected as engineering designs are produced, prior to any changes being made. The specific needs of the businesses in the area for vehicle access (including trucks) will be taken into consideration during the engineering design stage.

The proposed turn restrictions and eventual street closures would enhance safety in the area by reducing vehicle turning conflicts. In addition, vacation of the street right-of-way that would no longer be needed after closure of the streets would create an opportunity for lot consolidation (i.e. the opportunity for a single property owner or developer to acquire a group of properties and bring them under common ownership), adding approximately 27,000 square feet of developable commercial land at this highly visible corner location.

⁷ ODOT Rail Division has advised that a two-way center turn lane on Highway 99E should not approach any closer than 325 feet to the existing railroad track on either side of the crossing. This is because it is important for drivers to focus on the crossing and be alert for signals without the added distraction of turn movements, jockeying for position, and potential sideswipe collisions in the immediate approaches to a crossing. Two-way turn lane traffic is difficult to control and presents a temptation to motorists to drive around lowered crossing gates.

⁸ Note that vacation of right-of-way may require action by both the City and ODOT.

⁹ Prior to installation in this location, a new signal must meet ODOT traffic warrants, have Region 2 Traffic Manager support, and obtain State Traffic Engineer Office approval.



Other Transportation Improvements

Additional transportation improvements are identified in Appendix B and summarized briefly below:

- Measures to improve safety and convenience for pedestrians crossing Highway 99E, such as enhancements at signalized intersections and mid-block protected crossings.
- Signal timing and intersection improvements to accommodate the expected changes in traffic flow due to closing the Silverton Avenue intersection and the increased traffic generation potential from the new Mixed Use area.
- Improvements to connectivity through new street connections and bicycle / pedestrian accessways.
- Adoption of access management policies for the corridor to improve safety for vehicles, bicycles, and pedestrians. (Recommendations related to access management are addressed in Section VII beginning on page 23.)

Land Use and Urban Design

The centerpiece of the land use and design features of the Corridor Plan is a new “Mixed Use Village” centered at the intersection of Young Street and Highway 99E. The mixed use area is intended to provide an activity node on Highway 99E and a sense of connection to Downtown Woodburn. The new Mixed Use Village will be implemented through a new zoning designation with a slightly different mix of uses and different set of site design standards than exists today under the existing General Commercial zoning. Over time, through new development and redevelopment, the new zone will create a more pedestrian-oriented, walkable streetscape with buildings close to the sidewalk and parking lots situated to the rear or side of buildings. The proposed new zone is described in more detail in Section VIII beginning on page 30.

The proposed new zone will be implemented in phases, beginning with an area near the Young Street intersection (“Phase 1”), where a gateway treatment and other public investments could help spur redevelopment. The new zone will be applied throughout the remainder of Segment 3 when improvements to Highway 99E are programmed.¹⁰ The exception is for properties currently outside city limits, where the new zone will be applied upon annexation into the city. This phasing approach is illustrated on Figure 2.

Conceptual illustrations of potential redevelopment in the Mixed Use Village are provided in Section IV. These illustrations are intended to show what future development *could* look like within the Mixed Use Village; they are aspirational rather than regulatory.

Outside of the Mixed Use Village, the land use regulations would remain largely unchanged, although modifications related to access management, special street setbacks, and frontage improvements would apply throughout the corridor. These recommendations are summarized in Section VI.

¹⁰ Rezoning is recommended to occur for Phase 2 through a legislative action by the City once funding for the detailed engineering design of the improvements to Highway 99E in Segment 3 is committed.

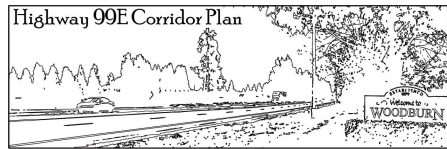
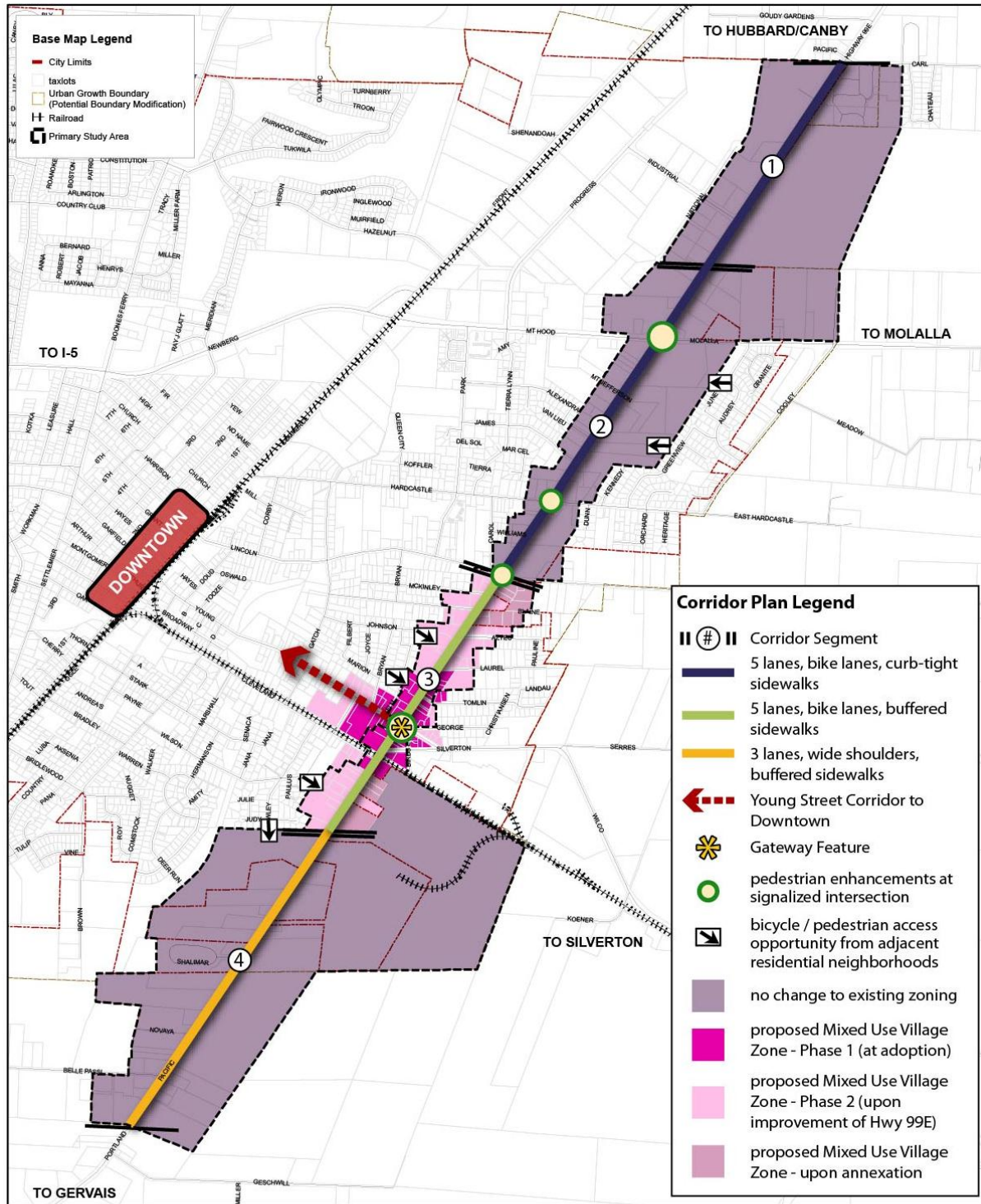


Figure 2: Key Corridor Enhancements

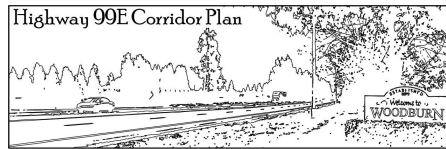


City of Woodburn
Highway 99E Corridor Plan

JANUARY 2012

Key Corridor Enhancements





- Close the intersection of George Street at Highway 214 to through motor vehicle travel, leaving it accessible by pedestrians, bicycles, and emergency vehicles only. This project shall not be constructed prior to the project that would construct a new local street connecting George Street to Highway 214 just west of the urban growth boundary (see New Streets, project (a)).

New Streets

The following projects are added to the intermediate to long-term (next 10-15 years) project list on page 7-6 of the TSP:

- Construct a new local street connecting George Street to Highway 214 just west of the eastern urban growth boundary.
- Enhance north-south connectivity of local streets paralleling the Highway 99E corridor as part of property development or subdivision and/or by extending Cooley Road from Hardcastle Avenue to Highway 214.²⁸

Pedestrian Plan

The pedestrian plan described on pages 7-9 and 7-10, as well as Figure 7-3, of the TSP is amended to include the following projects:

- Install countdown pedestrian timers and construct ADA enhancements at signalized intersections along Highway 99E.
- Construct curb extensions to shorten pedestrian crossing distances on approaches to Highway 99E where appropriate (no curb extensions are to be constructed that would narrow the width of Highway 99E itself). Street approaches where curb extensions should be considered include: Alexandria Avenue, James Street, Williams Street, Blaine Street, Aztec Drive, Laurel Avenue, and Tomlin Avenue.
- **Provide pedestrian and bicycle access to Highway 99E from adjacent residential neighborhoods. This will require development of accessways and obtaining easements.** Pedestrian/bicycle accessways must include a paved surface of at least 10 feet wide with a minimum vertical clearance of 10 feet. Potential locations for pedestrian/bicycle accessways connecting to Highway 99E include: from June Way (near the Audrey Way intersection), from Johnson Street, from Elm Street, from Wilson Street, and from Hawley Street (possibly part of future street extension).
- Construct enhanced pedestrian crossings of Highway 99E. Identification of crossing locations should occur through collaborative efforts with the community and the Oregon Department of Transportation. The maximum potential for enhanced pedestrian crossing locations is estimated to include: three crossings between Mt Hood Avenue and Hardcastle Avenue, one crossing between Hardcastle Avenue and Lincoln Street, and three crossings between Lincoln Street and

²⁸ Because an extension of Cooley Road as described would run outside of the city's UGB, it is included as a purely conceptual project to be considered at a later date if the land in question is eventually added to the UGB. The incremental improvement of north-south connectivity through new street connections east of Highway 99E may accomplish the same objective and eliminate the need for Cooley Road itself to be extended.

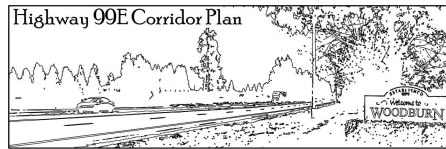
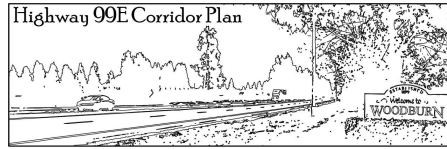


Table B1: Cost Estimates for Proposed Transportation Improvements

Project No.	Project Title	Estimated Capital Cost*	Owning Jurisdiction**
Ten to Fifteen Years (2010-2020)			
Tier 1: Short Term Projects			
1	Restrict turning movements and eventually close Silverton Avenue intersection with Highway 99E	\$16,000	State/City
2	Restrict turning movements and eventually close Birds Eye Avenue intersection with Highway 214	\$23,000	State/City
3	Implement Traffic Management Plan for Highway 99E corridor	\$45,000	State
4	Install pedestrian countdown timers and construct ADA ramps at signalized intersections on Highway 99E (3 intersections)	\$110,000	State
5	Construct curb extensions on select approaches to Highway 99E - parallel to highway, not narrowing highway (8 intersections)	\$60,000	State/City
6	Construct enhanced pedestrian crossings along Highway 99E (7 total)	\$280,000	State
Tier 2: Medium Term Projects			
7	Coordinate Highway 99E traffic signals from Hardcastle Avenue to Young Street (and future Cleveland Street signal)	\$55,000	State
8	Improve Highway 99E/Young Street intersection to add a westbound lane (providing separate left, through, and right lanes) and protective-permissive left turn phasing on eastbound and westbound approaches	\$550,000	State
9	Close George Street intersection with Highway 214, maintaining passage for pedestrians, bicycles, and emergency vehicles	\$60,000	State/City
10	Construct new local street connecting George Street to Highway 214 just west of the eastern UGB	\$425,000	City
11	Extend Mill Creek corridor off-street pathway to Belle Passi Road	\$840,000	County/City
12	Construct pedestrian/bicycle accessways between Highway 99E and residential areas (total of 5 locations – highly variable costs)	\$675,000	City
Tier 3: Long Term Projects			
13	Highway 99E widening from Lincoln Street to 1,150 feet south of Cleveland Street	\$7,150,000	State
14	Highway 99E widening from 1,150 feet south of Cleveland Street to proposed southern UGB	\$5,130,000	State
15	Improve roadway lighting along Highway 99E corridor (assumed 60% of corridor)	\$2,110,000	State
16	Enhance north-south connectivity of local streets paralleling the Highway 99E corridor as part of property development or subdivision	\$8,270,000	County/City



and/or by extending Cooley Road from Hardcastle Avenue to Highway
214 ***

Grand Total

\$25,799,000

Notes:

* Cost estimates are in 2011 dollars.

** Owning Jurisdiction does not necessarily indicate the likely funding source for the improvement. In some cases, private development or other funding sources may contribute part or all of the cost of the improvement.

*** Because an extension of Cooley Road would run outside of the city's UGB, it is included as a conceptual project to be considered at a later date if the land in question is eventually added to the UGB. The incremental improvement of north-south connectivity through new street connections east of Highway 99E may accomplish the same objective and eliminate the need for Cooley Road itself to be extended.

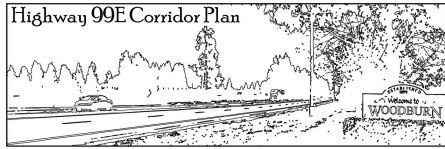
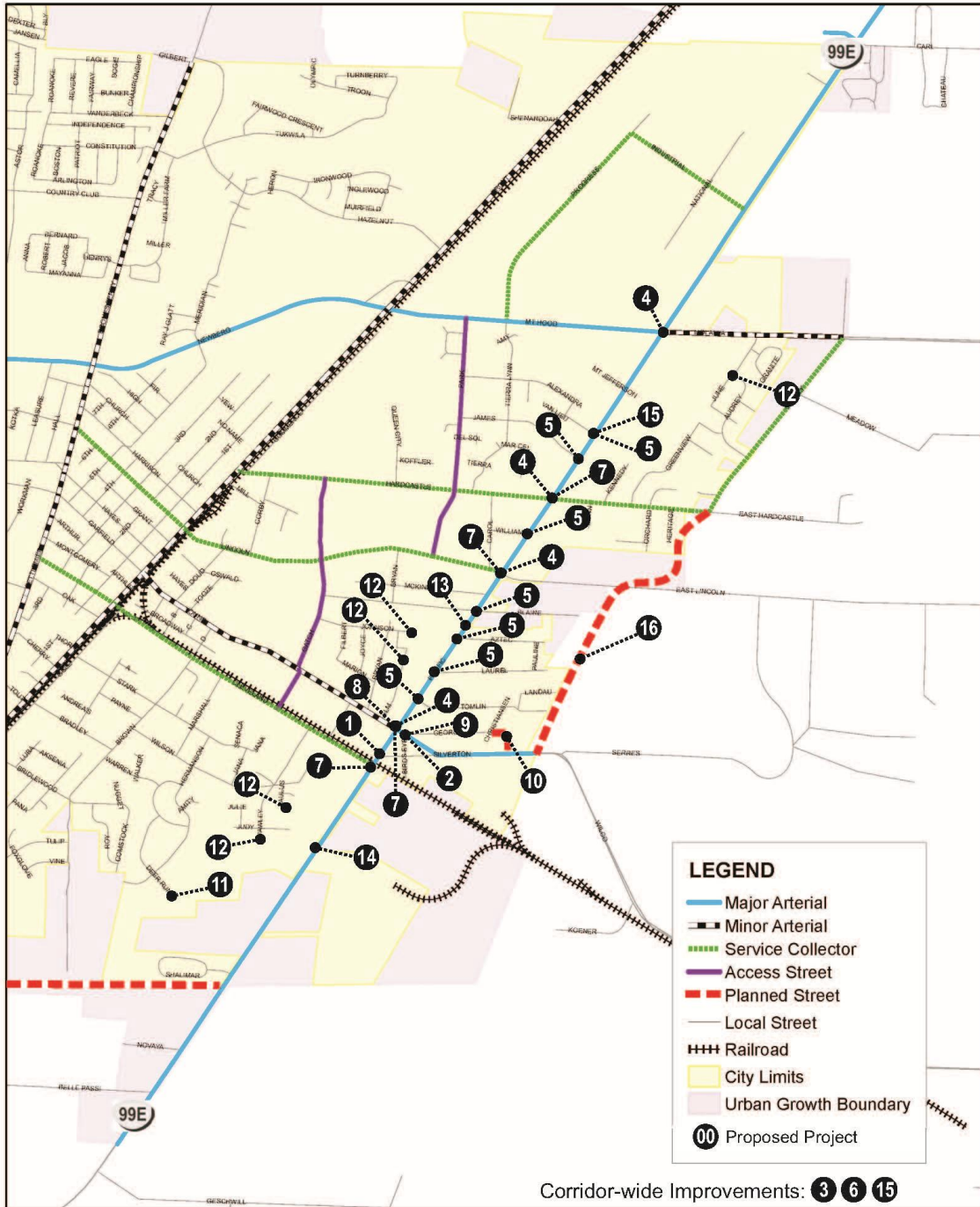


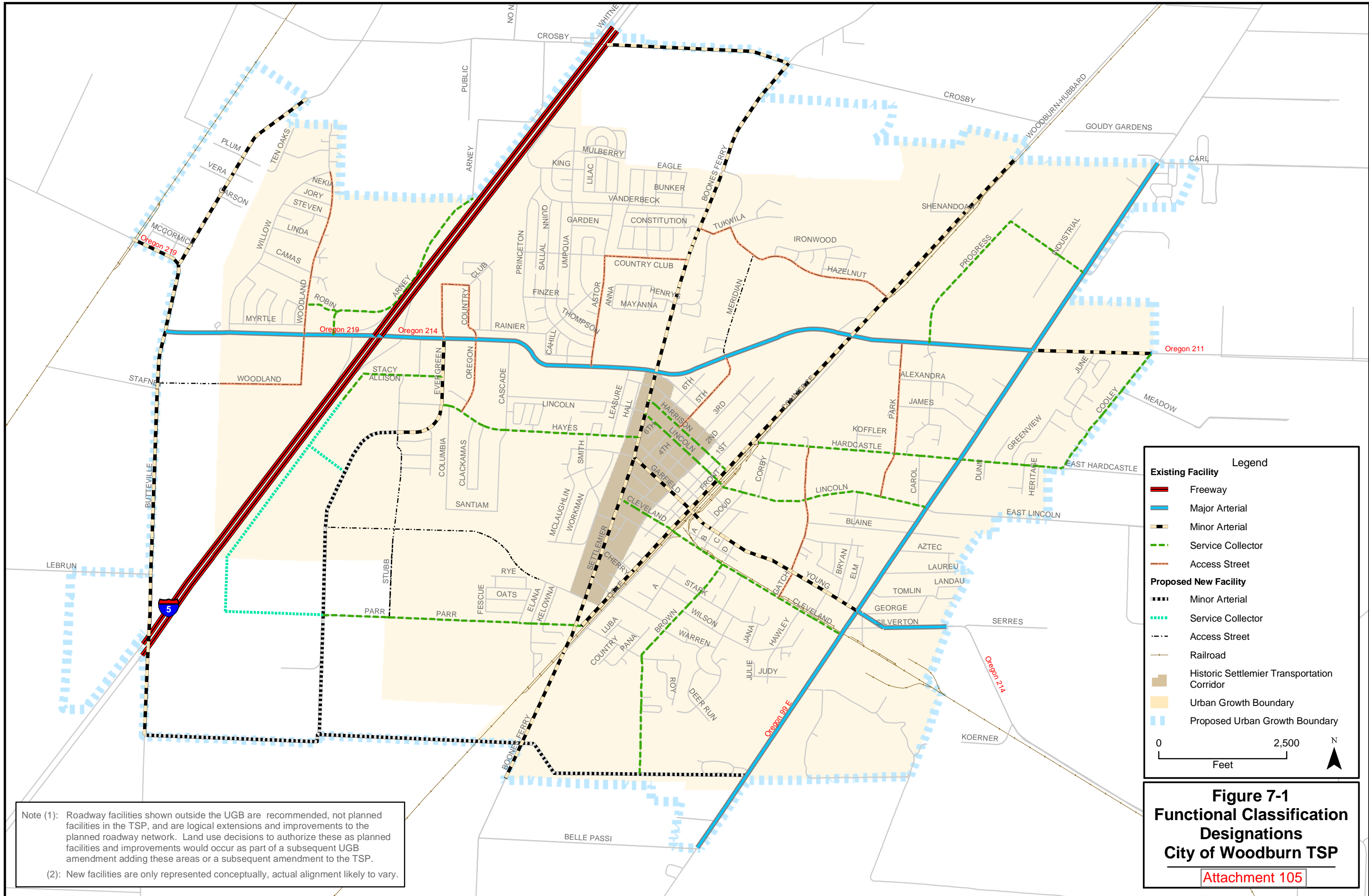
Figure B2: Proposed Transportation Improvements



City of Woodburn
Highway 99E Corridor Plan

December 2011

Exhibit B: Proposed Transportation Improvements



Note (1): Roadway facilities shown outside the UGB are recommended, not planned facilities in the TSP, and are logical extensions and improvements to the planned roadway network. Land use decisions to authorize these as planned facilities and improvements would occur as part of a subsequent UGB amendment adding these areas or a subsequent amendment to the TSP.

(2): New facilities are only represented conceptually, actual alignment likely to vary.

Legend

Existing Facility	
	Freeway
	Major Arterial
	Minor Arterial
	Service Collector
	Access Street
Proposed New Facility	
	Minor Arterial
	Service Collector
	Access Street
	Railroad
	Historic Settler Transportation Corridor
	Urban Growth Boundary
	Proposed Urban Growth Boundary

0 2,500 Feet

N

Figure 7-1
Functional Classification
Designations
City of Woodburn TSP

Attachment 105

Sheet Index

Rendering - <i>Composite Aerial Site Plan</i>	01
Site Plan - <i>Project Information</i>	02
Site Plan - <i>Area Calculations</i>	03
Civil Vicinity Map	04
Civil Existing Conditions	05
Civil Site Plan	06
Civil Easements Plan	07
Civil Grading Plan	08
Civil Utilities Plan	09
Civil Water Plan	10
Civil Storm Plan	11
Civil Sewer Plan	12
Civil Property Line Adjustment	13
Civil Property Line Adjustment	14
Landscape Plan	15
Landscape Plan	16
Landscape Yard Plan	17
Landscape Yard Plan	18
Lighting Plan	19
Lighting Plan	20
Lighting Cut Sheets	21
Street Lighting Plan	22
Elevations - <i>Building Type 1</i>	23
Elevations - <i>Building Type 2</i>	24
Elevations - <i>Clubhouse</i>	25
Detail Elevations	26
Trash Enclosure Details	27
Trash Enclosure Details	28

Pacific Valley Apartments

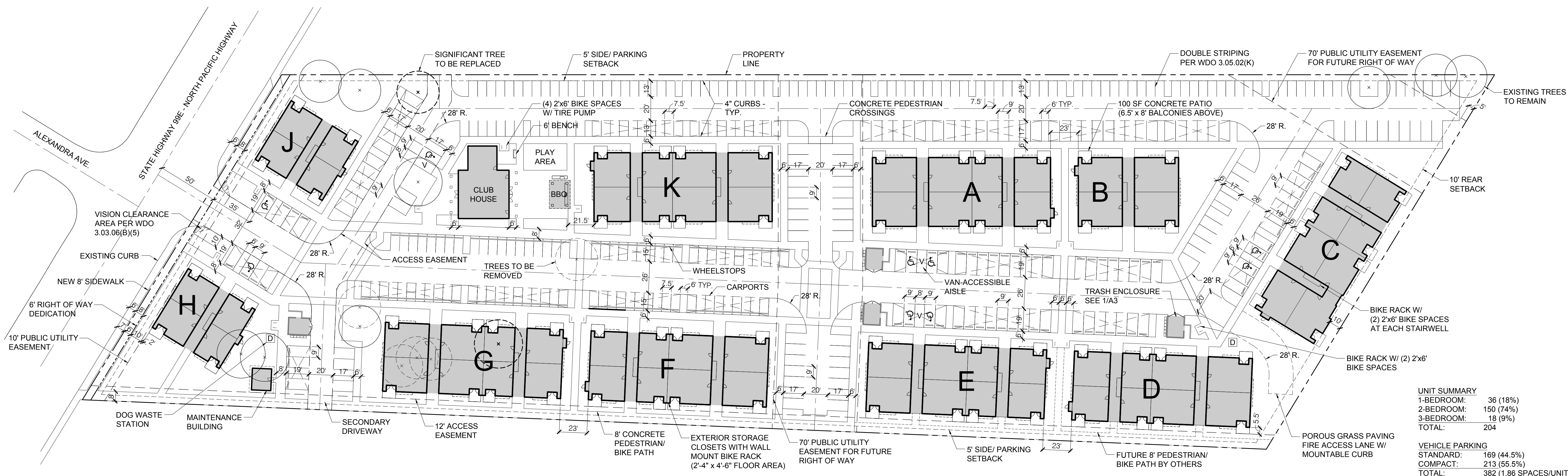
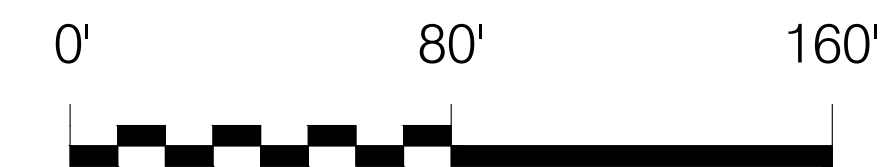




1310 & 1340 NORTH PACIFIC HIGHWAY
WOODBURN, OREGON

PACIFIC VALLEY APARTMENTS
LAND USE REVIEW
04 SEPTEMBER 2019

Rendering
Composite Aerial Site Plan



UNIT SUMMARY

1-BEDROOM:	36 (18%)
2-BEDROOM:	150 (74%)
3-BEDROOM:	18 (9%)
TOTAL:	204

VEHICLE PARKING

STANDARD:	169 (44.5%)
COMPACT:	213 (55.5%)
TOTAL:	382 (1.86 SPACES/UNIT)

COVERED: 192 (50%)
UNCOVERED: 190 (50%)
TOTAL: 382

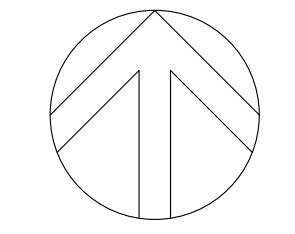
ACCESSIBLE: 9 (2%)

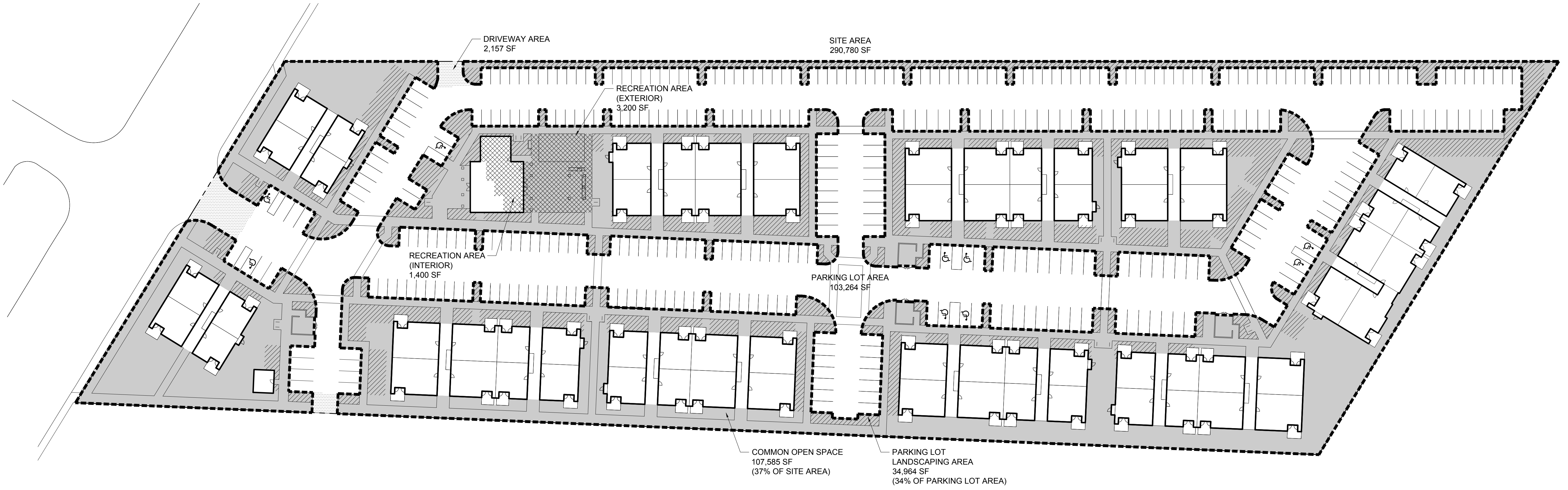
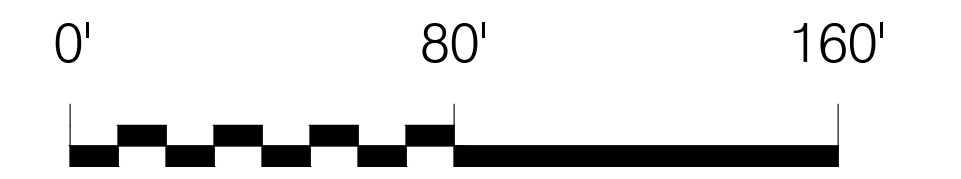
BICYCLE PARKING

COVERED:	34 (51.5%)
UNCOVERED:	32 (48.5%)
TOTAL:	66

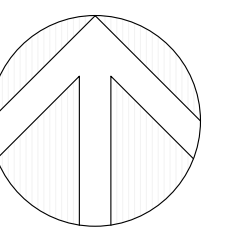
NOTE:
 5% OF PARKING SPACES TO BE PROVIDED WITH A CONDUIT SYSTEM FOR THE FUTURE INSTALLATION OF ELECTRIC VEHICLE CHARGING STATIONS PER OAR 918-020-0380

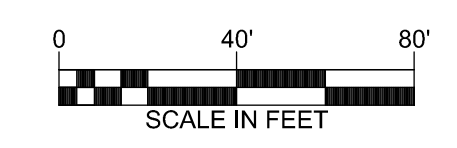
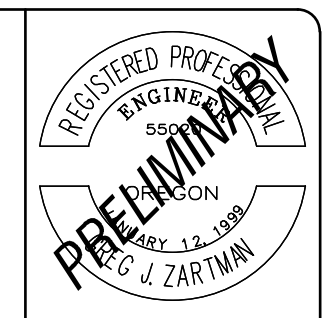
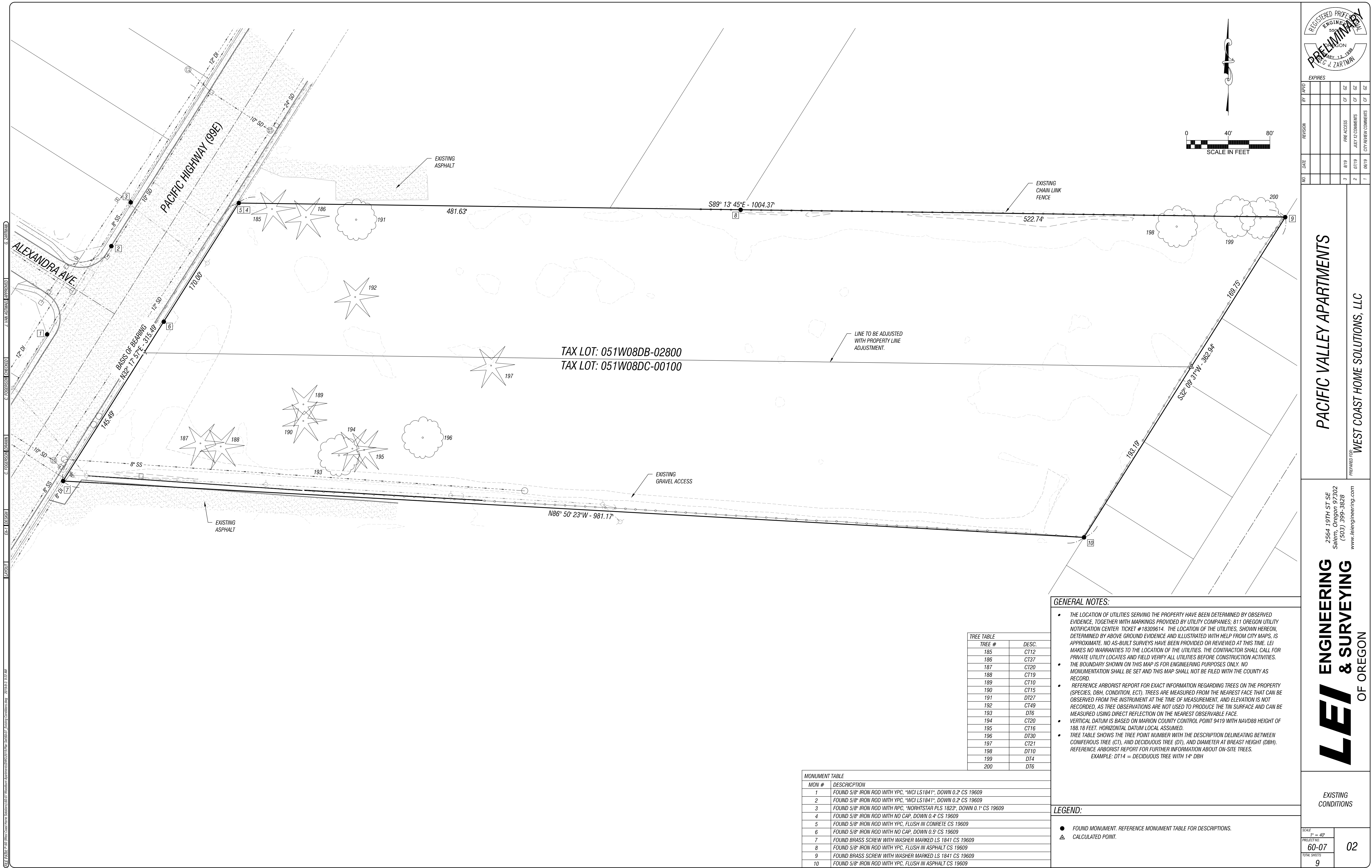
1 SITE PLAN
 SCALE: 1"=40'-0"





1 SITE PLAN - AREA CALCULATIONS
SCALE: 1"=40'-0"





NO.	DATE	REVISION	BY	APP'D	EXPIRES
1	08/19	PRELIMINARY			
2	07/19	FIRE ACCESS			
3	06/19	AJUT. TO COMMENTS			
4	06/19	CITY REVIEW COMMENTS			

PACIFIC VALLEY APARTMENTS
 WEST COAST HOME SOLUTIONS, LLC

2564 19TH ST SE
 Salem, Oregon 97302
 (503) 399-3628
 www.leiengineering.com

LEI ENGINEERING & SURVEYING
 OF OREGON

EXISTING CONDITIONS

SCALE: 1" = 40'	02
PROJECT NO: 60-07	
TOTAL SHEETS: 9	

TAX LOT: 051W08DB-02800
 TAX LOT: 051W08DC-00100

TREE #	DESC.
185	CT12
186	CT37
187	CT20
188	CT19
189	CT10
190	CT15
191	DT27
192	CT49
193	DT6
194	CT20
195	CT16
196	DT30
197	CT21
198	DT10
199	DT4
200	DT6

GENERAL NOTES:

- THE LOCATION OF UTILITIES SERVING THE PROPERTY HAVE BEEN DETERMINED BY OBSERVED EVIDENCE, TOGETHER WITH MARKINGS PROVIDED BY UTILITY COMPANIES, & THE OREGON UTILITY NOTIFICATION CENTER. TICKET #18309514. THE LOCATION OF THE UTILITIES, SHOWN HEREON, DETERMINED BY ABOVE GROUND EVIDENCE AND ILLUSTRATED WITH HELP FROM CITY MAPS, IS APPROXIMATE. NO AS-BUILT SURVEYS HAVE BEEN PROVIDED OR REVIEWED AT THIS TIME. LEI MAKES NO WARRANTIES TO THE LOCATION OF THE UTILITIES. THE CONTRACTOR SHALL CALL FOR PRIVATE UTILITY LOCATES AND FIELD VERIFY ALL UTILITIES BEFORE CONSTRUCTION ACTIVITIES.
- THE BOUNDARY SHOWN ON THIS MAP IS FOR ENGINEERING PURPOSES ONLY. NO MONUMENTATION SHALL BE SET AND THIS MAP SHALL NOT BE FILED WITH THE COUNTY AS RECORD.
- REFERENCE ARBORIST REPORT FOR EXACT INFORMATION REGARDING TREES ON THE PROPERTY (SPECIES, DBH, CONDITION, ETC). TREES ARE MEASURED FROM THE NEAREST FACE THAT CAN BE OBSERVED FROM THE INSTRUMENT AT THE TIME OF MEASUREMENT, AND ELEVATION IS NOT RECORDED, AS TREE OBSERVATIONS ARE NOT USED TO PRODUCE THE TIN SURFACE AND CAN BE MEASURED USING DIRECT REFLECTION ON THE NEAREST OBSERVABLE FACE.
- VERTICAL DATUM IS BASED ON MARION COUNTY CONTROL POINT 9419 WITH NAVD88 HEIGHT OF 188.18 FEET. HORIZONTAL DATUM LOCAL ASSUMED.
- TREE TABLE SHOWS THE TREE POINT NUMBER WITH THE DESCRIPTION DELINEATING BETWEEN CONIFEROUS TREE (CT), AND DECIDUOUS TREE (DT), AND DIAMETER AT BRESTA HEIGHT (DBH). REFERENCE ARBORIST REPORT FOR FURTHER INFORMATION ABOUT ON-SITE TREES. EXAMPLE: DT14 = DECIDUOUS TREE WITH 14" DBH

LEGEND:

- FOUND MONUMENT. REFERENCE MONUMENT TABLE FOR DESCRIPTIONS.
- ▲ CALCULATED POINT.

MONUMENT TABLE

MON #	DESCRIPTION
1	FOUND 5/8" IRON ROD WITH YPC, "WCI LS1841", DOWN 0.2' CS 19609
2	FOUND 5/8" IRON ROD WITH YPC, "WCI LS1841", DOWN 0.2' CS 19609
3	FOUND 5/8" IRON ROD WITH RPC, "NORHTSTAR PLS 1823", DOWN 0.1' CS 19609
4	FOUND 5/8" IRON ROD WITH NO CAP, DOWN 0.4' CS 19609
5	FOUND 5/8" IRON ROD WITH YPC, FLUSH IN CONCRETE CS 19609
6	FOUND 5/8" IRON ROD WITH NO CAP, DOWN 0.5' CS 19609
7	FOUND BRASS SCREW WITH WASHER MARKED LS 1841 CS 19609
8	FOUND 5/8" IRON ROD WITH YPC, FLUSH IN ASPHALT CS 19609
9	FOUND BRASS SCREW WITH WASHER MARKED LS 1841 CS 19609
10	FOUND 5/8" IRON ROD WITH YPC, FLUSH IN ASPHALT CS 19609



REGISTERED PROFESSIONAL ENGINEER
PRELIMINARY
 ON
 08/12/19
 J. ZARTMAN

NO.	DATE	REVISION	BY	APP'D
1	08/19			
2	07/19	FIRE ACCESS	CF	GC
3	07/19	JULY 12 COMMENTS	CF	GC
4	08/19	CITY REVIEW COMMENTS	CF	GC

PACIFIC VALLEY APARTMENTS
 WEST COAST HOME SOLUTIONS, LLC

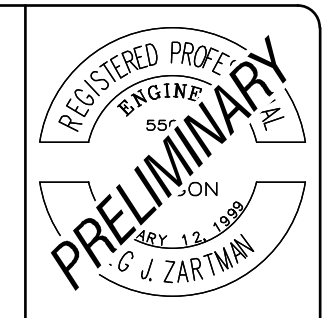
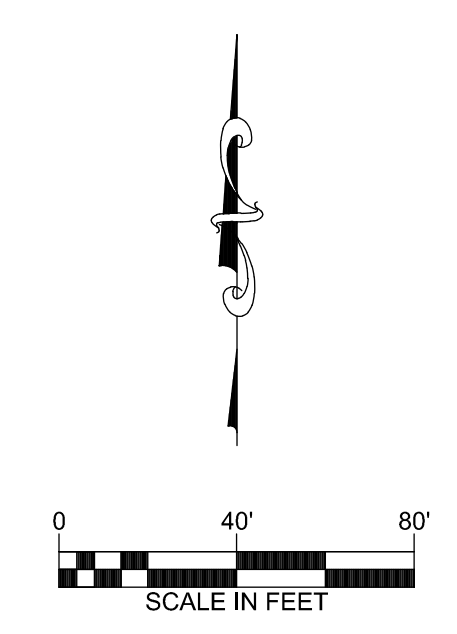
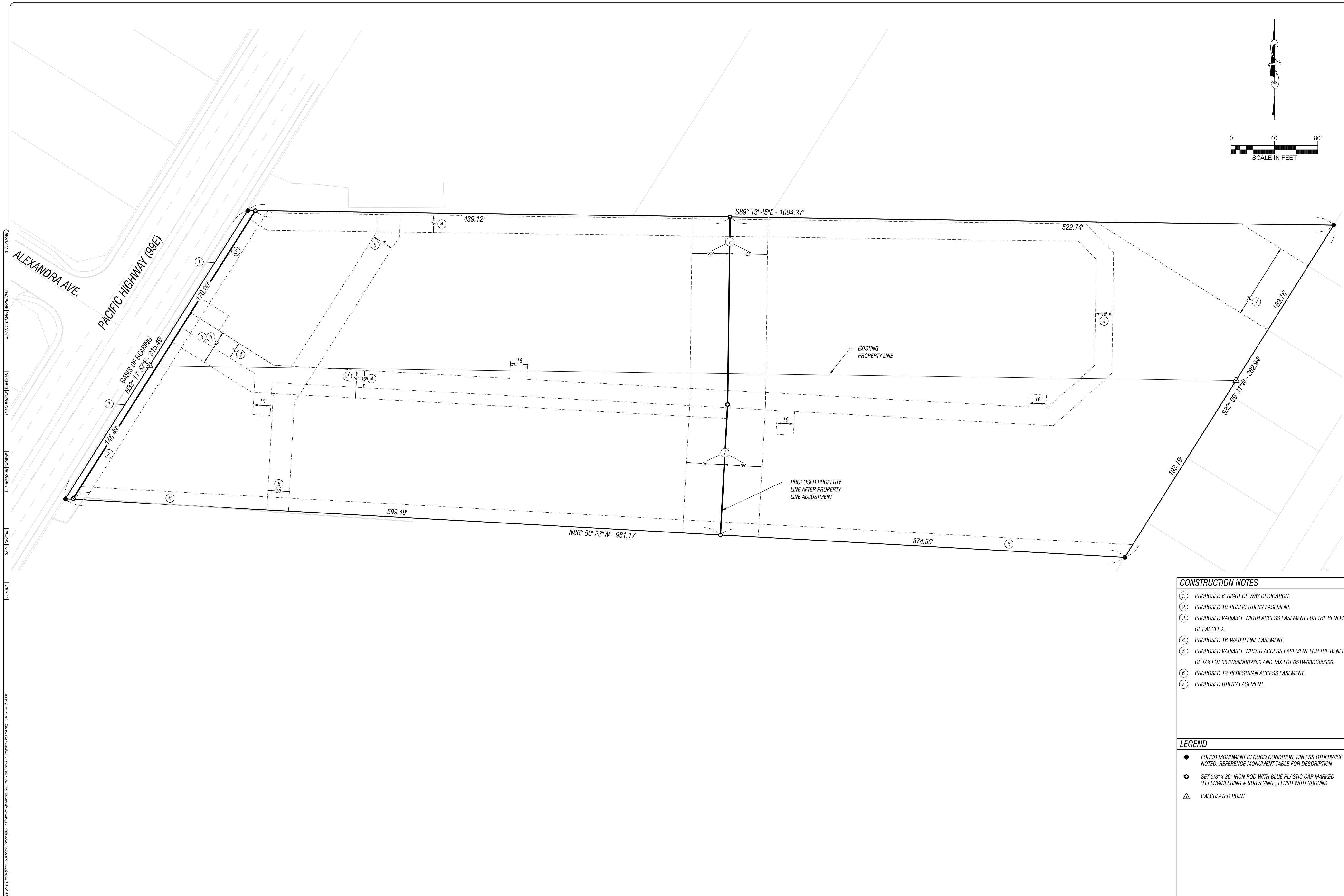
LEI ENGINEERING & SURVEYING OF OREGON
 2564 19TH ST SE
 Salem, Oregon 97302
 (503) 399-3828
 www.leiengineering.com

PROPOSED SITE PLAN
 SCALE: 1" = 40'
 PROJECT NO: 60-07
 TOTAL SHEETS: 9

- CONSTRUCTION NOTES:**
- PROPOSED APARTMENT BUILDING, TYP.
 - PROPOSED CLUB HOUSE.
 - PROPOSED MAINTENANCE BUILDING.
 - PROPOSED GARBAGE ENCLOSURE, TYP.
 - PROPOSED CARPORT COVERED PARKING AREA, TYP.
 - PROPOSED CONCRETE WALK, TYP.
 - PROPOSED COMPACT PARKING STALLS, TYP. DIM. 7.5' X 13'.
 - PROPOSED FULL SIZE PARKING STALLS, TYP. DIM. 9' X 17'.
 - PROPOSED MAIL BOX AREA.
 - PROPOSED PLAY AREA.
 - PROPOSED BBQ AREA.
 - EXISTING CURB LINE SIDEWALK SHALL BE REMOVED AND REPLACED WITH 8' PROPERTY LINE SIDEWALK.
 - PROPOSED ASPHALT SURFACING.
 - PROPOSED CATCH BASIN LOCATION, TYP.
 - PROVIDE 6' MINIMUM BIKE LANE STRIPING.
 - PROPOSED SPEED TABLE CROSSING.
 - INSTALL "DEAD-END" SIGN PURSUANT TO MUTCD STANDARDS.
 - PROPOSED GRASSCRETE FIRE ACCESS LANE.
 - PROPOSED BICYCLE PARKING AREA, TYP.
 - PROPOSED MOUNTABLE CURB FOR FIRE ACCESS.
 - PROPOSED RED PAINTED CURB FOR FIRE LANE.

- GENERAL NOTES:**
- REFERENCE ARCHITECTURAL PLANS FOR DIMENSIONS AND DETAILS PERTAINING TO SITE LAYOUT.
 - 4" CURBS PROPOSED THROUGH OUT.

SHEET 03 OF 09
 DATE: 08/19/19
 DRAWN BY: J. ZARTMAN
 CHECKED BY: J. ZARTMAN
 PROJECT NO: 60-07
 TOTAL SHEETS: 9



NO.	DATE	REVISION	BY	APP'D
1	06/19	CITY REVIEW COMMENTS	CF	GC
2	07/19	JULY 12 COMMENTS	CF	GC
3	8/19	FIRE ACCESS	CF	GC

PACIFIC VALLEY APARTMENTS
 WEST COAST HOME SOLUTIONS, LLC

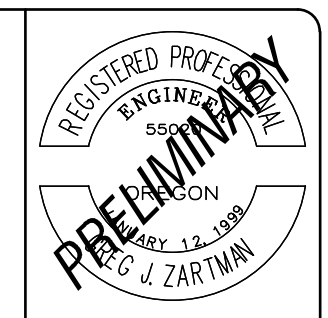
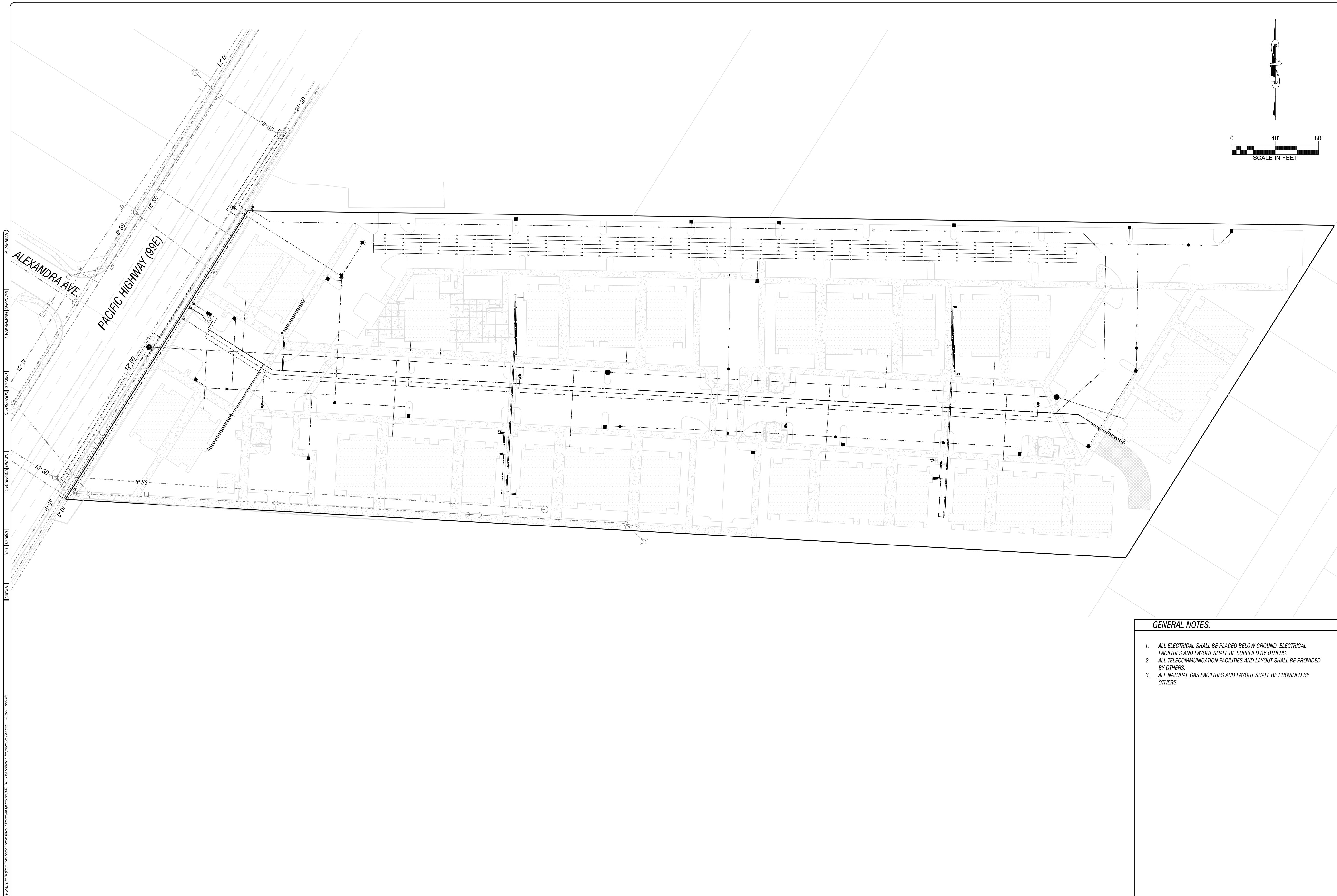
LEI ENGINEERING & SURVEYING
 OF OREGON
 2564 19TH ST SE
 Salem, Oregon 97302
 (503) 399-3828
 www.leiengineering.com

- CONSTRUCTION NOTES**
- ① PROPOSED 6' RIGHT OF WAY DEDICATION.
 - ② PROPOSED 10' PUBLIC UTILITY EASEMENT.
 - ③ PROPOSED VARIABLE WIDTH ACCESS EASEMENT FOR THE BENEFIT OF PARCEL 2.
 - ④ PROPOSED 16' WATER LINE EASEMENT.
 - ⑤ PROPOSED VARIABLE WIDTH ACCESS EASEMENT FOR THE BENEFIT OF TAX LOT 051W08DB02700 AND TAX LOT 051W08DC00300.
 - ⑥ PROPOSED 12' PEDESTRIAN ACCESS EASEMENT.
 - ⑦ PROPOSED UTILITY EASEMENT.

- LEGEND**
- FOUND MONUMENT IN GOOD CONDITION, UNLESS OTHERWISE NOTED. REFERENCE MONUMENT TABLE FOR DESCRIPTION
 - SET 5/8" x 30" IRON ROD WITH BLUE PLASTIC CAP MARKED "LEI ENGINEERING & SURVEYING", FLUSH WITH GROUND
 - △ CALCULATED POINT

PROPOSED EASEMENTS

SCALE	1" = 40'
PROJECT NO.	60-07
TOTAL SHEETS	9
	04



NO.	DATE	REVISION	BY	APPROVED	EXPIRES
1	8/19	FIRE ACCESS	GF	GF	GF
2	10/19	AJUT 12 COMMENTS	GF	GF	GF
1	06/19	CITY REVIEW COMMENTS	GF	GF	GF

PACIFIC VALLEY APARTMENTS
 WEST COAST HOME SOLUTIONS, LLC
 PREPARED FOR:

LEI ENGINEERING & SURVEYING OF OREGON
 2564 19TH ST SE
 Salem, Oregon 97302
 (503) 399-3828
 www.leiengineering.com

PROPOSED COMPOSIT UTILITY LAYOUT

SCALE 1" = 40'	06
PROJECT NO. 60-07	
TOTAL SHEETS 9	

GENERAL NOTES:

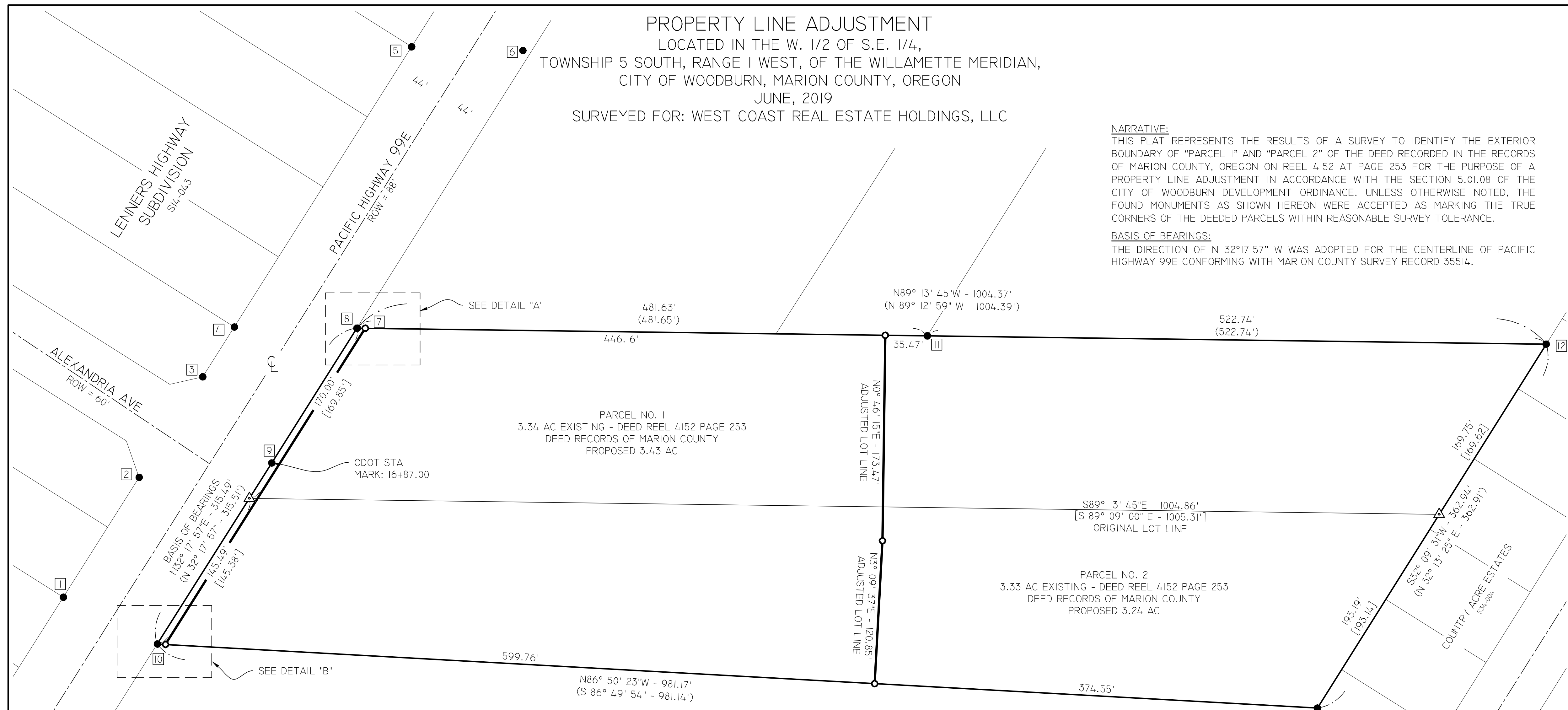
1. ALL ELECTRICAL SHALL BE PLACED BELOW GROUND. ELECTRICAL FACILITIES AND LAYOUT SHALL BE SUPPLIED BY OTHERS.
2. ALL TELECOMMUNICATION FACILITIES AND LAYOUT SHALL BE PROVIDED BY OTHERS.
3. ALL NATURAL GAS FACILITIES AND LAYOUT SHALL BE PROVIDED BY OTHERS.

G:\PROJECTS\60-07\PACIFIC VALLEY APARTMENTS\60-07_PACIFIC VALLEY APARTMENTS\CADD\60-07_CIVIL\60-07_CIVIL_LAYOUT.dwg, 10/19/2019 3:28:04 PM, GREG J. ZARTMAN, P.E., 12345, 12/31/2019

PROPERTY LINE ADJUSTMENT
 LOCATED IN THE W. 1/2 OF S.E. 1/4,
 TOWNSHIP 5 SOUTH, RANGE 1 WEST, OF THE WILLAMETTE MERIDIAN,
 CITY OF WOODBURN, MARION COUNTY, OREGON
 JUNE, 2019
 SURVEYED FOR: WEST COAST REAL ESTATE HOLDINGS, LLC

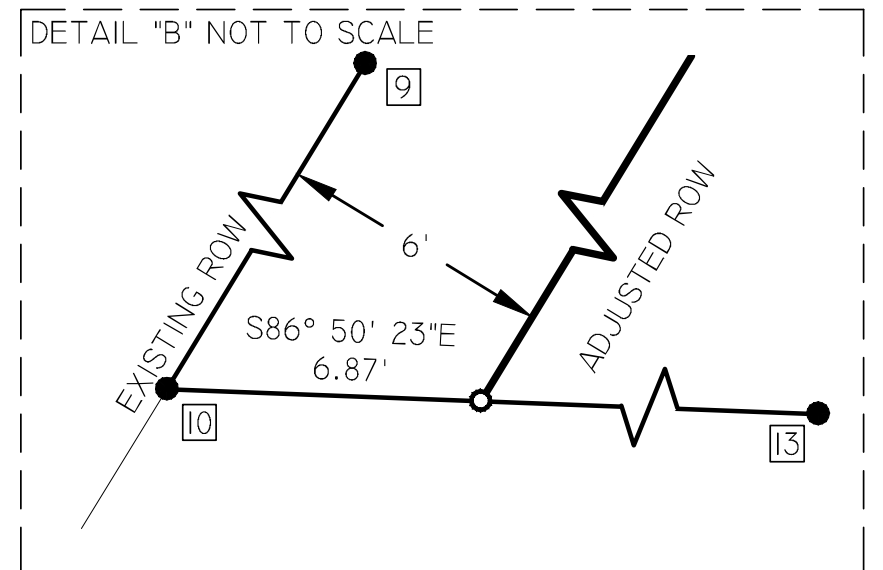
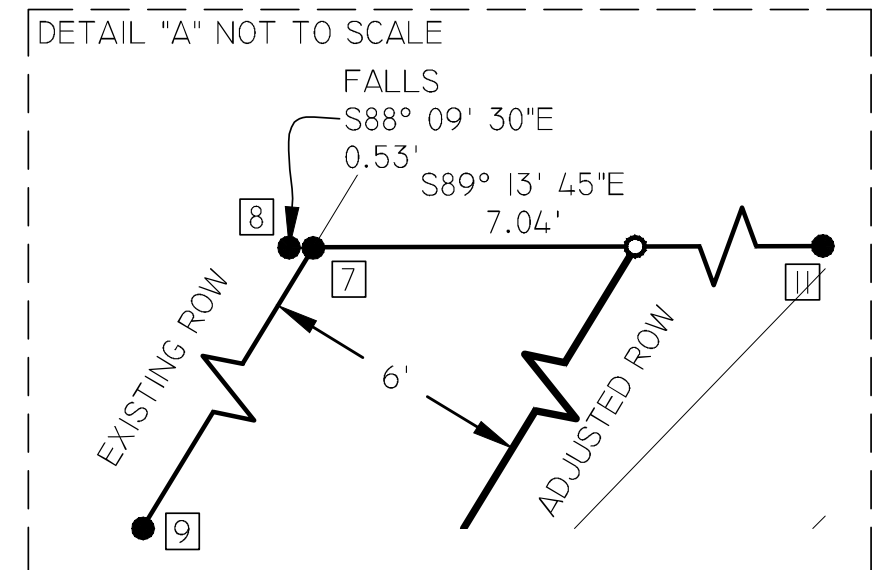
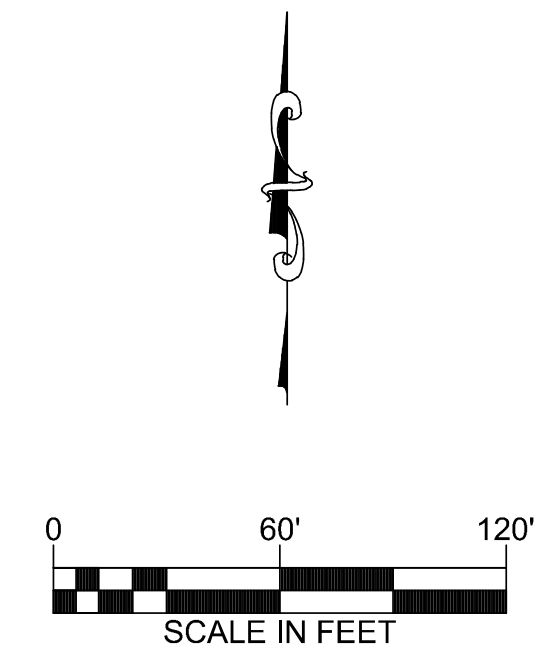
NARRATIVE:
 THIS PLAT REPRESENTS THE RESULTS OF A SURVEY TO IDENTIFY THE EXTERIOR BOUNDARY OF "PARCEL 1" AND "PARCEL 2" OF THE DEED RECORDED IN THE RECORDS OF MARION COUNTY, OREGON ON REEL 4152 AT PAGE 253 FOR THE PURPOSE OF A PROPERTY LINE ADJUSTMENT IN ACCORDANCE WITH THE SECTION 5.01.08 OF THE CITY OF WOODBURN DEVELOPMENT ORDINANCE. UNLESS OTHERWISE NOTED, THE FOUND MONUMENTS AS SHOWN HEREON WERE ACCEPTED AS MARKING THE TRUE CORNERS OF THE DEEDED PARCELS WITHIN REASONABLE SURVEY TOLERANCE.

BASIS OF BEARINGS:
 THE DIRECTION OF N 32°17'57" W WAS ADOPTED FOR THE CENTERLINE OF PACIFIC HIGHWAY 99E CONFORMING WITH MARION COUNTY SURVEY RECORD 35514.



AREA TABLE			
	ORIGINAL AREA	TRANSFER AREA	ADJUSTED AREA
ORIGINAL PARCEL NO. 1	3.34 AC.	+ 0.09 AC.	
ORIGINAL PARCEL NO. 2	3.33 AC.	- 0.09 AC.	
ADJUSTED PARCEL NO. 1			3.43 AC.
POST ROW DEDICATION NO.1		-0.04 AC.	3.39 AC.
ADJUSTED PARCEL NO. 2			3.24 AC.

MONUMENT TABLE	
MON #	DESCRIPTION
1	FOUND 5/8" IRON ROD WITH YPC MARKED "TOWNSHIP SURVEYING", DOWN 0.1', SHOWN ON MCRS 38332
2	FOUND 5/8" IRON ROD WITH YPC "TOWNSHIP SURVEYING", DOWN 0.2', SHOWN ON MCRS 38332
3	FOUND 1 1/4" BRASS PLUG "ODOT 101", FLUSH TOP FACE OF CURB, SHOWN ON ODOT 9B-30-16
4	FOUND 5/8" IRON ROD WITH YPC "WILHELM ENG ORLS 2143", DOWN 0.3', SHOWN ON MCRS 35818
5	FOUND 5/8" IRON ROD WITH YPC "BARKER PLS 686", DOWN 0.3', SHOWN ON MCRS 34791
6	FOUND 1 1/4" BRASS PLUG "ODOT 100" FLUSH TOP FACE OF CURB, SHOWN ON ODOT 9B-30-16
7	FOUND 5/8" IRON ROD WITH RPC "NORTHSTAR PLS 1823", FLUSH, SHOWN ON MCRS 35514
8	FOUND 5/8" IRON ROD NO CAP, UP 0.1', SHOWN ON MCRS 33207
9	FOUND 5/8" IRON ROD YPC "AA SURVEYING", DOWN 0.5'. SHOWN ON MCRS 33392
10	FOUND 5/8" IRON ROD RPC "NORTHSTAR PLS 1823", DOWN 0.1', SHOWN ON MCRS 35514
11	FOUND 1/2" IRON PIPE, DOWN 0.3', SHOWN ON MCRS 11576
12	FOUND 5/8" IRON ROD RPC "NORTHSTAR PLS 1823", DOWN 0.1', SHOWN ON MCRS 35514
13	FOUND 5/8" IRON ROD NO CAP, DOWN 0.2', SHOWN ON MCRS 32418



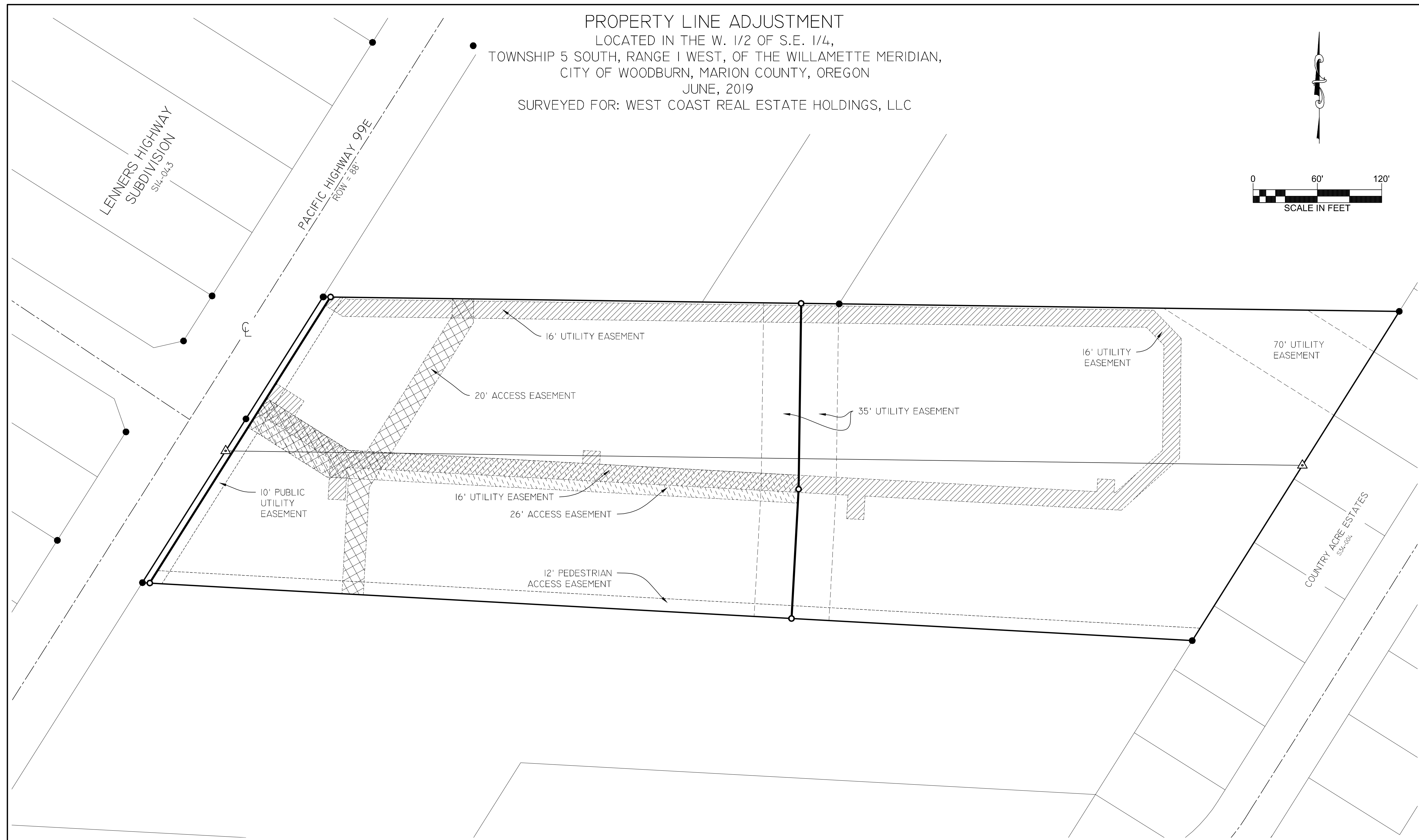
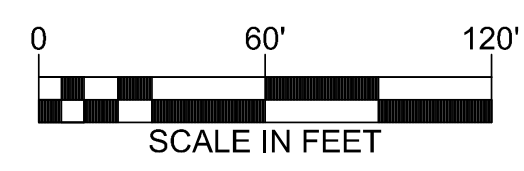
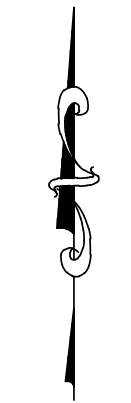
- LEGEND:**
- FOUND MONUMENT IN GOOD CONDITION, UNLESS OTHERWISE NOTED, REFERENCE MONUMENT TABLE FOR DESCRIPTION.
 - SET 5/8" x 30" IRON ROD WITH YELLOW PLASTIC CAP MARKED "LEI ENGINEERING & SURVEYING", FLUSH WITH GROUND
 - △ CALCULATED POINT
 - () RECORD MARION COUNTY SURVEY RECORD 35514
 - [] RECORD MARION COUNTY SURVEY RECORD 32418
 - POE-POINT OF ENTRY
 - ROW-RIGHT OF WAY
 - CL-CENTERLINE
 - CR-COUNTY ROAD
 - STA-STATION
 - R/W-RIGHT-OF-WAY

REGISTERED PROFESSIONAL LAND SURVEYOR
DRAFT
 JANUARY 17, 1995
L. M. ALLEN
 EXPIRES: 12/31/2019

LEI ENGINEERING & SURVEYING
 2564 19TH ST. SE SALEM, OR. 97302
 TEL 503-399-3828 FAX 503-365-1852
 CLIENT: WEST COAST HOME SOLUTIONS, LLC
 25030 SW PARKWAY AVE. SUITE 110 WILSONVILLE, OR 97070
 DRAWN: R. MURRAY
 CALC'D: L.M. ALLEN
 FIELD: C. HUGGETT
 CHECKED: J. VAN AGTMAEL

PROJECT: 60-07
 DRAWING No.: 60-07.DWG
 FIELD DATE: 3/1/2019
 SCALE: 1"=60'
 PAGE: 1 OF 2

PROPERTY LINE ADJUSTMENT
 LOCATED IN THE W. 1/2 OF S.E. 1/4,
 TOWNSHIP 5 SOUTH, RANGE 1 WEST, OF THE WILLAMETTE MERIDIAN,
 CITY OF WOODBURN, MARION COUNTY, OREGON
 JUNE, 2019
 SURVEYED FOR: WEST COAST REAL ESTATE HOLDINGS, LLC



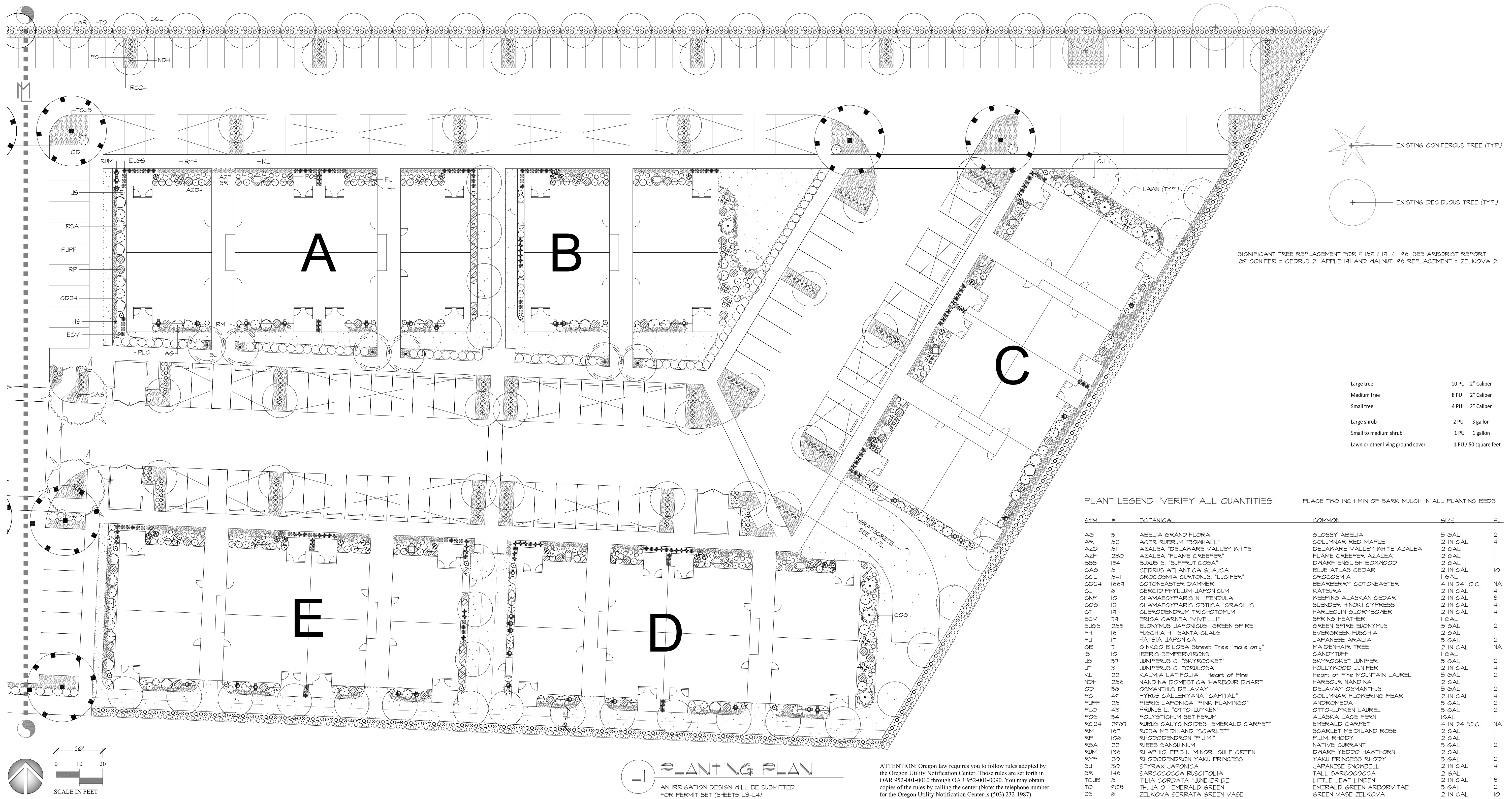
LEGEND:

- FOUND MONUMENT IN GOOD CONDITION, UNLESS OTHERWISE NOTED, REFERENCE MONUMENT TABLE FOR DESCRIPTION.
- SET 5/8" x 30" IRON ROD WITH YELLOW PLASTIC CAP MARKED "LEI ENGINEERING & SURVEYING", FLUSH WITH GROUND
- △ CALCULATED POINT
- () RECORD MARION COUNTY SURVEY RECORD 35514
- [] RECORD MARION COUNTY SURVEY RECORD 32418
- POE-POINT OF ENTRY
- ROW-RIGHT OF WAY
- CL-CENTERLINE
- CR-COUNTY ROAD
- STA-STATION
- R/W-RIGHT-OF-WAY

REGISTERED PROFESSIONAL LAND SURVEYOR
DRAFT
 JANUARY 17, 1995
L. M. ALLEN
 EXPIRES: 12/31/2019

LEI ENGINEERING & SURVEYING
 2564 19TH ST. SE TEL 503-399-3828
 SALEM, OR. 97302 FAX 503-365-1852
 CLIENT:
 WEST COAST HOME SOLUTIONS, LLC
 25030 SW PARKWAY AVE. SUITE 110
 WILSONVILLE, OR 97070
 DRAWN: R. MURRAY FIELD: C. HUGGETT
 CALC'D: L.M. ALLEN CHECKED: J. VAN AGTMAEL

PROJECT: 60-07
 DRAWING No.: 60-07.DWG
 FIELD DATE: 3/1/2019
 SCALE: 1"=60'
 PAGE: 2 OF 2



leeb Leeb Architects
 308 SW First Avenue
 Suite 200
 Portland Or 97204
 Phone 503.228.2840
 Fax 503.228.2907
 leebarc.com

MULCH DARRELL MULCH
 LANDSCAPE ARCHITECTURE
 1907 N.E. 66TH AVENUE #168 PORTLAND, OR 97213 (503) 222-7416 TEL

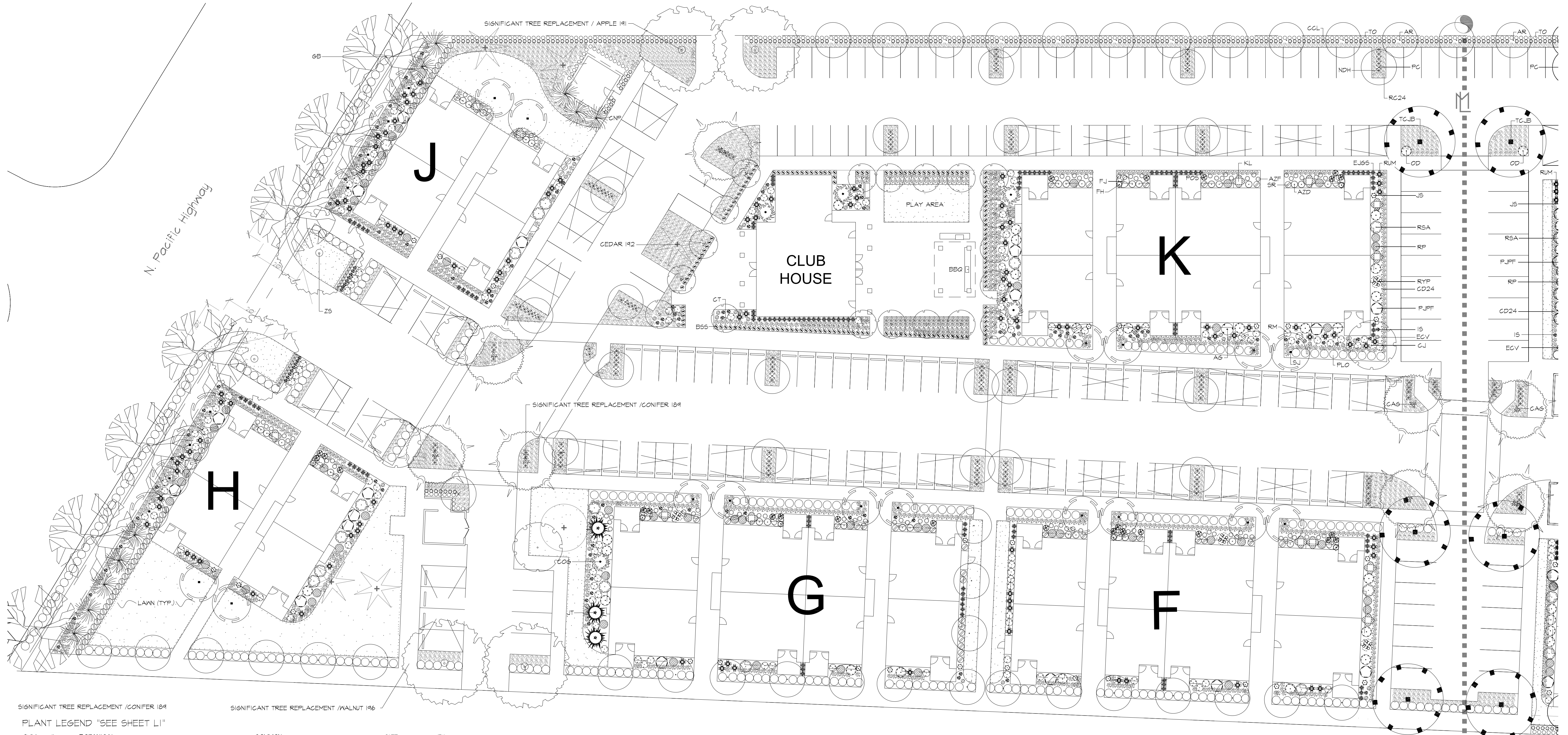
REGISTERED 315
 Darrell Mulch
 OREGON
 10-18-93
 LANDSCAPE ARCHITECT

PACIFIC VALLEY APARTMENTS
 WEST COAST HOME SOLUTIONS

1310 & 1340 N. Pacific Highway Woodburn, Oregon

LAND USE REVIEW
 08.18.19

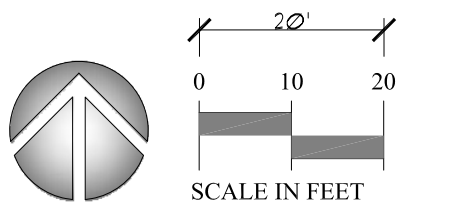
SHEET
L1
4



SIGNIFICANT TREE REPLACEMENT / CONIFER 184
 SIGNIFICANT TREE REPLACEMENT / WALNUT 196
 PLANT LEGEND "SEE SHEET L1"
 SYM. # BOTANICAL COMMON SIZE FU

L2 PLANTING PLAN
 AN IRRIGATION DESIGN WILL BE SUBMITTED FOR PERMIT SET (SHEETS L3-L4)

ATTENTION: Oregon law requires you to follow rules adopted by the Oregon Utility Notification Center. Those rules are set forth in OAR 952-001-0010 through OAR 952-001-0090. You may obtain copies of the rules by calling the center. (Note: the telephone number for the Oregon Utility Notification Center is (503) 232-1987).



leeb Leeb Architects
 308 SW First Avenue
 Suite 200
 Portland Or 97204
 Phone 503.228.2840
 Fax 503.228.2907
 leebarc.com

MULCH DARRELL MULCH
 LANDSCAPE ARCHITECTURE
 1907 N.E. 66TH AVENUE #168 PORTLAND, OR 97213 (503) 222-7416 TEL

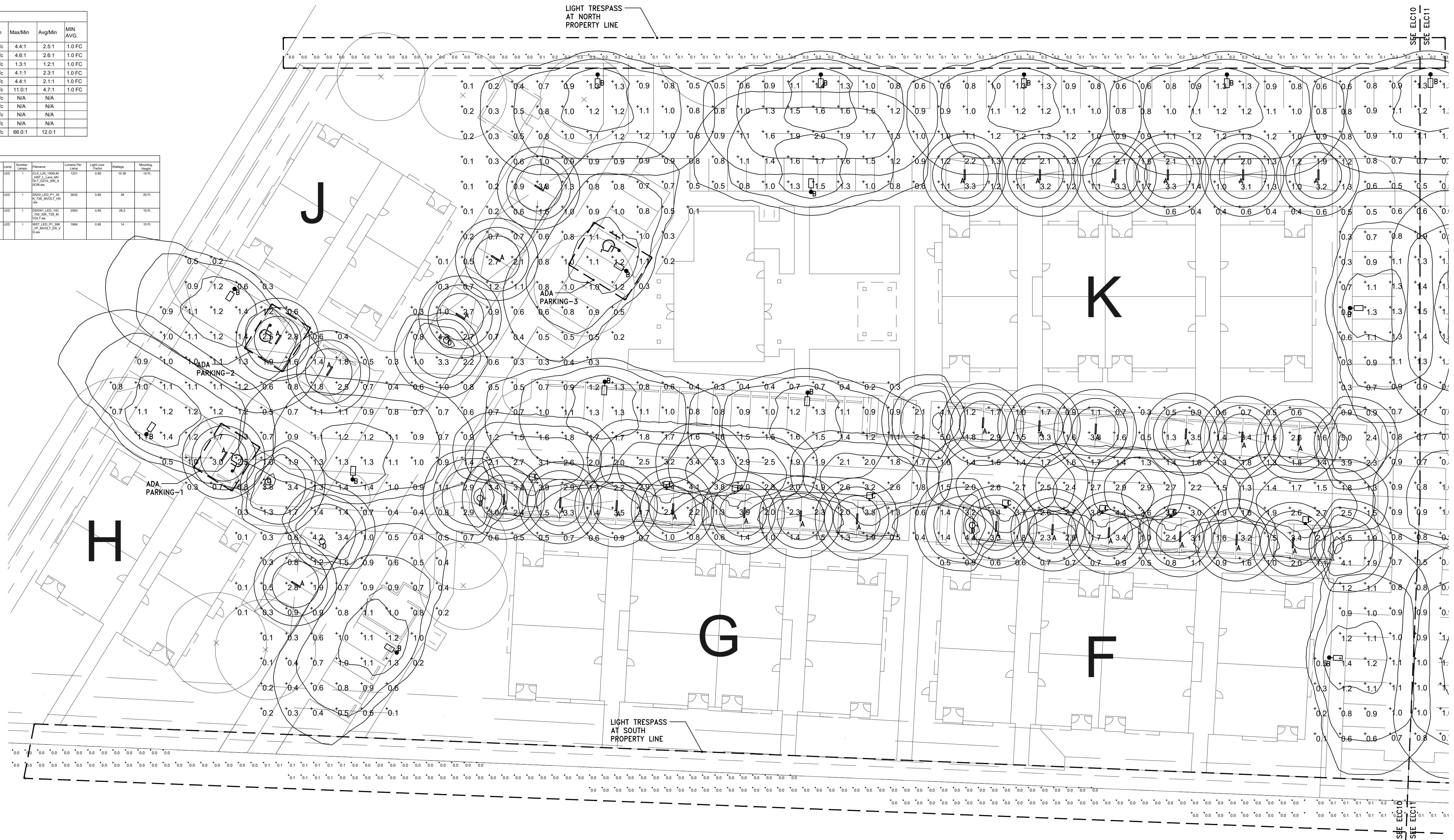
REGISTERED
 315
 Darrell Mulch
 OREGON
 10-18-93
 LANDSCAPE ARCHITECT

PACIFIC VALLEY APARTMENTS
 WEST COAST HOME SOLUTIONS
 1310 & 1340 N. Pacific Highway Woodburn, Oregon

LAND USE REVIEW
 08.18.19
 SHEET **L2**
4

Statistics							
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min	MIN AVG.
ADA PARKING-1	+	2.0 fc	3.5 fc	0.8 fc	4.4:1	2.5:1	1.0 FC
ADA PARKING-2	+	2.1 fc	3.7 fc	0.8 fc	4.6:1	2.6:1	1.0 FC
ADA PARKING-3	+	1.2 fc	1.3 fc	1.0 fc	1.3:1	1.2:1	1.0 FC
ADA PARKING-4	+	1.6 fc	2.9 fc	0.7 fc	4.1:1	2.3:1	1.0 FC
ADA PARKING-5	+	1.5 fc	3.1 fc	0.7 fc	4.4:1	2.1:1	1.0 FC
ADA PARKING-6	+	1.4 fc	3.3 fc	0.3 fc	11.0:1	4.7:1	1.0 FC
LIGHT SPILL BLDG. F	+	0.1 fc	0.5 fc	0.0 fc	N/A	N/A	
LIGHT SPILL ON BLDG. K	+	0.0 fc	0.2 fc	0.0 fc	N/A	N/A	
LIGHT TRESPASS NORTH PROPERTY LINE	+	0.1 fc	0.3 fc	0.0 fc	N/A	N/A	
LIGHT TRESPASS SOUTH PROPERTY LINE	+	0.0 fc	0.2 fc	0.0 fc	N/A	N/A	
OVERALL PARKING & DRIVEWAY	+	1.2 fc	6.6 fc	0.1 fc	66.0:1	12.0:1	

Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Unit	Number	Footcandle	Footcandle	Light Loss Factor	Mounting Height
A	B	27	Urban Lighting	OSRAM LED P1 30K T8 1500 1500	OSRAM LED P1 30K T8 1500 1500	LED	1	3000	3000	0.85	15 ft
B	C	15	Urban Lighting	OSRAM LED P1 30K T8 1500 1500	OSRAM LED P1 30K T8 1500 1500	LED	1	3000	3000	0.85	15 ft
C	D	15	Urban Lighting	OSRAM LED P1 30K T8 1500 1500	OSRAM LED P1 30K T8 1500 1500	LED	1	3000	3000	0.85	15 ft



1 SITE PLAN WEST - ELECTRICAL
 ELC10 SCALE: 1"=20'-0"
 0 10' 20' 40'

PLOTTED: DANIEL DERHEIMER 3/18/2019 2:23 PM X:\DWG\WC\5175\5175ELC10

leeb Leeb Architects
 308 SW First Avenue
 Suite 200
 Portland Or 97204
 Phone 503.228.2840
 Fax 503.228.2907
 leebarc.com

6915 SW MACADAM AVE.
 SUITE 200
 PORTLAND, OREGON 97219
 PHONE: 503.892.1188
 FAX: 503.892.1190
 CONTACT: DANIEL DERHEIMER
 engineering@mke-inc.com

MKE
 MKE & ASSOCIATES, INC.
 CONSULTING ENGINEERS
 MECHANICAL AND ELECTRICAL SYSTEMS

For Information Only
 Not for Construction
 REGISTERED PROFESSIONAL ENGINEER
 SEALS AND EXPIRES 12-31-20

PACIFIC VALLEY APARTMENTS DESIGN REVIEW
 WEST COAST HOME SOLUTIONS 03.18.19

1310 & 1340 N. PACIFIC HIGHWAY
 WOODBURN, OREGON

ELC10

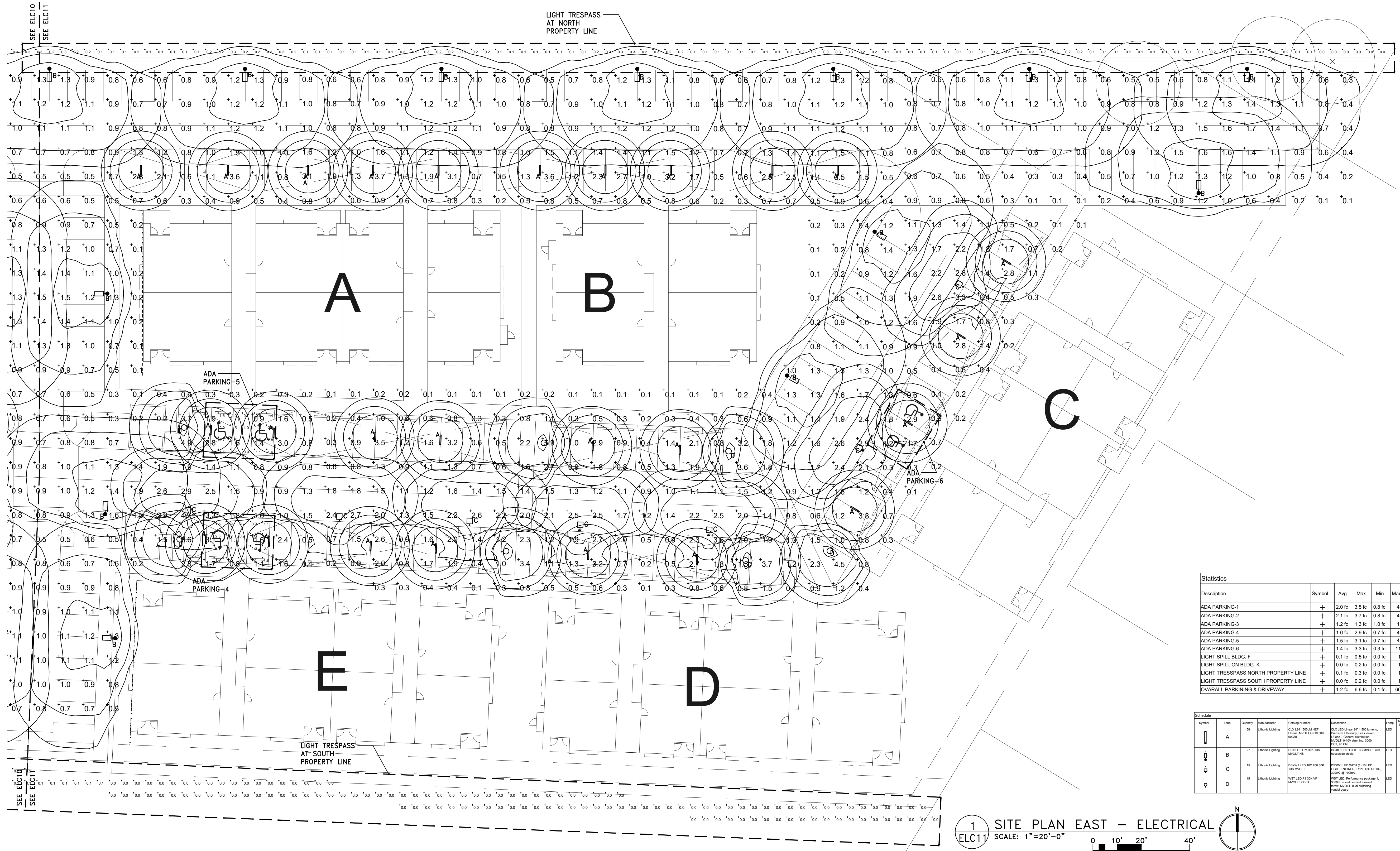
leeb Leeb Architects
 308 SW First Avenue
 Suite 200
 Portland Or 97204
 Phone 503.228.2840
 Fax 503.228.2907
 leebarc.com

1310 & 1340 NORTH PACIFIC HIGHWAY
 WOODBURN, OREGON

PACIFIC VALLEY APARTMENTS
 LAND USE REVIEW
 04 SEPTEMBER 2019

Lighting Plan

EXHIBIT
19



Statistics							
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min	MIN AVG.
ADA PARKING-1	+	2.0 fc	3.5 fc	0.8 fc	4.4:1	2.5:1	1.0 FC
ADA PARKING-2	+	2.1 fc	3.7 fc	0.8 fc	4.6:1	2.6:1	1.0 FC
ADA PARKING-3	+	1.2 fc	1.3 fc	1.0 fc	1.3:1	1.2:1	1.0 FC
ADA PARKING-4	+	1.6 fc	2.9 fc	0.7 fc	4.1:1	2.3:1	1.0 FC
ADA PARKING-5	+	1.5 fc	3.1 fc	0.7 fc	4.4:1	2.1:1	1.0 FC
ADA PARKING-6	+	1.4 fc	3.3 fc	0.3 fc	11.0:1	4.7:1	1.0 FC
LIGHT SPILL BLDG. F	+	0.1 fc	0.5 fc	0.0 fc	N/A	N/A	
LIGHT SPILL ON BLDG. K	+	0.0 fc	0.2 fc	0.0 fc	N/A	N/A	
LIGHT TRESSPASS NORTH PROPERTY LINE	+	0.1 fc	0.3 fc	0.0 fc	N/A	N/A	
LIGHT TRESSPASS SOUTH PROPERTY LINE	+	0.0 fc	0.2 fc	0.0 fc	N/A	N/A	
OVERALL PARKING & DRIVEWAY	+	1.2 fc	6.6 fc	0.1 fc	66.0:1	12.0:1	

Schedule										
Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Lumens Per Lamp	Light Loss Factor	Mounting Height
+	A	98	Shiva Lighting	CLC 120 1200MM/24" Linear MVOCT GU10 30K 3000K	CLC120 Linear 24" 1200 Lumens, Premium Efficiency, Less than 1.0% Flicker, General application, MVOCT, 5-10V dimming, 3000 CCT, 3000K	LED	1	1200	0.85	10.00
+	B	27	Shiva Lighting	DUV LED P1 30K 120 MVOCT 120	DUV LED P1 30K 120 MVOCT with housing panel	LED	1	3000	0.85	36
+	C	15	Shiva Lighting	DUVW LED 100 700 30K 120 MVOCT	DUVW LED 100 700 30K 120 MVOCT with housing panel	LED	1	2000	0.85	26.2
+	D	15	Shiva Lighting	WEST LED P1 30K 120 MVOCT DS V2	WEST LED Performance package 1, 1200 Lumens, dual color balanced, three MVOCT, dual switching, housing panel	LED	1	1000	0.85	14

1 SITE PLAN EAST - ELECTRICAL
 ELC11 SCALE: 1"=20'-0"
 0 10' 20' 40'

DTED: DANIEL DERHEIMER 3/18/2019 2:13 PM
 DWG: WC 5175-5175ELC11

Leeb Architects

308 SW First Avenue
 Suite 200
 Portland Or 97204
 Phone 503.228.2840
 Fax 503.228.2907
 leebarc.com

6915 SW MACADAM AVE.
 SUITE 200
 PORTLAND, OREGON 97219
 PHONE: 503.892.1188
 FAX: 503.892.1190
 CONTACT: DANIEL DERHEIMER
 engineering@mke-inc.com

MKE ASSOCIATES, INC.
 CONSULTING ENGINEERS
 MECHANICAL AND ELECTRICAL SYSTEMS

REGISTERED PROFESSIONAL
 For Information Only
 Not for Construction
 EXPIRES 12-31-20

PACIFIC VALLEY APARTMENTS
 WEST COAST HOME SOLUTIONS

1310 & 1340 N. PACIFIC HIGHWAY
 WOODBURN, OREGON

DESIGN REVIEW
 03.18.19

ELC11

1310 & 1340 NORTH PACIFIC HIGHWAY
 WOODBURN, OREGON

PACIFIC VALLEY APARTMENTS
 LAND USE REVIEW
 04 SEPTEMBER 2019

Lighting Plan



1 BUILDING TYPE I - NORTH ELEVATION



2 BUILDING TYPE I - EAST ELEVATION



3 BUILDING TYPE I - SOUTH ELEVATION



4 BUILDING TYPE I - WEST ELEVATION







1 CLUBHOUSE - NORTH ELEVATION



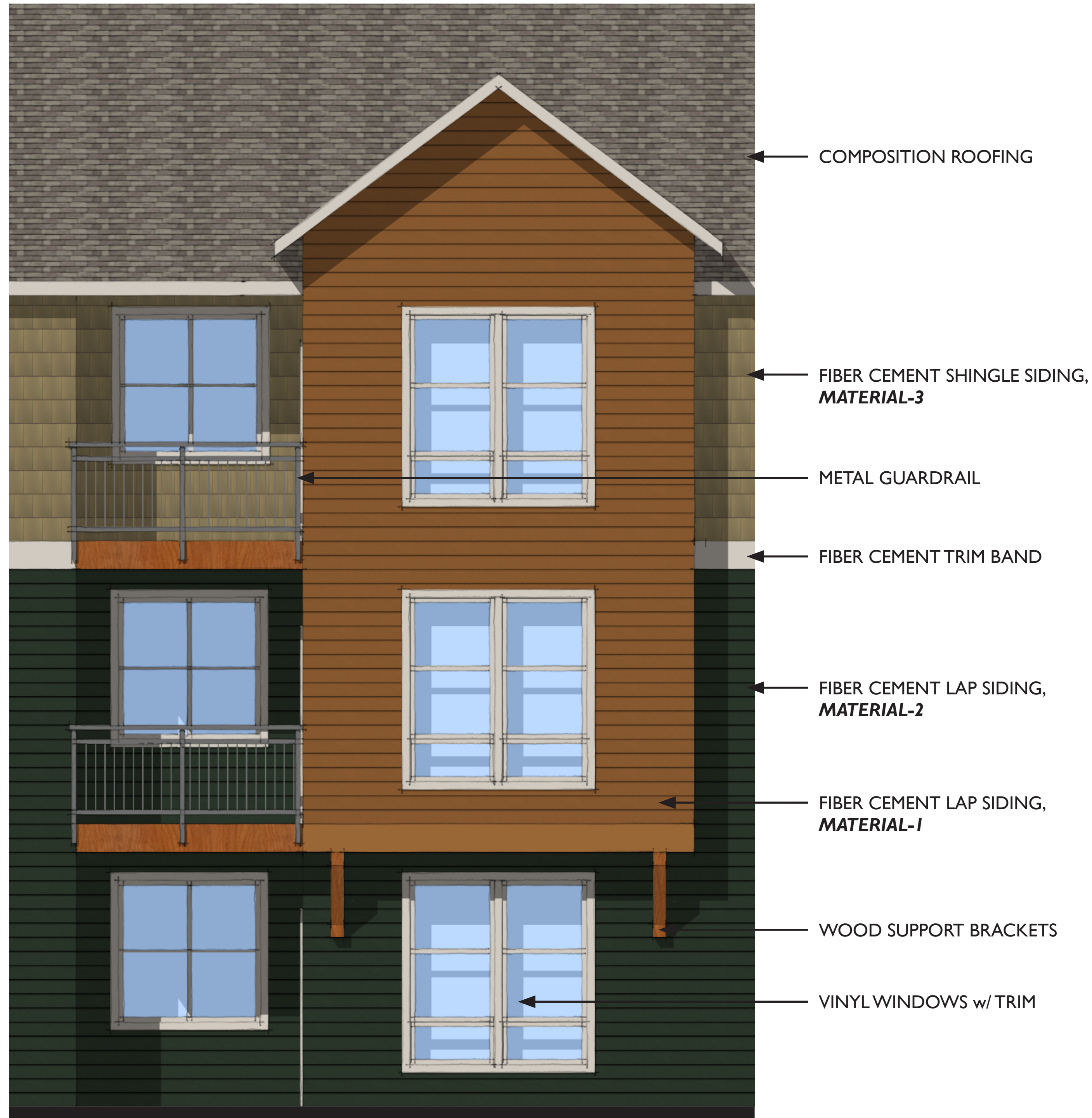
2 CLUBHOUSE - EAST ELEVATION



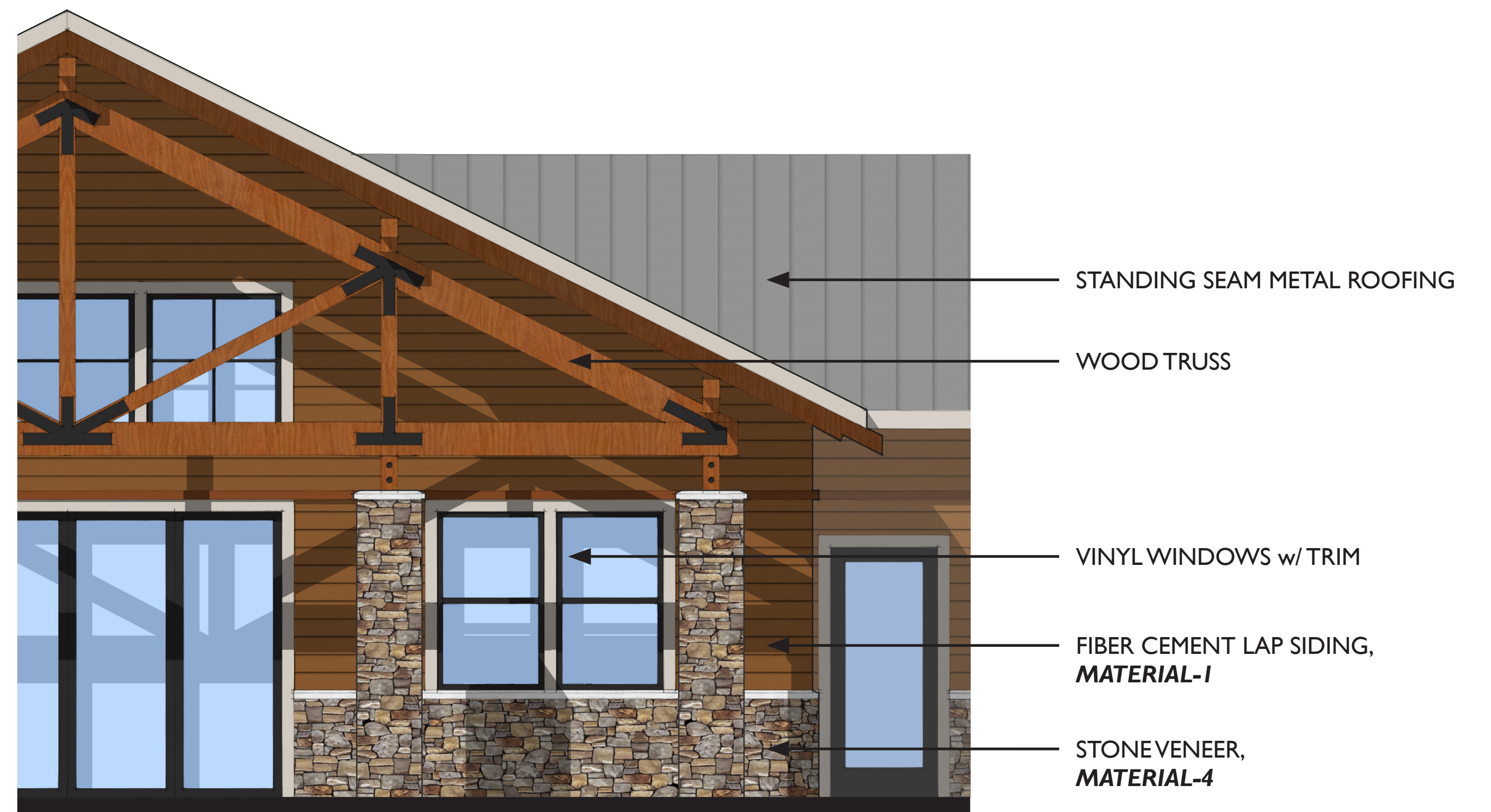
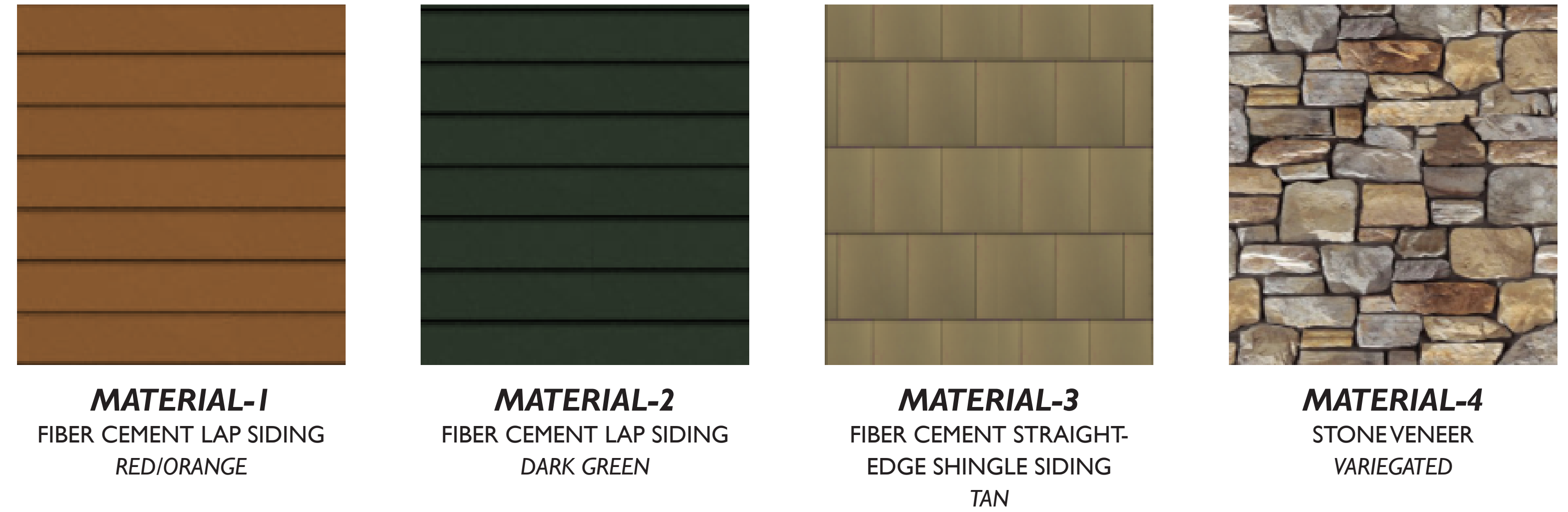
3 CLUBHOUSE - SOUTH ELEVATION



4 CLUBHOUSE - WEST ELEVATION



ENLARGED ELEVATION - TYPICAL BUILDING



ENLARGED ELEVATION - CLUBHOUSE