

**GLADSTONE PLANNING COMMISSION AGENDA
GLADSTONE CITY HALL, 525 PORTLAND AVENUE**

Tuesday, July 21, 2015

**6:30 P.M. CALL TO ORDER
ROLL CALL
FLAG SALUTE**

CONSENT AGENDA

All items listed below are considered to be routine and will be enacted by one motion. There will be no separate discussion of these items unless a commission member or person in the audience requests specific items to be removed from the Consent Agenda for discussion prior to the time the commission votes on the motion to adopt the Consent Agenda.

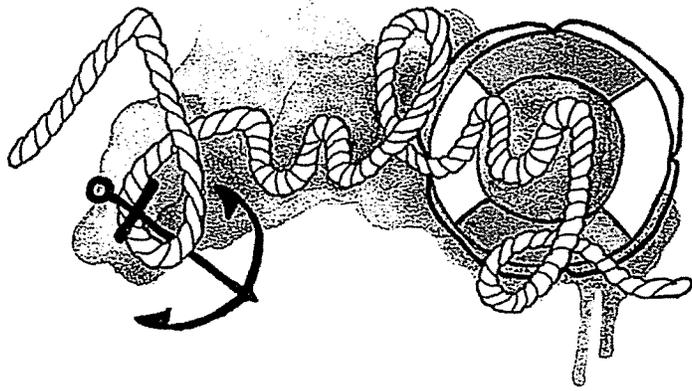
1. Approval of March 17, 2015, April 21, 2015 and June 16, 2015 Minutes.

REGULAR AGENDA

2. Public Hearing: Z0222-15-D; Design Review: New Mixed Use Building – Commercial/Residential, 220 Portland Avenue, at Corner of Portland Avenue and W. Arlinton St. Property is Zoned C-2, Community Commercial, Todd Iselin.
3. Public Hearing: Z0249-15-D; Multi-Building Apartment Complex, 122 Units along with a Clubhouse; 18121 Webster Road; West Side of Webster, North of its Intersection with Cason Road. Subject Property is Zone MR, Multi-Family Residential, HT Investment Properties Inc.
4. DISCUSSION: Potential Request to Increase Parking Requirements for Multi-Family Development
5. Work Session - Discussion of Draft Wireless Communication Facilities Ordinance (no attachments - information provided prior to meeting)

BUSINESS FROM THE PLANNING COMMISSION

ADJOURN



CONSENT AGENDA

GLADSTONE PLANNING COMMISSION MEETING MINUTES of March 17, 2015

Meeting was called to order at 7:02 PM.

ROLL CALL:

The following city officials answered roll call: Commissioner Kirk Stempel; Commissioner Michelle Kremers Commissioner Malachi de AElfweald; Commissioner Elliott Veazey; and Commissioner Les Poole; Chairperson Tammy Stempel; Commissioner Kevin Johnson arrived at 7:06

ABSENT:

None

STAFF:

Jolene Morishita, Assistant City Administrator; David Doughman, City Attorney; Clay Glasgow, City Planner

Chairperson Stempel read and reviewed the Duties of the Planning Commission.

CORRESPONDENCE:

None

CONSENT AGENDA:

1. Minutes of February 17, 2015

Commissioner Kirk Stempel made the motion to approve the minutes from February 17, 2015. Commissioner de AElfweald seconded the motion. Motion passed unanimously.

REGULAR AGENDA:

2. Request for Extension of Design Review Approval, file Z0091-14-D, Armstrong Volkswagen 20000 McLoughlin Blvd.

Clay Glasgow, City Planner said that on April 22nd, 2014, the Planning Commission approved Armstrong Volkswagens proposal to remodel their showroom and reception area and one of the conditions was that the work had to commence within one year of approval. We are coming up on the one year date and work has not started yet. The developers are here to request a one year extension, which is allowed by code section 17 at your discretion.

Commissioner Veazey asked if they knew when the work would begin. Kendra Kozak, Axis Design Group A+E, Inc. said they are reviewing financing options right now and it is taking longer than anticipated. The original completion date was supposed to be December 2015 but with the delays in financing they would like to push that out one year to December 2016.

H
1

Commissioner Kirk Stempel asked if there was any change in design or is it just an extension of time. Terry Olson No changes just an extension of time. He said that the financing was being done through a family trust and there is a meeting April 15th with the trust, Volkswagen and the owners of the store and it's just a matter of getting a-b-c-d-e done to get the money lined up. Commissioner Kirk Stempel clarified that there was no change in design or plan. Terry Olson said there are no changes.

Commissioner Kirk Stempel made the motion to extend the design review approval of file Z0091-14-D. Commissioner Veazey seconded the motion. Motion passed unanimously.

3. Consideration of Ordinance to Regulate Medical Marijuana Dispensaries

Commission Chair Tammy Stempel opened a public hearing to consider ordinance to regulate medical marijuana dispensaries, it is 7:10 pm and she called for abstentions from the planning commission, and asked if there was anyone who would like to abstain? None. She continued asking if there any declarations of conflict of interest? None.

City Attorney Doughman gave a recap of where things are right now. Last year around this time there was a lot of discussion and movement in the legislature about medical marijuana dispensaries and about cities and counties to ban or regulate them etc. Gladstone added an ordinance that said if someone wanted to have a business in the city they would have to comply with federal regulations which essentially banned marijuana dispensaries and other cities have done the same. That ordinance is still valid and on the books and it is up to the council to decide what to do with that. For today and the foreseeable future that ordinance will remain.

He continued saying after that ordinance was adopted the legislature gave cities under state law the express authority to have a one year moratorium on any marijuana medical dispensaries and required the city to adopt an ordinance and Gladstone as well as the mass majority of Oregon cities did that as well and that expires on May 1st of this year. The question now is with the moratorium ending under state law May 1, what now. The lower case law has been siding with the cities saying they do have the right to ban them and those are making their way up the ladder, so to speak. The larger case that everyone is waiting and watching for will shed some light on this as to whether through state or federal law cities can ban them, and that case is coming out of Cave Junction and that is at the court of appeals right now. There has been a briefing but who knows when that decision will be made, but it definitely won't happen before May 1st. We will eventually have clarity on cities rights will be on banning or regulating it in their jurisdiction.

City Attorney Doughman said measure 91 also passed and that, under Oregon law, permits recreational use of marijuana by adults. Part of that takes effect in July and then retail sales and dispensaries won't effectively take effect until early 2016. There is a whole process the state has to go through in drafting rules and the Oregon Liquor Control Commission (OLCC) is the body that is drafting those rules and they are in the process of doing that right now.

He said they're advising all of their clients to take a piecemeal approach to this. There are some cities that are just throwing everything together and aren't distinguishing between medical marijuana or recreational. Their advice is to keep them separate for now and the reason for that is, at last count, there 45 to 50 bills in the legislature this session that are seeking to amend, not only the medical marijuana but also measure 91 legislation. Given the fact that you aren't going to have any retail movement happening for another nine months to a year, he believes it best to wait and see what this legislation brings, then do what may or may not need to be done in regards to measure 91.

City Attorney Doughman said that all the commission is considering tonight is an ordinance that addresses medical marijuana dispensaries. The ordinance he drafted for you is the one they began last year but put on a bench once they had the moratorium in place, and the idea there was just to see what would happen over the intervening 12 months and there is some stuff happening now but not much. Where you are or what you are faced with as far as a decision tonight is, you're making a recommendation to the city council. It's not a decision, it's legislative and council is going to have to have a hearing and then adopt what they may or may not adopt. He said the way the ordinance is drafted it will only be effective if ordinance 1446, the council ultimately repeals that ordinance and that is the one that bans dispensaries. Again, he feels there won't be any clarity before May 1st.

City Attorney Doughman said that what the commission has before them is a no frills ordinance and that picks up where they left off last year. It says that in the light industrial area that a marijuana dispensary would be a conditional use. It can go a lot further or it could go no further, that's a call that you as the planning commission and ultimately the city council would make. They will get some answers on what cities can and can't do but their feeling is that cities will have the right to ban them if they want. It's almost civics 101, federal law trumps state law. If the federal doesn't strike down the entire law on medical marijuana they will likely say that cities can if they want to yet are under no obligation to have dispensaries.

With that, he doesn't know that it is really worth spending a lot of time on the details until they know one way or the other. Unless they actually do want them in Gladstone, and that is a different conversation. He then advised that leaving it as a conditional use in light industrial areas gives them a lot of leeway and a lot more options than coming up with a lot of details and restrictions. That is his personal recommendation considering where he feels this will ultimately go.

Commissioner Johnson questioned whether they were going to restrict where they could go in relation to schools, daycares, parks, etc. City Attorney Doughman said they absolutely said they can, he said he hadn't done that in this ordinance. He said they never got that far last year because the moratorium took affect so the conversation died. Commissioner Johnson felt that is what they had discussed when this all started last year. He said there are three light industrial areas in Gladstone and they had discussed only allowing it in one of the three because of the proximity to schools of the other two. City

Attorney Doughman said that state law prohibits dispensaries within 1000 feet of another dispensary. And also prohibits a dispensary within 1000 feet of a K-12 school.

Commission Chair Tammy Stempel asked if they had also added a state certified day care. City Attorney Doughman he answered he believes that has recently been proposed. So right now there is no protection for a preschool or day care so you could absolutely add those to your conditional use ordinance for dispensaries. And it would be good to go with the state law of a state certified child care facility.

Commissioner Poole stated that they aren't there to exclude everyone they just want to follow the spirit of the law. He said he read the state law and its provisions and he recommends everyone reads it because there is a lot of confusion out there. He agrees that the medical marijuana and recreational should be handled completely differently. He imagines that down the road, things will change and wonders if they will come after the medical marijuana people. He read some of the comments online on the OLCC and he isn't going to go through and read 50 bills out there and he doesn't normally like the wait and see attitude but feels sometimes, this being one of them, it's the right thing to do.

Commission Chair Tammy Stempel asked if everyone had heard what North Bonneville is doing, and asked why Gladstone couldn't also do that. She said that by them having their own dispensary they don't have to allow any others in their city, which for them is a 45 mile radius. So if Gladstone did their own could they also have the only dispensary and then not have this battle with allowing or not allowing other dispensaries.

City Attorney Doughman answered saying they could do that. He said that the state won't give them the number of card holders there are in Gladstone but they will give them a number based on a zip code because they don't feel that would reveal any card holders identities. He suggests they get that information to see how many card holders there are in Gladstone to see what that would translate to in a customer base and value of having a dispensary.

Commission Chair Tammy Stempel said it is a unique way to approach it and the cops think it's a good idea. Her concern was that having a dispensary would negate any federal funding for the city and asked for confirmation. City Attorney Doughman answered yes it would. If federal court said we will leave it up to states to regulate and figure it out it would be a very different conversation but right now it is against federal law to use, let alone sell for any purpose, including medical marijuana so unless that changes, there is nowhere to go with this.

Commissioner de AElfweald reiterated that the ordinance is bare bones and that part of it is compliance with state law but then there is additional stuff about zones. He asked why it doesn't just say comply with state law to keep it simple.

Commission Chair Tammy Stempel explained that that is what the commission decided to add that last year to make sure it limits where they can go, to a zone. So they are not allowed anywhere in red on the maps they are looking at. The commission wants to limit

1-4

where they can go and they don't want to just go with state law because there is no telling what the state will come up with and this protects Gladstone with that in there.

Commissioner Poole stated that light industrial is where products are usually manufactured and commercial is where products would be sold. He said that the county passed an ordinance already and there are already three on McLoughlin and that may be easier for them to set up shop on McLoughlin and we may not see many of them in Gladstone and he said that they are already pretty limited.

Commissioner de AElfweald said that brings up an interesting point, growing might be light industrial and selling in commercial, and asked if that would make a difference.

Clay Glasgow, City Planner said that what the county is doing is controlling the use with setbacks and are more restrictive than the state and beyond that, it is a commercial use. They are expanding the buffer between dispensaries and big setbacks but other than that they are not distinguishing them from any other commercial use.

City Attorney Doughman said that the state law that allowed the moratorium also said that counties and cities may impose reasonable restrictions on medical marijuana dispensaries and reasonable restrictions include these types of things. He also said that state law does allow them to be in light industrial zones.

Clay Glasgow showed Commissioner de AElfweald where the zones and their boundaries are.

Commission Chair Tammy Stempel said that the other option commission has is to continue with the moratorium and see what happens. She also asked if the moratorium can be extended. City Attorney Doughman said that as of May first it is gone and cannot be extended. He also told them that the ordinance that is in the packet is not the moratorium, this is the ordinance council adopted that essentially banned dispensaries, before the moratorium came into play. Once the moratorium is gone this ordinance will still be effective unless or until we get word from the state supreme court or federal supreme court saying banning dispensaries is illegal.

Commission Chair Tammy Stempel asked if they can recommend that council keeps the ban. City Attorney Doughman said that they can, and wait to see what happens. He warned that the risk is that if Gladstone doesn't have this in place, the moratorium ends and they don't already have the protections setup, it may be too late, they may not be able to once the final decisions are handed down. His feeling is that whoever loses the case in Cave Junction will likely take it to the Federal Supreme Court and that will be the final word and law on the issue. He also said that they are likely, between six to 24 months out on that decision. In the interim the city still has this ban.

Commissioner de AElfweald brought up some conversations that took place in the budget committee meeting. It was said that if the ban was in place they could not tax it. Commissioner Johnson asked if taxes were a part of the Cave Junction case. City

Attorney Doughman said it's not. Commissioner Johnson then stated that's another court battle. City Attorney Doughman said yes, unless the legislature does something with that during this session. He also said they would only need to add three or four words to make it abundantly clear on taxation.

Attorney Doughman said that is a measure 91 issue. Commissioner de AElfweald said that in the budget meeting they discussed whether they would or could tax the medical versus recreational. Attorney Doughman said that was correct and said as a legal matter measure 91 has language in it that seeks to preempt local taxes. It would only take two or three words to fix that but since they aren't, that is the big question for now. He also said that as long as the state doesn't clearly define a restriction or limitation, you can do it, and that includes sales taxes. So there is no reason you couldn't charge sales tax. Policy wise, you can probably come up with reasons why you should and why you shouldn't, but legally he doesn't see any reason you couldn't tax medical marijuana.

Commissioner Poole said he appreciated City Attorney Doughman clarifying all that, it took quite a bit of time but it has really helped him have a much better understanding of how this all works. He stated that the OLCC is the ones making up the rules and knowing how they work it's likely going to be pretty difficult for cities to get any taxes on anything. He thanked him for his help.

Commissioner de AElfweald asked Clay Glasgow, City Planner if he was suggesting that the county's ordinance is more limited than the states. Clay Glasgow, City Planner answered saying yes and no. He feels the county is taking a permissive approach in that they aren't identifying this use separate from any other commercial use. He said they are being stricter on buffers. You will see them in any commercial zones, they will be farther apart from each other, you won't see them near schools but anywhere there is any other commercial use these may also be there. They will be limited to commercial zones and this is medical marijuana only.

City Attorney Doughman said he read an article that was all about the counties, there was even a quote from Jim Bernard, saying they are trying to keep them all on the McLoughlin corridor. Clay Glasgow, City Planner said yes, but that is where he would expect to see commercial uses. He said McLoughlin is the easiest place to have them and they are even using parks as setbacks or buffers.

Commission Chair Tammy Stempel opened the floor to public testimony. First, those who support the amendment and then those who oppose the amendment.

In Support:

Mindy Garlington, 7000 Debbie Court, Gladstone
She is all for it and she has looked at it all and measured it all out and said that the light industrial is a great place for it and commends the commission for what they are doing.

1-6

A couple of residents came forward to look at the zoning map to get a better picture of where they are talking about. Clay Glasgow, City Planner put up a large map so everyone can see it.

Amy Peradotta 5725 Duniway Ave. Gladstone, Oregon

She asked for clarification. So the areas in grey are where dispensaries would be allowed. Commission Chair Tammy Stempel answered yes. Amy asked if Gladstone is trying not to have them at all. Commission Chair Tammy Stempel answered they are currently banned in Gladstone. Amy asked why. Commission Chair Tammy Stempel said the city council placed that ban a year ago. City Attorney Doughman stated that the state law allowed a moratorium because of the conflict between state and federal. There were too many questions and not enough answers so they are waiting for more answers from legislation and/or higher courts to know what they can and can't do.

Amy Peradotta said she would like to see dispensaries in Gladstone, medical marijuana is real and patients need more access to it. It helps with a lot of conditions, not that there's not abuse in the system because there is abuse in every system. There is legitimate medical research that is out there and she supports that. She feels as a responsible parent there are responsible ways to not attract children or draw attention to themselves. She feels especially in Gladstone, it is not a particularly affluent area and access is very important. A lot of people don't have vehicles and she would really like to see them in Gladstone.

City Attorney Doughman stated that there are processes in place that can rewrite code and that make recommendations to city council. He feels that how the members of the commission feel about it and whether it should or shouldn't be regulated, that should factor into it and then it goes to council and they weigh in. He feels that if the ultimate consensus of the city is that they want to continue to prohibit them but eventually don't have the basis to do that anymore then there needs to be something in place to regulate them. That is fine, it's a policy call. Even if you just wanted to go with whatever the state comes up with, you can do that too.

Commissioner de AElfweald asked Amy Peradotta about her desire for accessibility and asked if the grey areas on the map are accessible enough. Amy Peradotta said it depends. She said that if you totally rely on public transportation she said they would work. She also asked if they were talking about taxing it as well. Commission Chair Tammy Stempel said no, they are not they are only talking about the zoning.

Commission Chair Tammy Stempel called for more testimony and none came forward.

Commissioner de AElfweald pointed out two sections, the second whereas and the second to last one, in the ordinance in their packet that he feels conflict with each other. Commission Chair Tammy Stempel agreed and said that one says you can put it in commercial and every place else and the other says just light industrial.

City Attorney Doughman said that the second whereas could be clearer, and that what that is stating is that under state law those facilities must be located within, so he can certainly add that.

Commission Chair Tammy Stempel added “under state law” to the second whereas and “in Gladstone” on the fifth whereas, on her copy.

Commissioner Johnson said he doesn’t have a problem with the ordinance with the one change of “under state law”.

Commission Chair Tammy Stempel asked if someone needs to make a motion. City Attorney Doughman said yes, he would make a motion to recommend the ordinance with that change that the council consider and adopt.

Commissioner Johnson made a motion to recommend that council adopt ordinance with the addition of “under state law” to the second whereas. Commissioner Poole seconded. Commissioner de AElfweald said he doesn’t feel they should limit it to light industrial. Motion passed with one nay from Commissioner de AElfweald.

4. Work Session: Gladstone Code Review

Commission Chair Tammy Stempel stated that the city council wants the planning commission to continue with their code review. The next section they were supposed to work on was the commercial zone, but because of the telecommunications issue that came up in the last meetings, she asked if they could delve more deeply into that code first. She also said that the city attorney’s office has someone in their office that specializes in the telecommunications industry, they had asked the city attorney to get more information to see if there is any more that they can do to regulate it more, to prohibit it, to give them more control.

City Attorney Doughman said that Nancy, from their office, did a number of those and most recently for the city of Salem and there is a copy of their currently adopted ordinance in front of you. One of the questions that was asked at the last meeting was can they ban cell towers outright. The answer is no. This is another example of federal law coming into play. The Telecom act of 1996 basically says that cities get to worry about aesthetics, and that they can place reasonable regulation on them but you cannot prohibit them. He stated that the city has an ordinance in place that, relative to some jurisdictions that isn’t all that bad. They have an ordinance in place that does encourage this concept of co-location, which basically says if you are putting in a new tower you try to put it on an existing equipment, whether it is a tower, building, power pole, etc.

He said they found out that there were some things the commission would like to have done, with respect to the application they recently heard and weren’t in a position to do anything. He said he found out today that that application is in appeal in council, so he would like to avoid, as much as they can, the specifics of that application because Councilor Sieckmann will be hearing an appeal on that sometime soon.

1-8

City Attorney Doughman said but with respect to the general topic, the Salem ordinance you'll notice a number of things. It has a much more robust and detailed description section that really goes into a lot of specificity about various aspects of these types of facilities. He said again, for you it would be a policy issue. In Salem they felt that their right of way was getting cluttered, not just with cell towers, but in general, so they gave some carrots, as you will, for people to look outside of the right of way and made it a little bit easier.

He started pointing out some of the ways that Salem's is organized and laid out. He said it really started on page 4 and how it talks about, with more strength and clarity than Gladstone's does. Gladstone's requires that you must seek to co-locate and if not you must report in great detail why you can't. It doesn't say they can't do that but it is a last resort to do that. But they have to go through a very laborious process for the applicant to show this is the only way we can provide the service they need to provide and essentially there is no other way.

He said that if you start looking at how this ordinance is structured relative to Gladstone's you can start to see the differences. He pointed out that Salem breaks theirs down into priorities, in terms of where the city is looking to site them from their first to last priority. Don't look at what they want to see, it's more about the structure and how yours could be structured as well. And encouraging them by making the processes easier if they choose to locate in the places where you really want them to go.

City Attorney Doughman said a type one review is a ministerial review, it would hardly even be noticed. Gladstone wouldn't have to do it that way but Salem figured that if we are confident that if people are doing it this way that it's going to be a quick process and they can get the permit quickly.

Commission Chair Tammy Stempel questioned that the quick process is how Gladstone's is currently, they didn't really have to see it. Clay Glasgow, City Planner said that he works with several jurisdictions, not Salem, but the county also requires co-location but after that it is a streamlined process, if you are co-locating in a commercial zone, etc., it can be over the counter. He said that Gladstone's isn't clear like that, unfortunately it's fuzzy, when it comes to co-locating as far as who needs to review it. He brought that directly to the commission because it's of interest and people wanted to talk about it, but he could have done that by staff. City Attorney Doughman questioned it still would have been noted as a type two decision. Clay Glasgow, City Planner said it would have been, but that it needed to be talked about. On the other hand he didn't have to bring it to the commission he could have done it ministerially.

City Attorney Doughman said that on page 8 with regards to sighting standards under 030 subsection they talk about right of way, they even start prioritizing right of way. Not to be done on the busiest streets all the way down to a local street where they would least like to see it. He said something along these lines might be good. He has no vested interest in Salem's ordinance but it is well laid out and it's current, it was adopted about a year ago. He said they will be making some little tweaks to it. Commissioner Johnson asked if he

knew what the tweaks would be. City Attorney Doughman said they aren't helping them with their tweaks but his understanding is that it mostly has to do with a particular set of streets that they are concerned about and they would like to dissuade further. It wouldn't really apply to Gladstone.

City Attorney Doughman explained that in Salem they have clear specifications on their telecommunications industry for every detail and they feel confident that the majority of those applying for new towers, etc. follow the guidelines and as long as they do, the process will go quickly and smoothly. They do have the right to deviate from that but if they do then the process gets much more arduous with a lot of justification and much more work. He said they could do something similar with many less zones to worry about but he would have to look at it more closely and he can bring other examples as well. He said that Gladstone's code does encourage co-location but does nothing about where you want them to be and where you don't want them to be. He also said they cannot ban them.

Commission Chair Tammy Stempel asked if they could put up their own towers and then companies could co-locate on their towers and they could decide where they will be. Commissioner Poole said he likes the N. Bonneville approach. She said she is very concerned that Verizon has saturation levels are down to a four block radius and with their contract with PGE that means they could put them up every four blocks and they can't do anything about it.

Commissioner de AElfweald said with PGE only allowing one carrier per pole that means there have to be a lot more towers on a lot more poles.

Commissioner Poole said he was thinking the same thing and wondering how they can address that and not end up with a Christmas tree because at some point they start getting pretty top heavy.

Commission Chair Tammy Stempel stated that Jacob, Verizon Representative, said that they have an exclusive contract with PGE and it that's the case where are all of the other carrier's going to put their poles. And it's not just the poles, it's everything that has to go in with them. They are also going to want to have the same coverage as Verizon.

City Attorney Doughman said he didn't know that it was exclusive with PGE and if that is the case that's a pretty prize contract. As stated, it's not just the poles, its buildings and other structures, etc. and people can get pretty creative. He said it all has to do with topography and he has no clue about that stuff, but it doesn't need to be a very tall building. He said they have clients that lease out a portion of their city halls for towers and that is a money generator.

Commissioner de AElfweald said that to the point Attorney Doughman made earlier, they could put stuff in their ordinance that could make it an easier process and to co-locate with a building as opposed to building a new tower.

1-10

Commissioner Johnson said they already have that to a degree. Commission Chair Tammy Stempel said they already have that to a degree but they really make it tighter with some teeth in it and to push them to co-location.

Commissioner Johnson said his concern is this pole is Verizon, this pole is AT&T, and this pole is T-Mobile. He asked if there is a way to limit how many co-locations can be in a certain distance, like a mile, half a mile, or whatever.

City Attorney Doughman is baffled with Verizon having an exclusive contract with PGE, which seems to conflict with the telecom act of 96, the equal and open access to as many poles as they want.

Commissioner Johnson said he may have misunderstood but he remembered it to be one carrier per pole, not an exclusive contract with PGE. Commissioner de AElfweald said maybe they should have asked PGE that question, not Verizon.

City Attorney Doughman said it's an important point though and that would make more sense if PGE's policy is to lease to anybody if it makes sense, technologically and financially, and say they will only allow one carrier per pole. It's a very different situation with that than to have an exclusive contract with one carrier. He said the benefit to that is that other carriers will come in and add towers to the PGE poles but that is a much better scenario than them coming in and saying we can't co-locate on a PGE pole so they have to build the big towers.

Commissioner Poole said that is a better option and a less expensive option as well. He stated that it's not about money and not only do they not want that, but they do want to change Portland Avenue and aesthetics is going to matter. He asked if it is possible to require battery backups and not allowing generators on Portland Avenue.

Commission Chair Tammy Stempel said they did that on the one they just had and said if the technology is available.

Commissioner Poole said he has seen them in Portland and in fact in Sellwood they did one of these right on Tacoma Street. He said it's not pretty because there was no place to hide the generator and it is on a platform about 15 feet up the pole.

City Attorney Doughman said he will check on that and he wouldn't be surprised if the telecom act says a city can't mandate the backup power source but he will check into that. The whole idea is to be blanketing the air with radio waves.

Commissioner Poole said he grew up in rural areas where the power outages were much longer and electric backup batteries don't work in severe cold, so the only real option was generators, which aren't an issue in the mountains but it is an issue here. He hopes that they can have a lot of control over the aesthetics.

1-11

City Attorney Doughman said it is totally clear to him that they could have at least one work session on nothing but this issue, at least one. He is suggesting that at the next meeting or earlier, better sooner than later, getting more familiar with the Salem ordinance get some other examples, but maybe we can start pulling out things that we like about it and start formulating it into a Gladstone ordinance.

Commission Chair Tammy Stempel asked if it would be worth contacting some of the larger carriers to find out what they are looking for. City Attorney Doughman answered sure.

Commissioner de AElfweald also suggested calling PGE to find out exactly what their requirements are instead of taking it from a third party.

Commission Chair Tammy Stempel said she would really like to find out what the carriers plans are, how many antennas, are they coming up with some stealth options knowing that their saturation levels will be so high so it isn't so obvious. That's becoming a huge concern, not just for the city but for everybody. What else is out there that will make it look better.

City Attorney Doughman said he doesn't know as technology advances things continue to change, they will probably get smaller.

Commission Chair Tammy Stempel said that is what they said a few years ago, that they would be able to use small boxes and they tried that at Providence Park and they didn't work and they went back to antennas. There is technology out there but the carriers just aren't in a position to invest in these new technologies. They know this technology, they know how they work, what they cost, the longevity of the antennas, etc.

City Attorney Doughman said he does know that one of the carriers was very involved with Salem's ordinance, he doesn't know which one but they were very instrumental in putting it together. He said they probably weren't happy with all of it but there was no appeal. He said he thinks a good idea to reach out to the carriers and PGE to get their input and perspectives. He said that they really need to have at least one work session dedicated to just this issue.

Commission Chair Tammy Stempel said that it is an important issue that they need to give it the time. She asked if that is what the commission would like to do. To do more research and take the time to go through the Salem ordinance and then dedicate a whole work session to this ordinance.

The consensus was yes.

Mindy Garlington, 7000 Debbie Court, Gladstone

She said she is not trying to push but she is very concerned about the time issue, how long will it take to do the research, study and contact the carriers. They could potentially

112

already have applications ready to put up more towers. She asked how much time they reasonably have.

City Attorney Doughman explained the process and the most optimistic timeline, the quickest it could get done. They have to give a 35 day advance notice to the state of Oregon that the hearing will take place with the planning commission. Then the planning commission has to hold the hearing and then make a recommendation to the city council. Then the city council would have to adopt it and then the regulations are generally effective in 30 days after adoption. Best case scenario, with one hearing, then council hearing, then adoption, it's at least a four month process.

Mindy Garlington asked how long does it take for the application process to go through. Clay Glasgow answered that whatever the ordinances are the day that application is received is the process that will occur. It doesn't matter what the commission is working on, only what it is at the time it is received.

City Attorney Doughman reiterated that if an application came in tomorrow, it could take four months, give or take, and the current process would be what is stipulated in the current ordinance.

Mindy Garlington said that really concerns her and she has another question. She said that when they are talking about putting small restrictions on the boxes and poles, etc., she suggested they consider getting smaller diesel fuel tanks so they don't have 77 gallons of diesel sitting in the middle of their city. She acknowledged that it's protected and double firewalled, but it's there and how many of those do they want.

Commissioner de AElfweald he stated that fits right in with their comments on the generator.

Clay Glasgow, City Planner said that from the planners standpoint, he works with those all the time, city, county, borough, you name it, is dealing with this all the time. He said they aren't carving stone tablets, there is a lot of information out there, and in fact he may be the only person in the room that isn't part of the demand cause for this. Everyone uses cell phones, you can't say no to them, the best you can do is guide them to places you want them to go, co-locate them, hide them to the extent you can so you can continue using them.

City Attorney Doughman said he is the messenger here, and stated that if the hope is that this process will keep them out, then that is an unrealistic hope. You can make it as discouraging as you want for these people but at the end of the day they will come and if they can produce a report saying the only way they can get the coverage they need is with a monstrosity pole, they have the legal right to do it.

Commission Chair Tammy Stempel said they do this every day and they come up against this argument all the time.

Clay Glasgow, City Planner said yes, however generally speaking, the days of the big gigantic tripods or even the big tall monopoles, are, if not gone, are certainly numbered. It's cheaper for them to co-locate, it's cheaper for them to stick it to something that's already standing instead of building something else. They are getting smaller.

City Attorney Doughman said it's the confluence of better technology and an understanding that, they don't exist in a vacuum, it's a delicate balance, they don't want to have all of these hearings where people are upset about it and it's not good for business. He said he can only imagine that, even with increased demand, which is happening, he doesn't feel they will see a sea of new poles, but he feels it is good to have more control over where they go.

Commissioner Veazey said he would like to encourage them to use the smallest of technology, instead of brick phone lets install a smart phone, and let's try and think 10 years down the road and they can use the battery backups and incentivize them. Maybe there are things we can do to encourage the smaller and more streamlined and aesthetically pleasing technology, and make that part of their approach as well.

Commission Chair Tammy Stempel said that she knows that Bloom Box is talking to some of them about their fuel cells but she doesn't know where they are on that.

Commissioner Poole said that things are changing, look at the Dish original six foot round antenna and now they are quite small and discreet. He feels the sooner they can have a work session the better and he is available to do that.

Commission Chair Tammy Stempel said that she has been in one of the shelters but can't remember where it was, maybe the Lloyd Center area, she thinks it's a 10 foot by 20 foot concrete bunker and it was so full of racking, wires and switches and they had two huge air conditioners running all the time just to keep that thing cool. So they are limited on how much more they can put in those structures. So there are some physical limitations. On how many can co-locate equipment and even with the two air conditioners running full time it was like a sauna in there.

Commissioner Veazey said he's been out to the Sand & Sea condominiums in Seaside and they have AT&T and T-Mobile co-located on their facility and you can see downsizing even there. They used to have two racks for it and now there are only two. So he feels that they can come up with incentives to encourage latest, greatest and smallest.

Commission Chair Tammy Stempel asked Clay Glasgow, City Planner if the black fiber ring have any impact on the cell carriers at all, is that going to be an advantage to them, to limit how many wires they're going to have? Clay Glasgow said he doesn't know enough about the technology to answer.

Commission Chair Tammy Stempel asked the commission where they would like to go from here, they can't do anything concrete tonight because they all need to study over the

Salem ordinance and start looking at things they would like to glean from it. And there is more research to do as well.

Commissioner de AElfweald asked to have some discussion about the smart code you mentioned.

City Attorney Doughman asked what they would like to see at the next meeting. Chair Stempel asked if they need to wait till the appeal is complete to see if there is anything else that needs to be fixed. City Attorney Doughman said they don't need to wait because this ordinance is a four month process so if there is anything from that they need to address there will be time to fit that in. He suggested that the commission take the time and really go through the Salem ordinance so that at the next meeting they will have a work session and figure out what they would like to take from Salem's and put into theirs, then they can send the notice to the state, schedule the hearing and go on from there.

Chair Stempel asked if the commission want her to contact the carriers and get their input on what their future intentions are. Commissioner Poole said either her or a family member would be fine with them.

Glenda Scherer 1525 Columbia Avenue

She first wanted to thank them for volunteering their time and doing this. She then questioned that the city council said they have given authorization for the commission to do additional meetings above the normally scheduled meeting for a work session. Chair Stempel answered yes. Glenda Scherer said she strongly, strongly recommends the commission do a work session as soon as possible and not wait for next month's meeting. She said that time is of the essence and she feels they really need to get this going ASAP. She doesn't want them to call the other carriers, she feels that telling them that Gladstone is making some changes and gives them the idea that they will want to get some towers in much sooner and quicker and not wait to see what the changes are. She thanked them for their time.

Clay Glasgow, City Planner suggested the commission goes online and look at the ordinances of West Linn, Lake Oswego, Sandy and Wilsonville's and not Portland's.

City Attorney Doughman agreed and said the reason he brought Salem's is because it was the most recent road tested example. He said that Salem's might be more than they need and agreed with Clay Glasgow and recommended looking at Sandy's and others as well.

Clay Glasgow, City Planner said they probably won't get much from the carriers, it would get into proprietary stuff pretty quickly so they won't talk. The new technologies coming out so quickly. They will be out with 6G and 7G soon and it's moving too quickly to keep up.

1-15

Commissioner Veazey stated he's always had a very hard time trying to talk to anyone at a carrier. He was doing project at the Sand & Sea and they needed the carriers to come and move their box or coax and it took him six months to talk to someone at AT&T.

He stated that they already know what they can do. He appreciates the comments but they already know their rights and their rights are to co-locate. They are engineering and planning months ahead of them. He said the gentleman he talked to had many projects of many different technological levels across the state, so they know what they have here, and he didn't think contacting them would tip them off to anything. He feels they can get the information they need online and by looking at the ordinances elsewhere.

Commissioner Johnson said he's a little more curious about the PGE part of it. Commissioner de AElfweald said he was too.

City Attorney Doughman said he has a couple of contacts at PGE and he would be happy to call them. Commissioner de AElfweald asked if he could find out what their requirements are so they can coordinate based on that. City Attorney Doughman said absolutely they need to find out exactly what their policy is.

Commission Chair Tammy Stempel said that it would take some time to gather the information so asked if the commission feels they should put the work session as agenda item one and get this hammered out first. The answer was yes. Commissioner de AElfweald asked if the zoning would be item number two. Chair Stempel said yes.

Commissioner Kirk Stempel asked if it was going to be a planning meeting or work session. Chair Stempel said it would be a planning commission work session. Commissioner Johnson said unless there is something else. Chair Stempel agreed and said if they don't it would just be a work session.

Clay Glasgow, City Planner said at this point it would be a work session because there isn't anything else. Commissioner Kirk Stempel said he doesn't want to end up doing business and then finding out there isn't enough time to have a work session.

Chair Stempel said this will be a priority.

Commissioner Veazey asked Clay Glasgow, City Planner if an application came in tomorrow for a co-location would you bring that to the planning commission. Clay Glasgow answered yes. Commissioner Veazey acknowledged that he didn't have to and they appreciate that he did and will.

Commissioner Veazey stated that for the next few months, until the ordinance is created, heard and adopted, they will have to continue seeing them and adding their conditions on a case by case basis. Chair Stempel agreed and said the only thing they can really address is the aesthetics for now.

1-16

City Attorney Doughman said even though public hearings are not required it can yield those things, you have community members with concerns and are voicing those concerns. The applicant would rather not have to address any of those concerns but are forced to in a public hearing setting, accommodating those kinds of things is usually not that big of a deal for the applicant, and you're talking million dollar corporations or so. He thinks it's way to get things you may not otherwise get. The outcome probably won't be much different.

Commissioner Johnson asked if there a way to restrict how many can go in a certain radius. City Attorney Doughman said no, it's more of a qualitative exercise and not quantitative. He said they can try and dissuade them from going on Portland Avenue and encourage them to go elsewhere, by making the process very laborious for Portland Avenue but you can't really stop them from it. You may be able to say only four in this area and no more because if they can show that the only way they can get the necessary coverage is to be on Portland Avenue then they have the right and you can't stop them.

Commissioner Johnson questioned they can co-locate anywhere. Clay Glasgow, City Planner said no, they are controlling it through zoning, they can be anywhere in a commercial zone. Clay Glasgow said that it is allowed outright in a C2 zone. In other zones it may be a conditional use which may be denied. You do control them somewhat through land use.

Commission de AElfweald asked if they can have a zone on Portland Avenue that is different than commercial. Clay Glasgow answered yes. In fact you have this whole Portland Avenue plan that requires all utilities be underground. There are a variety of planning issues that come into play including the underlying zone, as far as how or if it is allowed at all on a certain property. Commercial zone just happens to allow co-locate cellular towers as an outright use.

Commissioner Poole said the last thing he would add, like you said we aren't reinventing the wheel here. He said that if there was a way to limit the number there would be something somewhere, they would have survived a court case or something. City Attorney Doughman said he can confirm that, he is sure there is one. Commissioner Poole said in case you stumble across something in your research there has to be something out there, it would be interesting.

Commissioner Poole also asked that with the health issues that come with cell towers and them having to be a certain distance above the ground, is there something about the number of towers in an area that equates to having eight cell phones around your head.

Clay Glasgow, City Planner said it has been studied to death and there is so much other electromagnetic radiation from all that other crap along Portland Avenue, particularly the old electric trolley line with a bazillion volt line. That's the one I'd be afraid of if I lived close.

117

City Attorney Doughman the lawyer answer is you have all that stuff out there, the feds have said it's a matter of law that you don't get to consider it. The other thing is that the telecom industry did a whopper with this act that was lobbying at its finest. The other thing he pointed out is that the FCC issued a proposed rule recently which basically says, that for co-locations, you have to make a decision on those within 60 days and that includes any appeals. This is a proposed rule, and on day 61 if the ruling hasn't been made, the telecom provider can just go do it. This proposed rule is being appealed right now. The deck is stacked and you have a narrow amount of authority in regulating these things and even that is shrinking.

Commissioner Veazey said he is stuck on using the most modern technology and asked if you can regulate their upgrades. He said driving up and down I-5 you see some of these old towers that are 25 years old with the huge arrays, and that is some of the issues I've had on some of the projects, obviously there is better technology. He asked if they could build into their ordinances that every three to five years the technology has to be upgraded. So if you have an array that is big and five years later they are half that size, you are obligated to upgrade. And on the power supply too.

City Attorney Doughman said he doesn't know the answer and he will check into it but his feeling is that they couldn't. He understands why they would want to, but his concern is that would be a regulation on the telecom industry and wouldn't be allowed. It's a good idea to get rid of the monstrosities and down size the eyesores. He will check it but his gut is saying that they can't.

Commissioner Poole said he feels that without getting too loose, they might have to provide some incentives. He doesn't feel they will get anywhere, and ultimately whether not they like it, the applicants can legally challenge it and say that they are prohibiting them or effectively prohibiting them from putting in their tower.

City Attorney Doughman agreed and said that with the language in there they can actually say effectively prohibiting it by putting so many conditions or making it so difficult, and they have done just that and won their cases. He said he understands them not wanting the telecom industry there but they can and will pull you into court if they feel any of the ordinance is hurting their bottom line. Generally, at some point in the process, they will invite them in because they won't advise you to do anything you may get sued over, and they will advise you before you end up in federal court.

Commission Chair Tammy Stempel said that would not be nice. She said they will discuss it at the work session at the next planning meeting next month.

Commission Chair Tammy Stempel said the next thing is the commercial zone. She said she doesn't even know where to start on that one and said that Clay Glasgow, City Planner is the smart code guru. Chair Stempel stated that the reason she threw the smart code in there is she felt it was a good example of something that could be easier for people to understand, it's more visual, and easier to navigate. She said this isn't necessarily what she would like to see but there are pieces she would like them to

1-18

consider. She also informed them that she and Assistant City Administrator, Jolene Morishita just submitted a grant application for \$175,000 to help us pay for codes, code review and design standards for Portland Avenue. The hope is that it will help them to put together some good plans, and standards that has some meat to it, and have those who are professional at this help guide them through the process. She said the decision is made and awarded in June.

Clay Glasgow, City Planner asked who the granting authority is. Chair Stempel said it's an ODOT grant, and they called it their refinement grant. Clay Glasgow asked if it was a Transportation and Growth Management (TGM) grants and the answer was yes. Chair Stempel said they paid for the first plan, the Portland Avenue Development Plan so this one is a follow up. This money is for planning only, for the plan and only the plan.

Clay Glasgow, City Planner said that with that kind of money they could get Andres Duany himself to come and talk about his smart code. Chair Stempel said she doesn't want to spend all the money on big guns, she wants to spend it on plans, schematics and the froufrou stuff. She asked Clay Glasgow to give his spiel on smart codes.

Clay Glasgow educated the commission on zoning codes and said that what they have is a conventional zoning. Land use zoning has been around for many years, and in fact he recently saw some from the late 1700's for Philadelphia. At the end of World War II, when everyone came home they all got cars and it was at that time zoning became car centric. And that is what you still have, it's based on everyone having their own vehicle to drive around in. So that is what allows you to have different zones for different uses. So Home Depot is over there and the schools are east of that, and you don't have to worry about these conflicts with a wood mill and a kindergarten next to it. He said there is a town in Ohio called Euclid, the name Euclidian zoning comes from that town from a supreme court case in the 1920's that said yes you can segregate uses with land use regulations. And that is still what we use today.

He explained how form-based coding looks at things completely differently than conventional. It doesn't look at different uses, what's important is how things work together. Form-based zoning is based on the public realm, on public space, on the streets, the parks, the open areas, and how everything else works around that. You don't segregate, you mix things together. He suggested they read the smart code, it's hard to explain, it was created by Andres Duany and his team and it is a form of form-based zoning. If you look at form-based zoning you won't see what is and isn't allowed, it's happier zoning. It's not what you can do it's how you can do it. Conventional zoning is unhappy zoning, it's what you can't do, and why things have to be this way and that, and it's strict separation of things. Ultimately form-based ends up a very mixed use type of development where you've got a store on the first floor and you've got apartments above that. It just naturally creates a situation where you never have to get into your car because everything is close and convenient.

Clay Glasgow, City Planner said it was based on something called a transfect, boy this is really, really complicated to explain.

1-19

City Attorney Doughman said the way it was explained to him that made it easier to understand it. He said to think of modern society in terms of where we are going with manufacturing and industrial uses. We're not really the pig farm, the oil refinery, and the steel mill, yes they exist but more and more the industrial uses isn't necessarily dirty things, and they may be totally compatible with what we consider commercial use. It's more about what form do those things take, and no longer splitting them to different areas of town when some of them may easily coexist. It becomes more about what are your parking standards, what does your building look like.

Clay Glasgow, City Planner stated it's really all about how things look and work together. It allows for a great deal of creativity, even though it looks like it wouldn't because it requires some very specific building design standards, very specific. On the other hand it's doesn't really care about what's going on in those buildings. There are some uses that still need to be segregated, a lumber mill, a tannery, a feed lot. Some things still need to be pushed out but transect deals with that too, it just gets pushed out to the sides, but there's no lines on a map where you put Thomason car lot here, houses here, and a school here. That doesn't happen with form-based zoning because it doesn't need to. Chair Stempel said that she feels it bring communities together instead of dividing them.

Clay Glasgow said that one of the best examples are neighborhoods in Brooklyn, not so much Manhattan, but the Bronx. He said it is a massive boroughs of city with millions of people and yet there is an infinite number of neighborhoods and communities within these large cities, it's almost like small cities within cities. To him that is form-based. They have the benefit of incredible mass transit and that helps, but that to him is a natural occurring form-based situation, the really dense cities like that. He said when you get out west we are very auto centric. He said if you've ever been to Houston or Atlanta, it's just these concentric circles of 50 lane highways, if you go form-based you don't get that. The closest we have to that in Clackamas is the Sunnyside Village. He said in his mind was a failed experiment, but a good experiment to try. They never got the commercial aspect of that enough, it's too close to Portland. It's a different philosophy and if you can keep that in mind and go into it with that in mind, and get everything else out of your brain while you're reading it, it makes sense. Particularly the transect approach.

Commissioner de AElfweald said that he and Clay Glasgow had talked about this ahead of time, and there was a comment that it doesn't limit the choices it expands them and he had asked you to clarify that because he was looking at that and where it was talking about 30% opacity on the windows or specific or number of trees being specific, he asked him to talk about that.

Clay Glasgow, City Planner said that is because form-based planning cares what it looks like and conventional doesn't. Conventional zoning cares about what it is, is it a school is it a car lot is it a hospital. Form-based is what does it look like, not about what's in it, but what does it look like. It naturally allows for a lot of mixing whereas in conventional it is strictly prohibited. The goal is to create neighborhoods, it doesn't matter how big, like in

1-20

New York City has 11,000,000 people there and you have all these cool little neighborhoods, right in the middle of the city and a lot of these people never leave their neighborhood, or if they do it's like a vacation and it's only couple of blocks away. He said he is exaggerating a little bit but not a lot, if you've ever spent any time there. Boston, there are some really great neighborhoods in the middle of Boston.

Commissioner Johnson asked where all of the businesses on McLoughlin will go. Clay Glasgow said they stay where they are, they are where they belong. He said they have a really big opportunity to do something really cool with Portland Avenue, it's already zoned C2. They've got this Portland Avenue development plan with all of these grandiose whatever's, focus on your little downtown. Commissioner Johnson said so you don't care about what goes in the building. Clay Glasgow said you care less about what goes in the building, than you care about what the building looks like and how it interacts with the building around it. Commissioner Johnson said so as long as we have a beautiful building and it fits in with the buildings around it, we could have a strip club on Portland Avenue. So in response to his question, yes you could have a strip club in every building. He said it is a commercial use and he feels the same way about the marijuana.

City Attorney Doughman said it's not immune to market reality. He said that Sandy did some of this, they've got three commercial zones and three industrial zones, and they took an industrial district and a commercial district, and for all intents and purposes they are exact same zone. They really went to, less about this category of permanent uses and conditional uses, etc., there were certain things that aren't allowed, and said by in large, any commercial or industrial use is allowed in those areas, but they're subject to really strict design standards. If you're going to do that, fine we don't care if you're going to do manufacturing or if you have retail, but you're going to have to have a building that has design elements that has this amount of parking, that has these amenities. The reality is that when you setup that prescriptive, or must do, there are a lot of uses and businesses that are going to go there because it makes a lot of financial sense to go there, and there are others that don't and won't.

Clay Glasgow, City Planner said that the reality of the market is what ultimately drives it no matter what you do with it. You could have a strip club here right now and the reason there isn't one is there isn't a market for it, and that's the only reason. He would argue that the form-based zone would actually discourage that because of the way it has to work with and fit in with the neighbors around it.

Commissioner Poole asked why their codes are so restrictive, what if they didn't have such finite codes in the first place couldn't more of this automatically happen. Clay Glasgow said that the whole Oregon land use system back in the 70's, was for the time and its time was very forward looking. He would argue that time has come and gone.

City Attorney Doughman said it forces you to analyze industrials land and set aside a certain amount of industrial land, and look at your commercial land base and set aside a certain amount of commercial land, and make sure your residential land has these needs

met. And it's all well-intentioned but you end up with everything split up into its own individual zones.

Clay Glasgow, City Planner said that if they want to look at something a little more forward thinking go to Los Angeles and go to their zoning code. Frankly they are miles ahead of the Portland area or Oregon, they just came into the game a little bit later. He said it is way too big of a topic to talk about this late at night but he really hopes and encourages them to really take a look at it and give it a chance. Because what you have right now is from the stone ages. And you've zoned yourself into little boxes and it limits creativity, it's not pretty, and you've got an amazing opportunity, particularly with Portland Avenue and the timing might be right. He said there are parts of this city that just isn't realistic to do that. He said that Portland Avenue with all of its buffers back a couple of hundred feet, this would be a perfect place to try it and see if the market will support it, and it would really open things up.

Commissioner Kremers has a concern about something he mentioned, the word built, he had said there've been many developments built around the smart code plan. So that's something that's new but here we have an existing city, and she asked if this is something that may generate interest in someone coming in.

Clay Glasgow, City Planner said he thinks it would. He said Portland Avenue is already leaning this way. He said it's fairly unique in the area, it's a cozy little downtown main street that you've got to work with, right in the middle of Portland, and to him that's a bit unusual. It presents an opportunity to allow somethings that aren't currently allowed or specifically allowed. And it would allow the market and creativity to take a little bit more of the lead rather than putting a leash around everybody with zoning everybody into a box.

Commission Chair Tammy Stempel said that with the development coming up in Oregon City, that Gladstone is in the right place at the right time to tell people come home to Gladstone. Go ahead and work at the Willamette Falls legacy project, work in downtown, but come home to Gladstone because we have this small town feel to us and we've got this great downtown core.

Clay Glasgow said I'm sorry but your C2 zone is leaning towards form-based zoning. He said that their C3 zone blows but it needs to be there and where it is.

Commission Chair Tammy Stempel said she has a question that is a bit off topic. She was at the economic development commission meeting a couple of weeks ago and everybody was up in arms about this new legislation they were pushing through that will give all municipalities an additional 500 acres of industrial land. She asked what came of that and where are we going to get our 500 acres.

Clay Glasgow, City Planner said that Gladstone has the least amount, at least percentage wise, of industrial land in all of the solar system. Chair Stempel asked if they are taking it from somebody. Clay Glasgow said it depends if you want to build an industrial base that

you don't have. He said that they can create the conditions that when the market is ready it will come, it will happen.

Commission Chair Tammy Stempel said they have a lot to digest and work on and said she is very thankful that Clay Glasgow is so knowledgeable on it.

Commissioner de AElfweald said that one thing on the smart code that caught his attention was about succession and he asked Clay Glasgow if he could talk about it. Clay Glasgow said he could not sensibly talk about it in the time they have available.

Clay Glasgow, City Planner said everyone really needs to study through this stuff and they can talk about it at the next meeting. He said because it is so different and you really need to be in the right mindset to absorb it. It will require much more time and it will be easier once everyone is more familiar with it and he will bring examples next month and it will be much easier to understand being able to see it.

Commissioner de AElfweald said that the two main things he thought about that was, Portland Avenue for example if it was intrinsic, according to that in 20 years they would have to bump it up to the next level.

Commission Chair Tammy Stempel said they don't have to take all of that, and that is a piece they wouldn't need.

Clay Glasgow, City Planner said that smart code word for word will never be applied anywhere. It's a set of guidelines and you take what you need and what will work and you make it very specific to your community and that's one of the best things about form-based zoning, you can really tailor it to Gladstone. Chair Stempel added, fairly easily too, which is what she likes about it because instead of having to reinvent the wheel from scratch the commission has something that kind of walks them through it and they can adopt it, tweak it, toss it, do whatever they want to with it.

Commissioner Kremers asked if he considers Orenco Station a co-development. Clay Glasgow said that because of the mass transit aspect, that is one of the ways they sold it. City Attorney Doughman noted that it has a solid mix of residential and commercial. But that's not unique anymore. Commissioner Kremers mentioned Intel being nearby as well. Clay Glasgow said that was fortuitous timing and location, is why that one worked a little bit better than some of the other ones, although that one did and still does have significant issues. He feels they took too big of a bite as well.

Chair Stempel said she is a Disney Land fan and they have that city in Florida that was based on transect. Clay Glasgow said that was probably the first. Commissioner Poole said he thought that was Disney World. Chair Stempel said it's not, it's actually a city and she thinks it's called Celebration. Clay Glasgow said it is actually a community not a city, and it kind of worked, at least well enough to try to apply it elsewhere, but again the best way to do this is to tailor it, make it a Gladstone form-based code. It's not going to

1-23

look like smart code 9.2 but it's going to have a lot of the elements. Chair Stempel said she loves the format because it's so easy to follow.

Commissioner Kirk Stempel said he's got something for Councilor Sieckmann. He would like council to look at and straighten out the city boundaries. He feels they are ridiculous. The lines are so cut up and all over the place, they don't make sense.

Councilor Sieckmann said in answer to his question what he is actually asking would require annexing property into the city and most of that is done by request by the property owners. Once a property owner requests to be annexed in, they are welcomed in and it is almost impossible to stop. He believes the reason it's currently chopped up is because this property owner wanted to be annexed because if I'm in Gladstone it's cheaper. So a lot of that has happened that way. In order to bring in a large section like that would take a lot of work. City Attorney Doughman said it's a difficult process without buy-in from the property owner.

Councilor Sieckmann said he knows they have some real hot topics to deal with but the council would like the commission to try and come up with a timeline for the code review as soon as possible.

Chair Stempel asked if Councilor Sieckmann is going to the Main Street Convention. Councilor Sieckmann he said he believes he is, he was told he was but hasn't got the information on it yet. Chair Stempel said it is at the end of the month.

BUSINESS FROM THE PLANNING COMMISSION

Not attended

ADJOURN:

Commissioner Poole moved to adjourn the meeting. Commissioner Kremers seconded. Motion was passed and the meeting was adjourned at 9:32 pm.

Minutes approved by the Planning Commission this _____ day of _____, 2015.

Tamara Stempel, Chair

1-24

GLADSTONE PLANNING COMMISSION MEETING MINUTES of April 21, 2015

Meeting was called to order at 7:01 PM.

ROLL CALL:

The following City officials answered roll call: Commissioner Kirk Stempel, Commissioner Michele Kremers, Commissioner Malachi de AElfweald, Commissioner Les Poole, Commissioner Kevin Johnson, Chairperson Tammy Stempel.

ABSENT:

None

STAFF:

Jolene Morishita, Assistant City Administrator; David Doughman, City Attorney; Clay Glasgow, City Planner

Chairperson Stempel made a few comments regarding the duties of the Planning Commission.

CONSENT AGENDA:

Chairperson Stempel asked if anyone had any comments or discussion on the consent agenda. *Commissioner Johnson made a motion to pass the consent agenda. Commissioner de AElfweald seconded the motion. Passed unanimously.*

LETTER OF RESIGNATION FROM COMMISSIONER VEAZEY:

Chairperson Stempel asked when they would be advertising to fill the vacant position. The information will be included in the newsletter and listed on the City's website, along with the application.

CELL PHONE TOWER:

City Councilor Steve Johnson thanked the Planning Commission for their work on the cell phone tower. He said the questions they raised were all excellent and made his job easier. The Verizon representative said they will be using batteries and not generators. He'd like to encourage the Planning Commission, as they look at code review for this item, to consider codifying it somehow. Verizon has now set a precedent by saying that it can be done and he expects there to be many more cell phone towers. He hopes to get this into the code very quickly.

City Councilor Kim Sieckmann also thanked the Planning Commission for their hard work on this and he would also like to get this into the code. Commissioner de AElfweald asked if the Council made any changes that they should be aware of. The use of diesel generators was removed from the approval criteria. The other item was the term "mature" plantings. Verizon will be submitting a landscaping plan to the City Planner and it's his understanding that they will use fully grown plants for the buffering.

Chairperson Stempel said that the City Council has asked them for a timeline on when they want these items accomplished. She and Jolene Morishita have submitted two grants. One was a \$175,000 TGM grant to pay for the Portland Avenue refinement plan, which is going to include

code review, revision and a design standard. If we get the grant it could have a big impact on our commercial zone review because we would be able to hire professionals to assist us. The other grant is the Transportation System Plan grant. We are in a good position to receive both grants as long we can show them that we can manage them. There is a plan in place for that. The grants would be available for the next budget, July 1st. Chairperson Stempel asked Councilor Sieckmann if the commercial zone piece could be pushed out a little bit more even though that seems to be what we need most desperately. She doesn't want to give up the potential of this money that could help us do it right. Councilor Sieckmann said he didn't believe that would be an issue.

WORK SESSION FOR THE GLADSTONE CODE REVIEW:

Telecommunications tower – David Doughman, City Attorney, was asked if there was any more that we could do to restrict it. He spoke with some co-workers in his firm regarding the topic of retrofitting the equipment once new technology becomes available. There is a similar case going through the federal courts right now. The ordinance his firm worked on for the City of Salem is about as state of the art as it gets in Oregon. It was met with initial resistance, but they worked through it with the wireless carriers and it was put through without challenge. His co-worker will get back to him on that. Commissioner de AElfweald asked about the option of upgrading the system you already have. David said he thought that was possible. He also spoke with PGE and their lawyer was very helpful. She was unaware of any exclusivity that PGE has with any carrier on any pole. Commissioner Johnson said the problem is we're only allowing them to go 20 feet taller than the existing poles so another carrier can't come in and want to put antennas on that same pole because it will be too close to the power line. David Doughman said there could be practical limitations – engineering problems or mechanical issues. He said his initial understanding was that Verizon had the exclusive right to put things on any PGE pole – and that is not correct. Commissioner Johnson asked if PGE isn't going to limit them, can we limit them to one company per location? Chairperson Stempel said that we're already saying that we prefer co-location over new tower so that may be contradicting what we're trying to do. David Doughman said if the goal is to co-locate then we want to make sure there are as many opportunities to co-locate as possible. Commissioner Poole asked if we can be more restrictive in certain districts, such as commercial areas. Can we mandate that we have battery back-ups and see how it goes? David Doughman said you probably could, especially if that didn't seem to be an issue for Verizon.

David Doughman asked if the Planning Commission had concerns that there was going to be a flood of requests now. Chairperson Stempel and Commissioner de AElfweald both said that the new technology is requiring a cell tower every four blocks in urban areas. David Doughman said it was a good time to get the code updated. Chairperson Stempel asked which items they needed to change or look into. Clay Glasgow said they may want to clarify the review process. The way the code is written now it is a Planning Director review so if the Planning Commission wants to look at each request the code needs to be changed. Commissioner de AElfweald said that he liked the way Salem did theirs where there are different classes of permits depending on which type of install they were doing. It makes it very clear whether it's an upgrade, a new install, co-locating, etc., and is a lot more comprehensive than ours. David Doughman recommended starting with Salem's ordinance. Chairperson Stempel asked if someone could email the ordinance to all of them so they can review it before the next meeting. David

1-26

Doughman will email it to Jolene Morishita and she will forward it to the Planning Commission members. It will be gone over in detail at the next meeting. Chairperson Stempel asked the City Councilors if they wanted the Planning Commission to go ahead and move this particular Title 17 through and get it done or wait until everything else is hashed out as well. Councilor Johnson said his preference would be to get this one done first. Councilor Sieckmann asked what the expense would be. David Doughman said the notice to the State and the public notice would be a minimal expense, but there would be some questions regarding if it would trigger a Measure 56 notice, which is required when you either change the zoning on property or you limit uses that were previously allowed on the property. Chairperson Stempel suggested they wait until the next meeting to discuss these issues.

COMMERCIAL ZONE: Clay Glasgow thought it would be a good idea to have a combined work session with the Planning Commission, the City Council, and the grant people. He said that Mayor Jacobellis has a lot of ideas. They have applied for a grant for façade improvements along Portland Avenue. The Portland Avenue plan will require undergrounding of all utilities, which will affect cell phone towers. He doesn't feel that the Planning Commission is ready to look at Portland Avenue yet because it may be different than what the Mayor and the City Council wants. Chairperson Stempel said a joint work session may be the perfect idea so that we're moving forward on the same path. Commissioner Johnson suggested the professionals that are paid from the grant be involved in this meeting. Chairperson Stempel said that they need to find out from City Council if they want the Planning Commission to do this and to what extent and then they can make that determination. She will contact the Mayor and City Administrator to schedule a joint work session. Commissioner Stempel suggested having Code Enforcement Officer Sean Boyle attend any meetings that would apply to him.

BUSINESS FROM THE PLANNING COMMISSION:

Clay Glasgow had a pre-application involving the piece at Arlington and Portland Avenue. He said it's a gateway piece to the actual downtown. There will be a roof garden and greenhouse on the second floor balcony. The top floor is one apartment occupied by the owners, the second floor will be three apartments, and there will be two or three commercial tenants on the bottom floor. The zone limits the height to 35 feet. They have under-structure parking. They want to cantilever the balconies over the property line/right of way. The way the code is written the property line is horizontal and vertical and it allows zero setbacks in the C-2 zone along Portland Avenue, but doesn't allow negative setbacks. His question is would you be willing to pursue a text amendment to allow that? There were no objections. There was a discussion.

Commissioner Stempel asked if anyone had any objections to meeting earlier, like 6:30. No one had any objections.

Commissioner Stempel made a motion to change the meeting start times to 6:30 PM. Commissioner Poole seconded the motion. Motion passed.

The new meeting time will begin next month.

ADJOURN: *Commissioner Kremers made a motion to adjourn the meeting. Commissioner Poole seconded. Motion was passed and the meeting was adjourned at 8:10 PM.*

1-27

Minutes approved by the Planning Commission this _____ day of _____,
2015.

Tamara Stempel, Chair

1-28

GLADSTONE PLANNING COMMISSION MEETING MINUTES of June 16, 2015

Meeting was called to order at 6:31 PM.

ROLL CALL:

The following City officials answered roll call: Commissioner Kirk Stempel, Commissioner Malachi de AElfweald, Commissioner Linda Neace, Commissioner Kevin Johnson, and Chairperson Tammy Stempel. Late arrival: Les Poole 6:35.

ABSENT:

Commissioner Michele Kremers - unexcused

STAFF:

Jolene Morishita, Assistant City Administrator; David Doughman, City Attorney; Clay Glasgow, City Planner

Chairperson Stempel made a few comments regarding the duties of the Planning Commission.

CONSENT AGENDA:

There was no discussion. *Commissioner Neace made a motion to accept the consent agenda. Motion was seconded by Commissioner Kirk Stempel. Motion passed unanimously.*

REGULAR AGENDA:

1. Public Hearing: Z0179-D; Design Review, Renovations to Existing Mazda of Gladstone, 19405 McLoughlin Boulevard, LRS Architects:

Commissioner de AElfweald was the only commissioner who has not visited the site. There were no questions/challenges from the audience. City Planner Clay Glasgow presented the staff report. Commissioner de AElfweald had questions regarding materials being used, signage, and parking spaces. City Planner Glasgow clarified. Chairperson Stempel asked about changes being made without prior approval and if those would be brought back before the Planning Commission. City Planner Glasgow said that he will be checking on the progress. Commissioner Poole wanted the contractors to take into consideration the noise levels for nearby residents.

Applicant: Rocco Terry, a representative from the Smith Auto Group, said that the materials they will be using are very high-end. They are willing to add landscaping. Daniel Drake from LRS Architects went over a list of the building materials. Mike Funk, Fire Marshall, asked if they could make the address number larger.

Public Testimony: None.

Commissioner Johnson made a motion to close the public hearing. The motion was seconded by Commissioner Neace. Motion passed unanimously.

Discussion: Everyone agreed that the plan looks great.

Commissioner Poole made a motion to approve the application Z0179-D for the renovations to Existing Mazda of Gladstone. Commissioner de AElfweald made a motion to revise the motion to approve the application Z0179-D and to include the addition of Item #8, the applicant to work with the Fire Department regarding address signage in order to deal with the safety issues. Motion was seconded by Commissioner Poole. Motion passed unanimously.

2. Public Hearing: Z0185-15-C & D; Conditional Use/Design Review, Tri-Plex. Subject property is zoned R-7.2, Single-Family Residential and located at 19105 Oatfield Road, between Heather Way and Kenmore Street.

City Planner Glasgow presented the staff report. This is essentially the same plan that was approved in 2007, but had expired. He had a question regarding windows. Commissioner de AElfweald asked if the parking was going to change. Mr. Glasgow said that it would. Commissioner Johnson had questions regarding exterior walls and sewage lines. Both are required under City code. Mike Funk, Fire Marshall, had some concerns regarding the 150 ft. limitation requirement for fire hoses and the approach/accessibility. He would also like to ask for address numbers on the garages. There was a discussion regarding sidewalk/driveway strength and traffic/visibility. With the exception of Commissioner de AElfweald, everyone has been by the site. Applicant: Dale Crittenden, the owner of the property, said they would honor all the requests that were brought up. He said this may not be the final plan. It was agreed that the Planning Commission would make their final decision at the next meeting when Mr. Crittenden presents them with a final plan.

Commissioner de AElfweald made a motion to hold over Z0185-15-C & D until the July 21st, 2015 meeting when the applicant can present a final plan, including site elevations, and work with the Fire Department and Public Works regarding the issues discussed. Motion was seconded by Commissioner Neace. Motion passed unanimously.

3. Work Session: Gladstone Code Review – City of Salem’s Ordinance – Wireless Communications Facilities.

Commissioners went over the code and discussed changes that needed to be made. City Attorney Doughman will send a revised version of the ordinance to Commissioners for their review and schedule a hearing in August.

BUSINESS FROM THE PLANNING COMMISSION

There was a discussion regarding garage sales. Other cities have better ordinances to address issues. Mr. Glasgow suggested taking it out of “Nuisance” and putting it under Title 17. Other cities require a permit and charge a fee.

There was a discussion regarding the agenda items coming up at the next meeting.

ADJOURN

Commissioner Neace made a motion to adjourn the meeting. The motion was seconded by Commissioner de AElfweald. Motion passed unanimously.

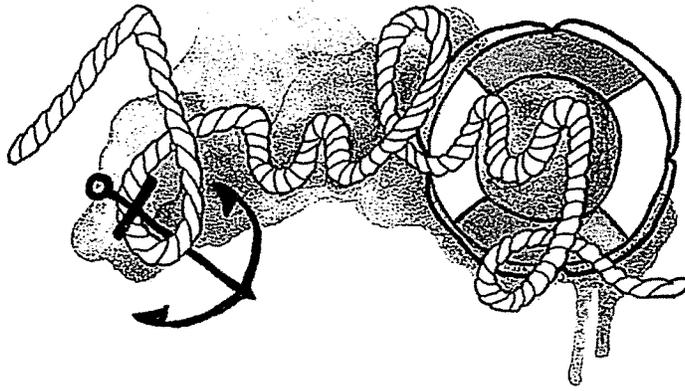
1-30

Meeting adjourned at 8:29 PM.

Minutes approved by the Planning Commission this _____ day of _____, 2015.

Tamara Stempel, Chair

131



REGULAR AGENDA

City of GLADSTONE

STAFF REPORT/RECOMMENDATION TO THE GLADSTONE PLANNING COMMISSION

File: Z0222-15-D
Applicant: Todd Iselin
Hearing Date: July 21, 2015
Planning Staff: Clay Glasgow
Report Date: July 13, 2015

I. GENERAL INFORMATION

- A. Proposal: This is a proposal to develop the site with a three-story mixed use building; commercial on the ground floor with residential above. Project consists of approximately 3,400 square feet of retail space at street level along with three apartments above, on the second and third floors.
- B. Legal Description: T2S, R2E, Section 20CA, Tax Lot 2300
- C. Location: 220 Portland Avenue; northwest corner of the intersection of Portland Avenue and Arlington Street.
- D. Zone: C-2; Community Commercial
- E. Comprehensive Plan Designation: Commercial
- F. Site Information: The subject parcel is approximately 0.23 acres in size, located at the intersection of Portland Avenue with W. Arlington Street. The site is currently vacant.

City Hall
525 Portland Avenue
Gladstone, OR 97027
(503) 656-5223
FAX: (503) 650-8938
E-Mail: (last name)@
ci.gladstone.or.us
Website:
www.ci.gladstone.or.us

Municipal Court
525 Portland Avenue
Gladstone, OR 97027
(503) 656-5224 ext. 1
E-Mail: municourt@
ci.gladstone.or.us

Police Department
535 Portland Avenue
Gladstone, OR 97027
(503) 655-8211
Website:
www.ci.gladstone.or.us

Fire Department
555 Portland Avenue
Gladstone, OR 97027
(503) 557-2776
Website:
www.ci.gladstone.or.us

Public Library
135 E. Dartmouth
Gladstone, OR 97027
(503) 656-2411
FAX: (503) 655-2438
E-Mail: qiref@lincc.lib.or.us

Senior Center
1050 Portland Avenue
Gladstone, OR 97027
(503) 655-7701
FAX: (503) 650-4840

City Shop
18595 Portland Avenue
Gladstone, OR 97027
(503) 656-7957
FAX: (503) 722-9078

DEPARTMENT OF LABOR

OFFICE OF THE SECRETARY

Washington, D. C.

April 10, 1918

Dear Sir:

Reference is made to your letter of April 8, 1918.

Very truly yours,

GENERAL INFORMATION

The Department of Labor is pleased to inform you that the Bureau of Labor Statistics has recently published a report on the conditions of the coal industry in the United States. This report contains a detailed description of the industry and its products, and also a list of the principal coal fields in the country. It is believed that this information will be of great value to you in your work.

EXHIBITS TO THE REPORT

The following exhibits are available for your use:

- 1. A set of the report, including the text and the illustrations.
- 2. A set of the illustrations, including the maps and the photographs.

Very truly yours,

Secretary of Labor

Department of Labor

Washington, D. C.

UNITED STATES DEPARTMENT OF LABOR
OFFICE OF THE SECRETARY
WASHINGTON, D. C.
APR 10 1918
DEPT. OF LABOR
RECEIVED
APR 10 1918
OFFICE OF THE SECRETARY
WASHINGTON, D. C.

- G. Vicinity Description: This area along Portland Avenue/Arlington Street is a mix of commercial and residential uses. Immediately north of the subject is in commercial use. East, across Portland Avenue is also commercial (dentist office.). South, across Arlington is currently in residential use. West of the subject is a house, then further west commercial. Subject property has been vacant over ten (10) years. Typical urban infrastructure is in place to serve the proposal.

II. FINDINGS

This request is subject to Chapter 17.18, C-2, Community Commercial District; Chapter 17.80, Design Review; and Division IV, Development Standards of Title 17 of the Gladstone Municipal Code (GMC).

III. CONCLUSIONS

Planning staff has reviewed this request in reference to the applicable provisions of the GMC. Based upon this review, staff makes the following conclusions:

1. Chapter 17.80 of the GMC establishes the requirements for design review. Pursuant to *Subsection 17.80.021(1)*, site development in the C-3 zoning district is subject to design review.

Section 17.80.061 lists submittal requirements for Design Review. The application as submitted satisfies these requirements.

Section 17.80.100(1) provides for approved design review to remain valid for one year. If construction has not begun by that time, the approval may be renewed once by the Planning Commission for not more than one year.

2. Chapter 17.18 of the GMC establishes basic requirements for the Community Commercial District. *Section 17.18.020* identifies uses permitted outright in the District, and includes Mixed use development as proposed through this application. "Mixed Use" is defined by the Gladstone Code to include mixed commercial/residential use. This criterion is met.

Section 17.18.050 establishes Limitations on Use, and includes specific requirements for development along Portland Avenue. *The proposal includes ground floor windows and primary entrance along Portland Avenue as required through this section. Other limitations as listed are met.*

Section 17.18.060 discusses dimensional standards. *Building setbacks and height standards are met with this proposal. Off-street parking meets required setbacks from property lines. Staff is able to find applicable standards from Chapter 17.18 of the GMC are met with this proposal.*

3. Chapter 17.44 of the GMC identifies standards for building siting and design.

These standards apply to all development that is subject to Design Review. Section 17.44.020(1) deals with siting specifically, and requires that, where there are no conflicts with other design standards or requirements in Title 17, to site buildings to maximize solar access where practical, using such techniques as maximizing east-west street length; orienting buildings within twenty degrees of true south as well as maximizing their south-facing dimension; placing higher buildings on the north portion of the site while protecting solar access for adjacent sites, and placing major yard spaces on south side of buildings.

The subject property is roughly square in shape. Applicant states and site plan information bears out that the building will be oriented in such a way and with windows placed so as to take advantage of solar exposure.

Section 17.44.020(2) requires buildings to have energy efficient designs.

The proposed design includes abundant windows to provide natural lighting. The building will be required to meet the energy codes of the Oregon Structural Specialty Code, which will be evaluated through the building permit process (as designed this will exceed those requirements.)

Section 17.44.020(3) of the GMC addresses compatibility in building design. This subsection encourages the arrangement of structures and use areas to be compatible with adjacent developments and surrounding land uses.

The proposed building will be somewhat more massive than others along Portland Avenue, though it is designed to be compatible and "blend in" with adjacent developments and surrounding land uses. The mixed-use nature will further this compatibility. The structure is designed to enhance the pedestrian experience along Portland Avenue, as discussed by the applicant.

Section 17.44.020(4) of the GMC deals with building materials. That Section requires buildings be constructed using high-image exterior

materials and finishes such as masonry, architecturally treated tilt-up concrete, glass, wood or stucco. Screening of roof-mounted equipment is also discussed in this section.

Refer to submitted building elevations for detail. As shown and discussed by the applicant this criterion is satisfied.

Section 17.44.020(5) of the GMC establishes lighting standards. 17.44.020(6) establishes illumination level standards. It requires all on-site lighting to be designed, located, shielded or deflected so as not to shine into off-site structures or impair the vision of the driver of any vehicle.

Applicant notes lighting for the sidewalks and parking areas will be provided by wall mounted fixtures. Fixtures used will not create light trespass beyond property lines and will promote dark skies.

Section 17.44.020(7) regarding equipment and facilities establishes that all utility lines shall be placed underground. All roof-mounted fixtures and utility cabinets or similar equipment, which must be installed above ground, shall be visually screened from public view. A condition of approval shall require compliance with this subsection for new utility lines, roof-mounted fixtures, utility cabinets or similar equipment installed aboveground.

Section 17.44.020(8) regarding trash disposal and recycling collection requires new construction to incorporate functional and adequate space for on-site storage and efficient collection of mixed solid waste and source separated recyclables prior to pick-up and removal by haulers.

The proposed plan identifies a recycling/trash enclosure, discussed as being a 6' high masonry structure with steel framed gate. A condition of approval will require the applicant submit a letter to the file from the franchise hauler indicating approval of a plan for trash/recline storage and collection.

Section 17.44.024 establishes design standards for nonresidential construction. These provisions require that new, non-residential buildings, with the exception of buildings housing institutional, warehouse or manufacturing uses shall be subject to the following design standards:

(1) Ground floor windows. Ground floor windows shall be required on walls fronting a public street and shall comply with the following standards:

(a) The windows shall cover at least 50% of the length and 25% of the ground level wall area. Ground level wall areas include all exterior wall area up to nine feet above the finished grade. The bottom of

required window shall be no more than 4 feet above the adjacent exterior finished grade.

(b) Required windows shall be windows that allow views into work areas or lobbies, pedestrian entrances or display windows set into the wall. Display cases attached to the outside wall shall not qualify.

Applicant provides response to this criterion in the form of drawings and colors/materials. First floor elevation along Portland avenue is shown as having multiple pedestrian oriented store-front type windows, meeting/exceeding dimensional requirements. That portion fronting on Arlington also meets these standards.

Staff finds the proposal as submitted satisfies applicable provisions from Chapter 17.44 of the GMC, Building Siting and Design.

3. *Chapter 17.46 of the GMC identifies landscaping standards and states that these standards are applicable to all developments subject to design review.*

Subsection 17.46.020(1) requires a minimum of fifteen percent of the lot area be landscaped.

This is a 10,000 square foot parcel, requiring a minimum of 1,500 square feet of landscape. The site is relatively small and the proposed development relatively dense. As shown on submitted site plans and discussed in the narrative, the minimum required landscape area will still be exceeded, in part through the use of a rooftop terrace and greenhouse above the garages (see site plans.) A condition of approval is warranted to require submission and approval of a landscape plan showing satisfaction of this subsection.

Subsection 17.46.020(2)(a) requires that a parking or loading area providing ten or more spaces shall be improved with defined landscaped areas totaling no less than ten square feet per parking space. This does not apply to this proposal.

Subsection 17.46.020(3) requires that provisions for irrigating planting areas be made where needed. A condition of approval to this effect is warranted.

Subsection 17.46.020(4) requires landscaping to be continuously maintained. This standard can be met with conditions.

Subsection 17.46.020(5) pertains to the planting of trees under overhead utility lines or near sidewalks or curbs.

Three (3) street trees will be planted along Portland Avenue and two (2) along Arlington.

Subsection 17.46.020(6) indicates that sight-obscuring plantings, fencing or berming may be required to screen parking lots, outdoor storage or other unsightly features from the road or neighboring properties. This should be discussed by the Planning Commission.

Subsection 17.46.020(7) pertains to grading and states, "The natural form of the site shall be preserved insofar as practicable unless berming or contouring of land is required."

The site itself will see minor changes but no fill/grading. Subsection 17.46.020(8) requires that land within the public right-of-way not developed as sidewalks or driveways be landscaped and maintained by the abutting property owner. The proposal meets these conditions.

Subsection 17.46.020(9) provides for street trees to be required of any development and states that, if planted, street trees shall be of a species compatible with the width of the planting strip and nearby street tree species.

The narrative submitted with the application states three (3) street trees will be planted along Portland Avenue and two (2) along Arlington. Actual landscape plan does not reflect this. This should be clarified at the Planning Commission hearing. The County Arborist will be consulted prior to approving species of street tree to ensure compatibility.

4. *Chapter 17.48 of the GMC regulates off-street parking and loading. At time of construction, enlargement or change of use of any structure ore development subject to Design Review, and except as provided for in the C-2 District, off-street parking spaces shall be provided as described in this Chapter unless greater requirements are otherwise established in the Gladstone Code.*

Based on use types/square footage, a minimum of 15 parking spaces are required for the development. Applicant responds at length to this criterion, to include a request to reduce required parking by 25% (4 spaces). Logic being this is an infill property on a major transit street intersection and Portland Avenue has adequate on-street parking to support the anticipated retail use. It is expected the upper level residences will share the parking space provided on site having off-peak hours from the projected retail development. This Chapter of the GMC provides for the Planning Commission to consider up to twenty-five (25%) reduction in parking, per Section 17.80.090 (minor exception).

Section 17.48.040(1)(a) requires parking and loading areas to be paved with asphalt and/or concrete meeting city standards, maintained adequately for all-weather use and so drained as to avoid flow of water across public sidewalks. *This standard is met.*

Section 17.48.040(1)(c) requires areas for standing and maneuvering vehicle, other than for the off-street parking and storage of truck tractors and /or semi trailers, to be paved. *Not applicable.*

Section 17.48.040(2)(a) states that required parking spaces must be located within two hundred feet of the building or use they are required to serve. *This standard is met.*

Section 17.48.040(2)(b) states that required parking shall be provided in the same zoning district or a different zoning district of a more intensive use. *Required parking is parking are within the same zoning district.*

Section 17.48.040(2)(c) prohibits parking for a commercial or industrial use from being located in a residential district except in the case of a conditional use. *As noted above, all parking will be located in the C-2 district.*

Section 17.48.040(2)(d) requires groups of more than four parking spaces to be permanently marked and so located and served by driveways that their use will require no backing movements or other maneuvering within a street right-of-way other than an alley. *This standard it met as shown.*

Section 17.48.040(2)(f),(g) and (i) establish the minimum width of access aisles and the minimum dimensions of parking spaces. *The parking lot proposal has the required 24 feet aisle width for 90 degree parking spaces.*

Section 17.48.040(2)(h) requires parking areas to be designed to the maximum extent practicable, to avoid large, uninterrupted rows of parking spaces. *Not applicable.*

Section 17.48.040(3)(b),(c) and (d) establish requirements for loading areas and states, in part – buildings or structure to be built which receive and distribute material or merchandise by truck shall provide and maintain off-street loading berths in sufficient numbers and size to adequately handle the needs of the particular use.

As noted, this is a relatively small site. Based on typical size for a truck loading berth along with required maneuverability, development

potential would be limited if a berth is required. Staff is of the mind the commercial element does not rise to the level requiring a permanent loading berth, and, in fact if a berth was to be required the useable portion of the site would fall well below that which would need a loading berth. Planning Commission should discuss this issue.

Section 17.48.050 establishes requirements for bicycle parking. Bicycle parking is proposed to be lighted and under cover at the arcade at the parking lot side of the building. A standard powder coated steel loop type bicycle rack for (4) bicycles is proposed. Additional bicycle parking for residential tenants can be accommodated in the oversized automobile garages.

5. *Chapter 17.50 of the GMC establishes the requirements for vehicular and pedestrian circulation. Subsection 17.50.020(1) requires that provisions be made for the least amount of impervious surface necessary to adequately service the type and intensity of proposed land uses within developments as well as providing adequate access for service vehicles. Based on submitted site plan information, staff is able to find that impervious surface is limited to that required by other sections of the Code and the urban nature of the site. This standard is met.*

Subsection 17.50.020(2) requires provisions to be made, when feasible, for a separation of motor vehicular, bicycle and pedestrian traffic. This standard is met.

Subsection 17.50.020(3) requires curbs, associated drainage and sidewalks within the right-of-way or easement for public roads and streets.

Applicant notes sidewalks/curbs will be repaired and/or replaced as required.

Subsection 17.50.020(4) requires provisions to be made to accommodate any increased volume of traffic resulting from the development.

Minimal traffic volume expansion is expected to occur as a result of this development. Existing transportation network functions at acceptable levels.

Subsection 17.50.020(5) requires provisions to be made for the special needs of the handicapped. This Subsection is met as shown.

Subsection 17.50.020(6) pertains to pedestrian access. This Subsection is met with the proposal.

J-8

Subsection 17.50.020(7) deals with new development requiring full site design review that, when completed, generate an average daily traffic count of 1000 trips or greater. In such case, a transit stop shall be provided. There is no evidence to indicated this proposal will result in an ADT of 1000 trips or greater.

Section 17.50.040, Streets and Roads Generally: Many portions of this Section do not apply. Right-of-way is adequate along Portland Avenue and Arlington Street, and full improvements are in place for all expected modes of transport.

Applicable portions of this criterion are met.

6. *Chapter 17.52 of the GMC establishes sign requirements. No information has been provided relative to signs. A condition of approval will require signage to meet requirements from Chapter 17.52.*
7. *Chapter 17.54 of the GMC establishes clear vision requirements. These standards will continue to be met and maintained.*
8. *Chapter 17.56 of the GMC establishes drainage requirements. Applicant to work with city regarding any new impervious surface.*
9. *Chapter 17.58 of the GMC establishes standards for grading and fill and requires enforcement of the Uniform Building Code (UBC). The city contracts with Clackamas County for administration of grading permits. The county enforces its own Excavation and Grading Ordinance in lieu of Chapter 70 of the UBC. No additional grading has been proposed.*
10. *Chapter 17.60 of the GMC establishes requirements for utilities. All utilities shall be installed consistent with the standards of this Chapter.*

REQUEST FOR COMMENTS:

City of Gladstone Public Works, Gladstone Fire,

RESPONSES RECEIVED:

Gladstone Fire Department: The Fire Department does not have any problems with the proposed new 3 story Commercial/Residential building.

The project has been checked for accessibility and found to be OK.

The proposed building is planned to be fully sprinkled. The FD will continue to have open conversation with the builder as to the FDC location and fire hydrant location. The owner/builder must be aware that the building may require a fire hydrant on the same side of the street as the new building without blocking a street. Sprinkler system should be planned to be sized so as to not limit the type of commercial business allowed on the first floor.

Landscaping should not be placed in areas that will prohibit access to the 2nd and 3rd stories in the event of window rescue. The new building will need to comply with all local fire, building, and life safety codes. All permits need to be obtained prior to starting new construction.

No other comments received as of this report.

IV. RECOMMENDATION

The Planning Commission is authorized to approve design review applications pursuant to *Subsection 17.94.060(2)(c) of the GMC*. Planning staff recommends the Planning Commission approve this application for design review, based on the submitted application materials, subject to the following conditions:

1. This approval shall remain valid for one year following the date of approval. If construction has not begun by that date, this approval shall expire unless the Planning Commission pursuant to Section 17.80.100 of the GMC grants an extension.
2. The applicant shall obtain required permits from Clackamas County. The applicant shall comply with the requirements of the permits.
3. New mechanical equipment and garbage receptacles shall be screened as required by the GMC.
4. On-site lighting shall comply with Subsections 17.44.020(4) and (5) of the GMC, including compliance with IES standards as demonstrated in an engineered site light plan which must be submitted to staff.
5. New utility lines shall be placed underground unless prohibited by the utility service provider. New roof-mounted fixtures and utility cabinets or similar equipment shall be visually screened from public view as required by GMC Subsection 17.44.020(6).

6. The applicant shall submit a letter to the city from the franchise hauler indicating approval of a plan for trash/recycling storage and collection. Alternatively, the applicant may submit calculations demonstrating compliance with the minimum standards method described in GMC Subsection 17.44.020(7).
7. Landscaping shall be continuously maintained. Landscape maintenance shall be the responsibility of the owner. Street trees to be as approved by County arborist.
- 8.. Signs for the use shall comply with Chapter 17.52 of the GMC
9. This approval is subject to the development complying with the provisions of the Americans with Disabilities Act (ADA
10. Construction of storm drainage improvements associated with the development shall be consistent with city standards and comply with the drainage requirements of the plumbing code administered by Clackamas County.
11. Water and sanitary sewer improvements shall be constructed to city and Tri-City Service District standards, respectively. Plans to be submitted to the city for approval prior to construction and utilities shall be developed in accordance with the requirements of Chapter 17.60. For sanitary sewer, the development is subject to the rules and regulations and standard specifications of Tri-City Service District. This property may be subject to a System Development Charge (SDC) for additional impacts to the system. Contact City of Gladstone. This property is not allowed to connect directly into the Tri-City force main.
12. For storm drainage: the site is located within the Gladstone City limits. WES provides the erosion control plan review for this area. An erosion control plan is required to be submitted to Water Environment Services for review and shall be implemented prior to and throughout the construction period.
13. Applicant to submit letter to the city from the Fire Department indication all requirements from that agency have been satisfied.
14. Final certificate of occupancy shall not be granted until all conditions of the design review approval have been met.
15. Any changes in the approved design review plans shall be submitted and approved prior to execution. Any departure from the approved design review may cause revocation of building permits or denial of the final certificate of occupancy.

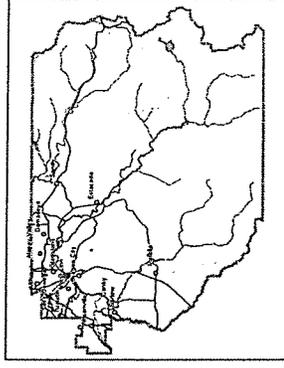
211

2 2 E 20CA
GLADSTONE
N.E. 1/4 S.W. 1/4 SEC. 20 T.2S. R.2E. W.M.
CLACKAMAS COUNTY

D. L.C.
FENDAL C. CASON NO. 50
1" = 100'

Cancelled Plats
4000
2200
2000

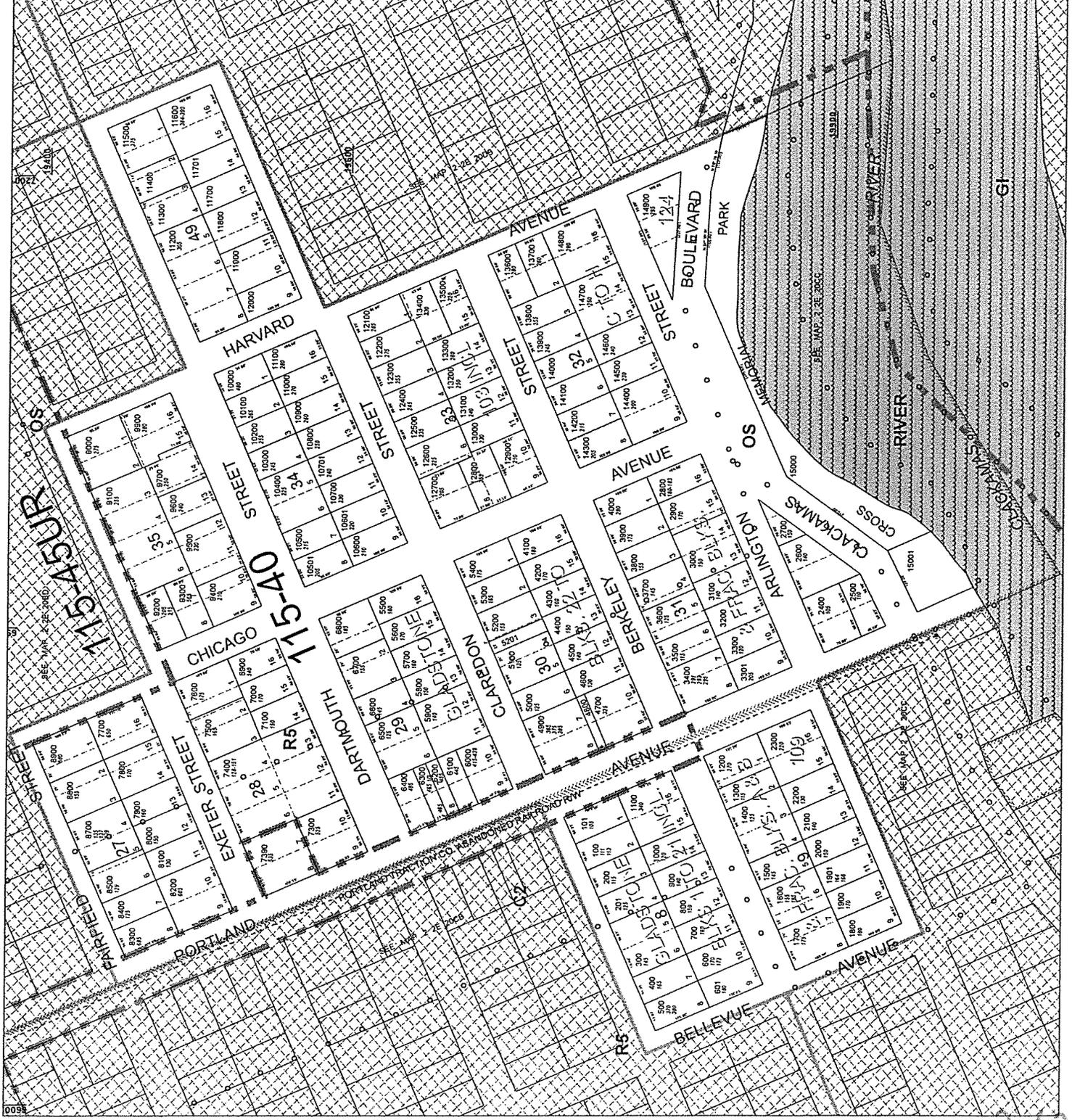
- Parcel Boundary
- Private Road ROW
- Historical Boundary
- Railroad Centerline
- Tax Code Lines
- Map Index
- Utilities
- Land Use Zoning
- Plats
- Water
- Corner
- Section Corner
- 1/16th Line
- Govt Lot Line
- DLC Line
- Meander Line
- PLSS Section Line
- Historic Corridor 40'
- Historic Corridor 20'



THIS MAP IS FOR ASSESSMENT
PURPOSES ONLY

2 2 E 20CA
GLADSTONE

7/2/2014



Handwritten signature or initials.



Geographic Information Systems
 168 Warner-Milne Rd
 Oregon City, OR 97045

Property Report

LOCKERS LLC
 1270 HIGH ST
 GLADSTONE, OR 97027

Site Address: 220 PORTLAND AVE

Taxlot Number: 22E20CA02300

Land Value: 102641

Building Value: 3940

Total Value: 106581

Acreage:

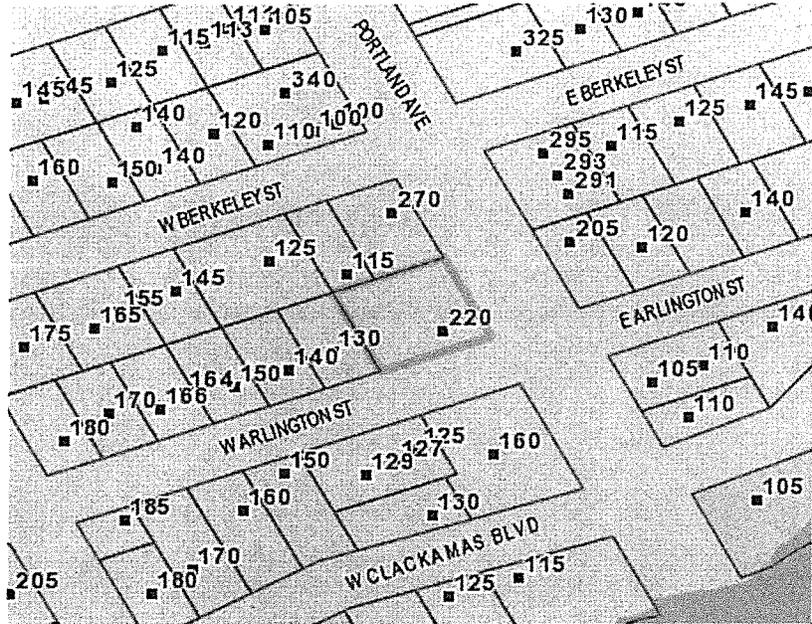
Year Built:

Sale Date: 09/23/2014

Sale Amount: 0

Sale Type: S

Location Map:



Land Class:

201

Building Class:

Neighborhood:

Area 04 commercial

Taxcode Districts: 115040

Site Characteristics:

UGB: METRO

Flood Zone: Not Available

Zoning Designation(s):

Zone	Overlays:	Acreage:
C2	N/A	0.23

Fire	Gladstone
Park	N/A
School	Gladstone
Sewer	TRI-CITIES
Water	N/A
Cable	City
CPO	City
Garb/Recyc	Gladstone Disposal
City/County	Gladstone

This map and all other information have been compiled for preliminary and/or general purposes only. This information is not intended to be complete for purposes of determining land use restrictions, zoning, title, parcel size, or suitability of any property for a specific use. Users are cautioned to field verify all information before making decisions.

213

Application for
Site Plan and Design Review

**MARSH
LOCKER'S BUILDING
MIXED USE BUILDING**

220 Portland Ave
Gladstone, Oregon 97027

May 27, 2015

Planning Department
City of Gladstone
525 Portland Ave
Gladstone, OR 97027

ISELIN ARCHITECTS, P.C.

1307 Seventh Street Oregon City, OR 97045 p: 503-656-1942 f: 503-656-0658

2-14

Project: New three story mixed use building on vacant infill lot located at 220
Portland Ave, Gladstone, OR

Application For: Site Plan and Design Review

Property Owner: Lockers LLC
Dennis and Gwen Marsh
1270 High St
Gladstone, OR 97027
503-780-2135 phone
dennis-gwen@q.com

Architect: Iselin Architects, P.C.
1307 Seventh Street
Oregon City, OR 97045
Todd Iselin, Project Architect
503-656-1942 phone 503-656-0658 fax
todd@iselinarch.com

Civil Engineer: Theta Engineering
PO Box 1345
Lake Oswego, OR 97035
Bruce Goldson, Principal
503-481-8822
thetaeng@comcast.net

Landscape Architect: Darrell Mulch
1907 NE 66th #68
Portland, OR 97213
503-222-7416
mulch.darrell@gmail.com

TABLE OF CONTENTS

A. Site Plan and Design Review Narrative

1. Project Summary
2. Project Information
3. 17.29 Mixed-Use Corridor District
4. 17.40 *Historic Overlay*
5. 17.41 *Tree Protection Standards*
6. 17.52 Off-Street Parking and Loading
7. 17.62.050 Site Plan and Design Review Standards
8. 17.62.055 Institutional and Commercial Building Standards.
9. 17.62.065 Outdoor Lighting
10. 17.62.080 Special Development Standards Along Transit Streets
11. 17.62.085 Refuse & Recycling Standards for Commercial, Industrial &
Multi-Family Developments
12. 12.04 *Streets, Sidewalks and Public Places*
13. 12.08 *Street trees*
14. 13.12 *Stormwater*

B. Appendix

1. Drawings
 - A1.1 Site Plan
 - D1 Main and Second Level Floor Plans
 - D2 Third Floor Plan and Building Elevations
 - C1 Civil Street Plan
 - C2 Preliminary Utility Plan
 - C3 Preliminary Grading Plan
 - L1 Landscape Plan- Terrace Lay-out
 - L2 Landscape Plan- Terrace Planting
 - L3 Landscape Terrace Details
 - L4 Landscape Plan- Ground Level Planting
2. Preliminary Stormwater Calculations

PROJECT SUMMARY

The project consists of a new mixed use infill building to replace a building that burned down over 10 years ago. The project will consist of 3,436 sq. ft. of retail space and 3 private garages on the main level facing Portland Ave. The second level will have two luxury apartments and a rooftop terrace/ garden above the garages. The third level will have a penthouse apartment to be occupied by the Building Owners.

The building exterior will be brick with cast stone accents at the main level and traditionally detailed cement board siding at the upper levels to emulate historic wood siding. The roof will be pitched with gable and shed accents and clad with a durable concrete tile with a slate appearance.

Windows at the main level will be pre-finished aluminum storefront and upper level windows will be fiberglass/ wood composite units. Balconies with ornamental iron guardrails will project from the second and third floors.

PROJECT INFORMATION

Site Address: 220 Portland Ave, Gladstone, Oregon
22E20CA, Tax Lot 2300

Site Area: .23 Acres

Zone: C-2

Proposed Building Area:

Main Level:	3,436 sq. ft.	(Retail- M occupancy)
	335 sq. ft.	
	1,286 sq. ft.	(Private Garages- U occupancy)
Second Level:	4,159 sq. ft.	(Apartments- R-2 occupancy)
Third Level:	4,308 sq. ft.	(Apartment- R-2 occupancy)
Total Building Area:	13,524 sq. ft.	

Compliance with Gladstone City Code by Section

Division II. Zoning Districts

17.18.010 C-2 Zone Purpose.

The purpose of a C-2 district is to implement the comprehensive plan and to provide for the establishment of a community shopping center serving most of the occasional retail and specialty shopping needs of area residents and thus service a much larger area and a much larger population than is served by the C-1, local commercial district.

The proposed development will provide space for specialty retail or restaurant use in an attempt to stimulate more redevelopment and commercial use of the historic downtown area along Portland Ave.

17.18.020 Uses allowed outright.

In a C-2 zoning district, the following uses and their accessory uses are allowed outright:

- (1) Retail trade establishment, except when listed as a conditional use.
- (2) Business, governmental or professional office.

- (3) Medical clinic.
- (4) Financial institution.
- (5) Personal and business service establishments such as a barber shop, tailoring shop, printing shop, laundry or dry cleaning, sales agency, or photography studio, except as listed as a conditional use.
- (6) Eating or drinking establishment.
- (7) Hotel or motel.
- (8) Small appliance repair including radio, television and electronics repair.
- (9) Community service facility such as a fire station, library, community center, park, utility facility or meeting hall.
- (10) Mixed use development.

The proposed mixed use development is a use allowed outright without any Conditional Use required.

17.18.030 Residential accessory uses.

Accessory uses allowed in a residential zoning district shall be allowed in connection with single-family, two-family and multi-family dwellings in this zoning district. Such accessory use shall comply with the standards applicable to accessory uses allowed in the R-5 zoning district.

The accessory uses allowed for private garages and outbuildings (proposed greenhouse) will be in compliance with the standards for accessory uses allowed in the R-5 zone as proposed.

17.18.040 Conditional uses allowed.

In a C-2 zoning district, the following uses and their accessory uses are allowed subject to GMC Chapter 17.70 (conditional uses):

- (1) Automobile service station.
- (2) Dwelling subject to GMC Subsections 17.12.050 (1) through (5) except that the minimum lot area for a two-family dwelling shall be five thousand square feet.
- (3) Funeral home.
- (4) Small scale amusement or recreational facility such as a billiard or pool hall.
- (5) School and associated buildings, structures and facilities.
- (6) A use listed as a permitted outright use but not meeting the limitations of GMC Section 17.18.050 (limitations on use).
- (7) Planned unit development (PUD).
- (8) Foster homes.

- (9) Day care center.
- (10) Recreation vehicle park, subject to GMC Section 17.62.100 (recreation vehicle park).
- (11) Business activities conducted in conjunction with a use allowed outright under GMC Section 17.18.020 (uses allowed outright), not conducted wholly within an enclosed building and not specifically provided for under GMC Subsections 17.18.050(1) through (3).
- (12) Uses operating between 12:00 a.m. and 5:00 a.m.

Chapter does not apply. No Conditional Use is being sought as part of this proposal.

17.18.050 Limitations on use.

All business activities, including service, repair, processing, storage and merchandise display shall be conducted wholly within an enclosed building except for the following:

- (1) Drive-through windows accessory to a use allowed outright;
- (2) Outdoor play areas accessory to a community service facility;
- (3) Display of merchandise along the outside of the walls of a building provided such display does not extend more than three feet (3') from the walls and does not obstruct required pedestrian or bicycle access, emergency access or off-street parking areas; and
- (4) Activities approved in conjunction with a conditional use allowed under GMC Section 17.18.040 (conditional uses allowed).
- (5) The following limitations apply to developments along Portland Avenue:
 - (a) All development shall provide ground floor windows along Portland Avenue. Required window areas must be either windows that allow views into working areas or lobbies, pedestrian entrances or display windows. Required windows may have a sill no more than 4 feet above grade. Where interior floor levels prohibit such placement, the sill may be raised to allow it to be no more than 2 feet above the finished floor level, up to a maximum sill height of 6 feet above grade.
 - (b) All buildings shall have their primary entrances face Portland Avenue. Primary entrance is defined as the principal entry through which people enter the building. A building may have more than one primary entry, as defined in the Uniform Building Code.
- (6) The use of Portable Storage Containers as defined in Chapter 5.22.

All business activities are anticipated to be entirely contained within the proposed structure with no drive thru use or conditional use is sought. This building will front Portland Avenue and have approximately 73% of this 98' frontage with glazing at grade level or less than 30" above the sidewalk level. Primary entrances for all retail spaces will front Portland Ave. The lobby for the upper level residential units will be accessed from the parking lot. No portable storage containers will be utilized other than needed for secure storage during construction.

2-20

17.18.060 Dimensional standards.

Except as provided in GMC Chapter 17.38 (planned unit development), Chapter 17.72 (variances), and Chapter 17.76 (exceptions), the following dimensional standards shall apply in a C-2 zoning district:

(1) Setbacks. There shall be no minimum setback requirements, except a maximum setback of five feet (5') shall be maintained along Portland Avenue frontages.

The new building is proposed to be setback 1' from Portland Ave, Arlington St and the adjacent property to the northwest.

(2) Off-Street Parking. The boundary of any area developed or intended for off-street parking shall be located a minimum of five feet (5') from all property lines. An exception to the minimum setback standard for off-street parking shall be made for existing parking when the use complies with GMC Section 17.18.070 (off-street parking standards).

Off street parking will be located 5' from Arlington St and 10' from the adjacent residential property to the southwest to provide a landscape buffer, required landscaping and on-site stormwater mitigation.

(3) Building Height. The maximum building height shall be thirty-five feet (35'). This restriction may be varied as follows:

(a) Maximum building height may be increased by one (1) story if the building is provided with an approved automatic sprinkler system throughout as provided in Section 506 of the Oregon Structural Specialty Code or its successor;

(b) Vertical projections such as chimneys, spires, domes, elevator shaft housings, towers, aerials, flagpoles and similar objects not used for human occupancy are exempt from the maximum building height standard;

(c) Maximum building height may be increased if the city fire department reports that it possesses sufficient fire-fighting capability to provide emergency response to a structure of the height proposed.

A building height of 53' is proposed to accommodate a pitched roof and three stories. The building will be fully sprinklered. The fire marshal has given preliminary approval for this increase in building height given the location and fire department access and apparatus at their disposal.

(4) Equipment Setbacks. There shall be no minimum setback requirements for central air conditioners, heat pumps and similar equipment except when a lot line abuts a residential zoning district, in which case the minimum setback requirement from the lot line abutting the residential zoning district shall be ten feet (10').

All mechanical equipment will be located at least 10' from the residential property located to the northwest of this property.

(5) Density. Residential density shall not exceed that allowed in the R-5 zoning district.

A density of 1 dwelling unit/ 2,500 s.f. lot area is allowed in the R-5 zoning district. This property of 10,019 sq. ft. allows a maximum of 4 dwelling units. Three individual dwelling units are proposed.

(6) Hotels and Motels:

(a) The minimum lot area shall be five hundred (500) square feet per dwelling unit;

(b) The minimum frontage shall be one hundred feet (100').

2-21

Criterion do not apply. No hotel or motel is proposed.

(7) Fences and Walls. The following standards shall apply to fences and walls of all types whether open, solid, wood, metal, masonry or other material.

(a) When located between the front lot line and the front building line, fences and walls shall not exceed three feet (3') in height.

(b) Fences and walls not subject to Subsection (7)(a) of this Section shall not exceed six feet (6') in height.

(c) An exception may be granted to the maximum fence or wall height standards pursuant to review of an application for conditional use; alteration, expansion or change of use of a nonconforming use; or design review and when an exception is found necessary to provide adequate screening for the use.

(d) Fences and walls shall comply with GMC Chapter 17.54 (clear vision).

A 6' high wood fence is proposed from the garage to the northwest property corner and along the westerly property line to a point 20' from Arlington St to screen the existing residence. A wood fence is proposed since this residence is zoned C-2 and likely to be redeveloped in the future.

17.18.070 Off-street parking standards.

(1) Where one commercial use allowed outright is substituted for another in an existing building and the building is not expanded by more than ten percent (10%) of the floor area used for commercial purposes on January 1, 1980, no more off-street parking shall be required than was possessed by the previous commercial use. Where successive expansions of a building are proposed, the total area of all expansions shall not exceed the ten-percent (10%) standard.

The proposed building is not an expansion of an existing building. Proposed parking will meet current standards for new development.

(2) When an existing residence in the C-2 zoning district along Portland Avenue is converted to commercial or mixed use development, additional off-street parking shall not be required, subject to the following standards:

(a) The new commercial use shall not exceed a "B" occupancy rating as described in the Oregon Structural Specialty Code or its successor and shall be identified in GMC Section 17.18.020 (2), (5) or (8);

(b) Signs shall be on-building and indirectly illuminated;

(c) The use shall generate low traffic volumes and require minimal off-street parking; and

(d) Structures and landscaping shall retain a residential appearance.

Criterion is not applicable. Project does not involve any existing residential use.

17.18.080 Exceptions in case of large scale development.

The standards and requirements of the regulations of this section may be modified by the Planning Commission in the case of a plan and program for a planned unit development, or a large scale shopping center, providing the modifications are not detrimental to the public health, safety and welfare and providing

202

the Planning Commission determines there is provision for adequate public spaces and improvements for the circulation, recreation, light, air and service needs of the developed tract and its relation to adjacent areas and for such covenants or other legal provisions as will assure conformity to and achievement of the plan.

This code section does not apply. No planned unit development or large scale shopping center is proposed.

Division III. Land Divisions and Property Line Adjustments

This Division does not apply. No land division or property line adjustment is proposed.

Division IV. Development Standards

17.42 General Provisions

17.42.010 Purpose.

This chapter sets forth the general standards for development of property and associated facilities within the city. The purpose of these chapters is to:

- (1) Carry out the comprehensive plan with respect to development standards and policies.
- (2) Promote and maintain healthy environments, protect against noise, air and visual pollution, and minimize development impacts upon surrounding properties and neighborhoods.
- (3) Allow for incentives and flexibility within development requirements.

This proposed infill development is designed to comply with the City of Gladstone Comprehensive Plan and development standards.

17.42.030 Improvements.

Improvements installed by a developer, either as a requirement or at his or her option, shall conform to the standards of this title, GMC Chapter 12.02 (street excavation requirements) and to any supplemental design and construction specifications adopted by the city for such improvements. Improvements shall be installed in accordance with the following procedure:

- (1) Improvement work shall not begin until plans have been checked for adequacy and approved by the city.
 - (a) To the extent necessary for evaluation of the proposal, the plans may be required before land use approval is issued.
 - (b) Plans shall be prepared in accordance with the requirements of the city.

All improvements within the Public Right of Way necessary for this project will be constructed per City standards in accordance with plans prepared a registered civil engineer and approved by the City of Gladstone.

- (2) Improvement work shall not begin until the city has been notified, and if work has been discontinued for any reason, it shall not be resumed until the city has been notified.

All public improvements will be coordinated and scheduled with the City.

273

(3) Improvements shall be constructed under the inspection and to the satisfaction of the city.

(a) The city may require changes in typical sections and details in the public interest if unusual conditions arise during construction to warrant the change.

All improvements related to this project will be inspected and accepted by the City prior to project completion, including any modifications required by the City if unusual conditions arise during construction.

17.44 Building Siting and Design

17.44.010 Applicability.

Building siting and design standards shall apply to all development that is subject to design review.

This development is subject to design review and the requirements of this section.

17.44.020 General standards.

Building siting and design standards are as follows:

(1) Siting. Where there are no conflicts with other design standards or requirements in this Title, site buildings to maximize solar access where practical, using such techniques as:

(a) Maximizing east-west street length so that principal building façades will face south;

(b) Orienting buildings within twenty degrees of true south as well as maximizing their south-facing dimension;

(c) Placing higher buildings on the north portion of the site, while protecting solar access for adjacent sites;

(d) Placing major yard spaces on south side of buildings.

The proposed building is sited to front Portland Ave which is approximately 64 degrees from true south. This streetscape orientation makes maximizing the east west length impractical. The garage with the rooftop terrace and greenhouse is oriented approximately 16 degrees from true south and designed to optimize solar access.

(2) Energy Efficient Design. Where there are no conflicts with other design standards or requirements in this Title, design buildings that are conducive to energy efficiency and conservation, using techniques including, but not limited to, those listed below which are most appropriate to the development:

(a) Concentrate window areas on the south side (within twenty degrees of true south) of buildings where there is good southern exposure, and provide overhangs, balconies, or other shading devices to prevent excessive summer heat gains;

(b) Use architectural features, shapes or buildings, fences, natural landforms, berms and vegetation to catch and direct summer breezes for natural cooling and minimize effects of winter winds;

(c) Provide skylights or clerestory windows to provide natural lighting and/or solar heating of interior spaces.

This new building will be designed to be more energy efficient than the requirements of the Oregon Energy Efficiency Code. The pitched roof with generous overhangs will provide shading and glazing will have a solar heat gain coefficient in excess of the Code minimum requirement to reduce cooling loads. Windows are generously sized to provide natural lighting. No natural features or existing buildings adjacent to the property can be utilized for any passive advantage.

(3) Compatibility. Arrange structures and use areas to be compatible with adjacent developments and surrounding land uses, considering the following design and siting techniques:

(a) Locate and design structures to protect scenic views or vistas from adjacent properties and public thoroughfares. Setbacks, building height and bulk should be considered;

(b) Design structures to provide visual order and avoid monotony in layout and design;

(c) Orient major service activity areas (e.g., loading and delivery areas) of the proposed project away from existing residences;

(d) Provide opaque enclosures and gates for all refuse storage areas;

(e) Screen mechanical equipment, except solar collection apparatus, from view or place such equipment in locations where it will not be viewed by the public. Screening shall be accomplished by the use of a sight-obscuring fence or hedge, a landscaped earth berm, building placement or other design techniques;

(f) Buffering and/or screening shall be used to mitigate adverse visual impacts, dust, noise and pollution, and to provide for compatibility between dissimilar adjoining uses. Special consideration will be given to the buffering, screening and siting of commercial and industrial uses to ensure that noise and odors are not detectable to normal sensory perception on adjacent residential properties. All development shall comply with GMC Chapter 8.12 (noise control).

The proposed building has been designed to enhance the pedestrian experience of Portland Ave by providing a rhythm of glazing and recessed entries at the street level and by breaking up the upper levels of this relatively long façade with ordered, human scale projections and recesses accentuated by cantilevered balconies. Service activities are all planned for the parking lot (rear) of the building away from the major Portland Ave and Arlington St facades. All mechanical equipment will be obscured from view from any right of way or adjacent properties.

(4) Building Materials. Buildings shall be constructed using high-image exterior materials and finishes such as masonry, architecturally treated tilt-up concrete, glass, wood or stucco. Buildings shall not be constructed with metal siding material, except as approved by the design review committee for specific high-image materials, except for:

(a) Canopies, awnings, screening for roof-mounted fixtures, or other architectural features:

(b) Utility equipment cabinets:

(c) Structures no greater than two hundred (200) square feet in floor area and ten (10) feet in height: and,

(d) Buildings, the portions of buildings, that are not visible from a road or adjacent property.

Building materials proposed to be used are masonry at the main level. Fiber cement siding at the upper levels, Aluminum storefront windows at the main level and fiberglass/ wood units at the upper levels. The pitched roof will be concrete tile with a slate appearance and balcony railings will be decorative iron. No prohibited materials are proposed.

(5) Lighting. Adequate exterior lighting shall be provided to protect public safety and shall be deflected so as not to shine on a lot in a residential district.

Lighting for the sidewalk and parking areas will be provided by wall mounted fixtures designed to provide adequate illumination for walking/ driving areas and security. Fixtures have been selected and placed to illuminate the major building facades while not creating light trespass above the top of the building or beyond the property.

(6) On-site Lighting. All on-site lighting shall be designed, located, shielded, or deflected so as not to shine into off-site structures or impair the vision of the driver of any vehicle. When required, engineered site lighting plans shall be developed consistent with Illuminating Engineering Standards (IES) including, but not limited to, average maintained illumination and maximum to minimum ratios. A master plan for on-site lighting shall include the design, height, and location of all proposed exterior lights, including:

- (a) Parking and loading area lighting;
- (b) Pedestrian walkway lighting;
- (c) Internal access road lighting;
- (d) Lighting of public entrances into buildings;
- (e) Flood lights illuminating buildings or significant natural features.

Refer to Site Lighting Plan and photometrics for fixtures and illumination levels. Lighting has been designed to create levels necessary for security and be even enough to minimize glare.

(7) Equipment and Facilities. All utility lines shall be placed underground. All roof-mounted fixtures and utility cabinets or similar equipment which must be installed above ground shall be visually screened from public view.

All new power, cable and phone lines serving the building will be underground. Existing overhead utilities serving other properties will remain, since they are impractical to relocate. All exterior HVAC equipment will be screened from view.

(8) Trash Disposal and Recycling Collection. In addition to the preceding standards, new construction requiring full site plan review shall incorporate functional and adequate space for on-site storage and efficient collection of mixed solid waste and source separated recyclables prior to pick-up and removal by haulers.

(a) Minimum storage area for trash and recyclables shall be established by one of the following methods: minimum standards method or franchise hauler review method.

(A) Franchise Hauler Review Method. The applicant shall submit plans for storage and collection of solid waste and recyclables that are acceptable to the city's franchise solid waste hauler; acceptance may be indicated on the site plan and/or by separate attachment; or

(B) Minimum Standards Method. The applicant shall submit plans for storage of solid waste and recyclables in accordance with the following:

(i) Multi-family complexes containing ten (10) or fewer dwelling units shall provide a minimum fifty (50) square feet; developments containing more than ten (10) residential units shall provide an additional five (5) square feet per dwelling unit above ten (10).

226

- (ii) Nonresidential developments shall provide a minimum storage area of ten (10) square feet plus:
 - (aa) office - 4 square feet /1,000 square feet gross floor area (GFA)
 - (bb) retail - 10 square feet /1,000 square feet GFA
 - (cc) wholesale/warehouse/manufacturing - 6 square feet /1,000 square feet GFA
 - (dd) educational & institutional - 4 square feet / 1,000 square feet GFA
 - (ee) Other - 4 square feet /1,000 square feet GFA

(C) The storage area requirement is based on the predominate use of the building, as described above in subparagraph (a)(B)(ii) of this subsection. If a building has more than one use and that use occupies twenty percent (20%) or less of the floor area of the building, the floor area occupied by that use shall be counted toward the floor area of the predominate use. If a building has more than one of the uses listed in subparagraph (a)(B)(ii) of this subsection, and that use occupies more than twenty percent (20%) of the floor area of the building, then the storage area requirement for the whole building shall be the sum of the requirement for the area of each use.

(D) The specific requirements shall meet the Uniform Fire Code and are based on an assumed storage height of four feet (4') for solid waste/recyclables. Vertical storage higher than four feet (4') but not higher than seven feet (7') may be used to accommodate the same volume of storage in a reduced floor space.

A 6' high masonry garbage enclosure with durable steel framed gate is proposed to contain the garbage/ recycling receptacles for the building. It will be 120 sq. ft. This is in excess of the 90 sq. ft required for fewer than 10 multi-family units (50 sq. ft.) plus that required for 4,000 s.f. of retail (40 sq. ft.).

17.46 Landscaping

17.46.010 Applicability.

Landscaping standards shall apply to all development that is subject to design review.

This project is subject to design review and will comply with all landscape standards.

17.46.020 Standards.

Landscaping requirements shall be as follows:

(1) Minimum Requirement. A minimum of fifteen percent (15%) of the lot area shall be landscaped, except when a greater percentage is required elsewhere in this title.

1500 sq. ft. of this 10,000 sq. ft. parcel are required to be landscaped. A total landscape area of 1,684 sq. ft. is provided through 940 sq. ft. at grade level and an additional 744 sq. ft. above the garage at the second level.

(2) Parking and Loading Areas. The following landscape requirements shall apply to off-street parking and loading areas:

(a) An off-street parking and loading area providing ten (10) or more parking spaces shall be improved with defined landscaped areas totaling no less than ten square feet per parking space;

This criterion does not apply. Fewer than ten parking spaces are proposed. Four surface parking spaces and three within the garage are being proposed.

(b) A parking or loading area shall be separated from any lot line adjacent to a street by a landscaped strip at least ten feet (10') in width, and any other lot line by a landscaped strip at least five feet (5') in width; *The off-street parking area will be separated from the adjacent property by a 10' wide landscaped strip. A five foot wide landscape strip is proposed adjacent to Arlington St with additional width provided by the planting strip. This is proposed due to the constrained site and to provide additional maneuvering space for access to the private garages and for garbage/ recycling service.*

(c) A landscaped strip separating a parking or loading area from a street shall contain:

(A) Street trees spaced as appropriate to the species, not to exceed twenty-five feet (25') apart, on the average,

(B) Low shrubs not to reach a height greater than three feet (3') spaced no more than five feet (5') apart, on the average, and

(C) Vegetative ground cover.

(d) If a fence or wall is required or proposed, it shall be located behind required landscaped strips where such strips are adjacent to a street.

The landscape strip between the street will contain two street trees, low shrubs and vegetative ground cover. Refer to landscape plan. No fence or wall is proposed at landscape strip adjacent to streets.

(3) Irrigation. Provision shall be made for watering planting areas where such care is required. *All landscape areas will be provided with automatic irrigation systems.*

(4) Maintenance Required. Landscaping shall be continuously maintained. *All landscape areas will be continuously maintained.*

(5) Plant Species. The general characteristics of tree species shall be considered when planting under overhead utility lines or near sidewalks or curbs to assure that damage will not result when maturity is reached. *Proposed street trees have been selected to have a mature height of less than 20' to avoid conflict with existing overhead utility lines, allow unobstructed fire access and not create damage to sidewalks and streets.*

(6) Grading. The natural form of the site shall be preserved insofar as practicable unless berming or contouring of land is required.

The natural grade for the site is flat. Grading will be limited to filling in the existing basement on the site and that as required to provide drainage.

(7) Public Rights-of-Way. Land within the public road right-of-way, not developed as sidewalks or driveways, shall be landscaped and maintained by the abutting property owners. Landscaping will be of the variety that would not create a road hazard or impair sight distance.

Planter strips will be integrated with stormwater design for this project. The property owner will maintain all areas between the street and the property line on both Portland Ave and Arlington St frontages.

(8) Street Trees. Street tree planting may be required of any development and, if planted, shall be according to city requirements and of a species compatible with the width of the planting strip, and nearby street tree species.

Three street trees will be planted along Portland Ave and two along Arlington. Refer to Landscape Plan.

(9) Exceptions. The following exceptions apply to properties with frontage on McLoughlin Blvd.:

(a) The use of sod along McLoughlin Blvd. shall be encouraged in landscape plans for development of McLoughlin Blvd.;

(b) The use of sod along McLoughlin Blvd. may be allowed in lieu of required street trees;

(c) The ten-foot (10') wide landscape strip along McLoughlin Blvd. may be allowed in the right-of-way if applicant agrees to relocate the ten-foot (10') strip whenever the right-of-way is improved. This strip may be included in total landscape area calculations.

Criteria do not apply. Property is not located on McLoughlin Blvd.

(10) Nonconforming Uses and Nonconforming Development. Additions or alterations to nonconforming uses and nonconforming development on a commercial or industrial site which does not comply with the landscaping requirements of this title must provide landscaping in a scale with the modification, as follows:

(a) Major remodeling, or structural additions of less than 1,000 square feet, require at least an additional three percent (3%) landscaping, up to the minimum landscaping requirements for new development in the district.

(b) Structural additions of 1,000 to 1,999 square feet are required to landscape at least an additional five percent (5%) of the developed site area, up to the minimum landscaping requirements for new development in the district.

(c) Structural additions of 2,000 to 4,999 square feet are required to landscape at least an additional ten percent (10%) of the developed site area, up to the minimum landscaping requirements for new development in the district.

(d) Structural additions of 5,000 square feet or more are required to meet the current minimum landscape requirements for new development.

(e) Where successive structural additions occur the landscape requirement shall accumulate until total conformance is reached.

Criteria do not apply. Project does not include any non-conforming use.

17.48 Off-Street Parking and Loading

7.48.010 Applicability.

Off-street parking and loading standards shall apply to all development permits.

Off-street parking and loading standards will be met with this development..

17.48.020 Single-family and two-family residential standards.

At the time of construction or substantial exterior improvement of a single-family dwelling, a minimum of one (1) off-street parking space shall be provided. At the time of construction or substantial exterior improvement of a two-family dwelling, a minimum of one and one-half (1 1/2) off-street parking spaces per dwelling unit shall be provided. The off-street parking space or spaces shall be located on the same lot as the dwelling.

Code Section does not apply. Development is not a one or two family dwelling.

17.48.030 Standards for developments subject to design review.

At the time of construction, enlargement, or change of use of any structure or development subject to GMC Chapter 17.80 (design review), except as provided in the C-2 district, off-street parking spaces shall be provided as follows unless greater requirements are otherwise established under this title:

(1) Calculation of parking requirements.

(a) Square Footage as Basis for Requirement. Where square feet of the structure or use is specified as the basis for the parking requirement, the calculation shall be based on the gross leasable area (GLA).

(b) Number of Employees as Basis of Requirement. When the number of employees is specified as the basis for the parking space requirement, the calculation shall be based on the number of employees working on the premises during the largest shift at peak season.

(c) If more than one use occupies a single structure or lot, the total minimum and maximum parking requirements for the structure or lot shall be the sum of the requirements for each use computed separately.

(d) When calculation of a minimum or maximum parking requirement results in a fractional space requirement, such fraction shall be rounded down to the nearest whole number.

(e) Owners of two or more uses, structures or lots may agree to utilize jointly the same parking and loading spaces when the peak hours of operation do not substantially overlap. Satisfactory legal evidence shall be presented to establish the joint use. Shared parking spaces shall be included in the calculation of the minimum parking requirement for each of the joint users. For the purpose of calculating the maximum permitted parking for each of the joint users, shared spaces shall be apportioned between the joint users.

(f) On-street parking may count towards fulfilling up to one-quarter of the off-street parking requirements where on-street parking is allowed and the applicant can demonstrate that on-street parking is available.

(g) Parking spaces fulfilling the minimum off-street parking space requirement shall not be used for display or storage and shall not be rented, leased or assigned to any other person or organization, except as authorized under Subsection 17.48.030(l)(e).

Parking for this development has been calculated based on the square footage requirement for the retail component and the number of units for the multi-family portion of the project. No shared parking has been assumed. On-street parking along Portland Ave has been included to meet the minimum requirement.

(2) Minimum and maximum permitted parking.

(a) The number of surface parking spaces provided at no charge for a particular use shall not be less than the minimum nor exceed the maximum parking ratios identified for that use in Table 1. Minimum parking ratios for those uses not identified in Table 1 (below) shall be determined by the Planning commission during design review.

(b) For purposes of the maximum parking ratios identified in Table 1 (below), Zone A shall include those areas where 20-minute peak hour transit service is provided within a one-quarter (1/4) mile walking distance for bus transit stops or stations or one-half (1/2) mile walking distance for high capacity transit stops or stations. Zone B shall include all other areas.

(c) The following types of parking spaces are exempt from the maximum parking ratios:

- (A) Parking spaces in parking structures;
- (B) Fleet parking spaces;
- (C) Parking spaces used to store vehicles that are for sale, lease or rent;
- (D) Employee carpool parking spaces that are clearly delineated with signs;
- (E) Dedicated valet parking spaces.

(d) Upon expansion of a nonconforming development or nonconforming use that does not comply with minimum or maximum parking ratios,

The project site is well served by transit. Zone A table has been utilized to calculate minimum and maximum values.

additional parking spaces shall be provided as follows:

(A) If the existing number of parking spaces is less than the minimum parking ratio in Table 1 (below), the number of additional parking spaces required shall be based only on the floor area or capacity added and not on the area or capacity existing prior to the expansion.

(B) If the existing number of parking spaces exceeds the maximum parking ratio in Table 1 (below), additional parking spaces may only be provided if compliance with the maximum parking ratio will be met for the entire development or use following the expansion.

(e) Exceptions to the minimum and maximum parking ratios may be granted pursuant to GMC Section 17.80.090 (minor exception). Exceptions exceeding twenty-five percent (25%) of the requirement shall be subject to GMC Chapter 17.72 (variances).

A reduction of 4 parking spaces from the required minimum parking of 15 spaces is being sought for this project from the Planning Commission. If the project was a single family residence or existing commercial development with a 10% increase in area along Portland Ave, no off-street parking would be required for the development. This infill property is on a major transit street intersection and Portland Ave has adequate on-street parking to support the anticipated retail use. It is anticipated that the upper level residences will share the parking spaces provided on site having off peak hours from the projected retail development.

17.48.030 Table 1

MINIMUM AND MAXIMUM OFF-STREET PARKING REQUIREMENTS

USE	MINIMUM REQUIRED	ZONE A MAX. ALLOWED	ZONE B MAX. ALLOWED
(1) RESIDENTIAL USES			
(a)	Single-Family Dwelling	1 space	Not Applicable
(b)	Two-Family or Multi-Family Dwelling	1.5 spaces per dwelling unit	Not Applicable
(c)	Rooming-house or Boarding-house	Spaces equal to eighty percent (80%) of the number of guest accommodations plus one additional space for the owner or manager	Not Applicable
(d)	Senior Housing Center	.5 spaces per residential suite	Not Applicable
(2) COMMERCIAL RESIDENTIAL USES			
(a)	Hotel or Motel	1 space per guest room or suite plus 1 additional space for the owner or manager and 1 space per 2 employees	Not Applicable
(3) INSTITUTIONAL USES			
(a)	Welfare or Correctional Institution, Nursing Home or Homes for the Aged	1 space per 10 beds for patients or inmates plus 1 space per 2 employees	Not Applicable
(b)	Convalescent Hospital	1 space per 4 beds	Not Applicable
(c)	Hospital	1.5 spaces per bed	Not Applicable
(4) PLACES OF PUBLIC ASSEMBLY			
(a)	Church	1 space per 6 seats or 8 feet of bench length in the main auditorium or 75 square feet of floor area of a main auditorium not containing fixed seats	.6 space per seat or 1.33 feet of bench length in the main auditorium or 12.5 square feet of floor area of a main auditorium not containing fixed seats
(b)	Library, Reading Room	1 space per 400 square feet plus 1 space per 2 employees	Not Applicable
(c)	Preschool, Nursery, Kindergarten, Day Care Center	2 spaces per full-time staff person	Not Applicable

17.48.030 Table 1

MINIMUM AND MAXIMUM OFF-STREET PARKING REQUIREMENTS

USE		MINIMUM REQUIRED	ZONE A MAX. ALLOWED	ZONE B MAX. ALLOWED
(d)	Primary or Middle School	1 space per classroom plus 1 space per administrative employee plus 1 space per 4 seats or 8 feet of bench length in the main auditorium or 75 square feet of floor area of a main auditorium not containing fixed seats	Not Applicable	Not Applicable
(e)	High School, College or Commercial School for Adults	1 space per classroom plus 1 space per administrative employee plus 1 space for each 6 students or 1 space per 4 seats or 8 feet of bench length in the main auditorium, whichever is greater	1.5 spaces per classroom plus 1.5 spaces per administrative employee plus 1.5 spaces for each 6 students or 1.5 spaces per 4 seats or 8 feet of bench length in the main auditorium, whichever is greater	1.5 spaces per classroom plus 1.5 spaces per administrative employee plus 1.5 spaces for each 6 students or 1.5 spaces per 4 seats or 8 feet of bench length in the main auditorium, whichever is greater
(f)	Non-School Auditorium, Meeting Room, Community or Senior Center	1 space per 6 seats or 8 feet of bench length in an assembly room or 75 square feet of floor area of an assembly room not containing fixed seats, plus 1 space for each administrative employee, plus 1 space for each classroom for lounge, plus requirements for other uses included in the building	Not Applicable	Not Applicable
(5) COMMERCIAL AMUSEMENT				
(a)	Stadium, Arena, Theater	1 space per 4 seats or 8 feet of bench length	.4 space per seat or 2 feet of bench length	.5 space per seat or 2 feet of bench length
(b)	Bowling Alley	3 spaces per alley	Not Applicable	Not Applicable
(c)	Dancehall	1 space 100 square feet plus 1 space per 2 employees	Not Applicable	Not Applicable
(d)	Skating Rink	1 space per 200 square feet plus 1 space per 2 employees	Not Applicable	Not Applicable
(e)	Sports Club/Recreation Facility	4.3 spaces per 1,000 square feet	5.4 spaces per 1,000 square feet	6.5 spaces per 1,000 square feet
(f)	Tennis/Racquetball Court	1 space per 1,000 square feet	1.3 spaces per 1,000 square feet	1.5 spaces per 1,000 square feet

17.48.030 Table 1

MINIMUM AND MAXIMUM OFF-STREET PARKING REQUIREMENTS

USE	MINIMUM REQUIRED	ZONE A MAX. ALLOWED	ZONE B MAX. ALLOWED	
(6) COMMERCIAL USE				
(a)	Retail Store	1 space per 300 square feet	1 space per 196 square feet	1 space per 161 square feet
(b)	Service or Repair Shop, Retail Store Handling Exclusively Bulky Merchandise Such as Automobiles or Furniture	1 space per 600 square feet	1 space per 294 square feet	1 space per 161 square feet
(c)	Bank	1 space per 300 square feet	1 space per 185 square feet	1 space per 154 square feet
(d)	Office	1 space per 370 square feet	1 space per 294 square feet	1 space per 244 square feet
(e)	Medical, Dental Clinic	1 space per 256 square feet	1 space per 204 square feet	1 space per 170 square feet
(f)	Eating or Drinking Establishment Except Fast Food Restaurant with Drive-Thru	1 space per 300 square feet	1 space per 52 square feet	1 space per 44 square feet
(g)	Fast Food Restaurant with Drive-Thru	1 space per 300 square feet	1 space per 81 square feet	1 space per 67 square feet
(h)	Mortuary	1 space per 6 seats or 8 feet of bench length in chapels	Not Applicable	Not Applicable
(7) INDUSTRIAL USES				
<i>(a) Manufacturing and Processing</i>				
	Less than 25,000 square feet	1 space per 600 square feet	Not Applicable	Not Applicable
	Greater than or equal to 25,000 square feet and less than 50,000 square feet	1 space per 700 square feet	Not Applicable	Not Applicable
	Greater than or equal to 50,000 square feet and less than 80,000 square feet	1 space per 800 square feet	Not Applicable	Not Applicable
	Greater than or equal to 80,000 square feet and less than 200,000 square feet	1 space per 1,000 square feet	Not Applicable	Not Applicable
	Greater than or equal to 200,000 square feet	1 space per 2,000 square feet	Not Applicable	Not Applicable
<i>(b) Warehousing and Distribution</i>				
	Less than 50,000 square feet	1 space per 2,000 square feet	Not Applicable	Not Applicable
	Greater than or equal to 50,000 square feet and less than 150,000 square feet	1 space per 5,000 square feet	Not Applicable	Not Applicable
	Greater than or equal to 150,000 square feet	1 space per 5,000 square feet	Not Applicable	Not Applicable
(c)	Rail and Trucking Terminal	1 space per employee	Not Applicable	Not Applicable

17.48.030 Table 1 MINIMUM AND MAXIMUM OFF-STREET PARKING REQUIREMENTS				
USE		MINIMUM REQUIRED	ZONE A MAX. ALLOWED	ZONE B MAX. ALLOWED
(d)	Wholesale Establishment	1 space per employee plus 1 space per 700 square feet of patron service area	Not Applicable	Not Applicable

17.48.030 FIGURE 1 OFF-STREET PARKING DESIGN STANDARDS	
Parallel Parking	45° Parking
Minimum Turning Radius	60° Parking
	90° Parking

Based on Table 1, 17.480.030, a total minimum of 15 and a total maximum of 21 parking spaces are required for the three dwelling units (1.5/ D.U.) and 3,436 sq. ft. of retail space (1/300 s.f. and 1/196 s.f.). A total of eleven spaces are proposed for this development. Three spaces are proposed in covered garages, four surface spaces at the rear parking lot and four on-street spaces along Portland Ave.

17.48.040 Design requirements for permanent off-street parking and loading.

All structures and developments subject to design review shall provide permanent off-street parking and loading as follows:

(1) Parking and Loading:

(a) Parking and loading areas shall be paved with asphalt and/or concrete meeting city standards, maintained adequately for all weather use and so drained as to avoid flow of water across public sidewalks; *All parking areas will be paved with asphalt and designed and maintained to drain properly.*

(b) Off-street parking and loading areas shall be screened from abutting properties located in a residential zoning district unless such abutting properties are developed with nonresidential uses. Required screening shall be accomplished by building placement, a landscaped earth berm or a sight-obscuring fence or hedge. Required screening shall be a minimum of six feet (6') high and shall not conflict with GMC Chapter 17.54 (clear vision).

The residential property (zoned commercial) located to the southeast will be screened by a 6' high wood fence and landscaping.

(c) Areas for standing and maneuvering vehicles, other than for the off-street parking and storage of truck tractors and/or semitrailers, shall be paved with an asphalt and/or concrete surface meeting city standards. The parking of truck tractors and/or semitrailers in off-street parking areas used exclusively for the parking and/or storage of said vehicles may be allowed utilizing a durable and dustless surface other than an asphalt and/or concrete surface. Such surface must be graded, compacted and surfaced in such a manner that it will adequately support these vehicles, including trailer standing gear, will not produce dust, will not produce tracking of mud or other materials onto adjoining streets or properties, and otherwise complies with other applicable provisions of this code.

All paving areas will be paved with asphalt. No truck tractor or semi-trailers will be utilizing parking areas.

(2) Parking:

(a) Required parking spaces shall be located not further than two hundred feet from the building or use they are required to serve, measured in a straight line from the building;

All required parking spaces are located on-site or on-street adjacent to the property.

(b) Required parking shall be provided in the same zoning district or a different zoning district of a more intensive use;

All required parking will be within the C-2 Zone.

(c) In no case shall required parking for a commercial or industrial use be provided in a residential district, except for approved conditional uses;

No parking is proposed in a residential district.

(d) Groups of more than four parking spaces shall be permanently marked and so located and served by driveways that their use will require no backing movements or other maneuvering within a street right-of-way other than an alley;

All parking spaces will be permanently marked and served by an access drive that does not require maneuvering within the right of way.

(e) Parking spaces along the outer boundaries of a parking lot shall be contained by a curb at least four inches (4") high and setback a minimum of five feet (5') from the property line. A bumper rail may be substituted for a curb;

The parking area will have a continuous 6" curb at the perimeter and all parking spaces will have wheel stops.

(f) Off-street parking and loading areas, including parking spaces and access aisles, shall meet or exceed the minimum dimensional standards identified in Tables 2 and 3 and Figure 1 (of this chapter). Access aisles shall be of sufficient width for all vehicular turning and maneuvering;

Parking spaces and access aisles meet the minimum dimensional standards in the code. Refer to Site Plan.

(g) Up to fifty percent (50%) of required parking spaces may be provided for compact cars;

14% of the on-site parking spaces (1 out of 7) are proposed to be compact spaces.

(h) Parking areas shall be designed, to the maximum extent practicable, to avoid large, uninterrupted rows of parking spaces.

The site is constrained with limited parking. No large uninterrupted rows of parking are proposed or possible.

(3) Loading:

(a) A driveway designed for continuous forward flow of passenger vehicles for the purpose of loading and unloading passengers shall be located on the site of any school having a capacity greater than twenty-five (25) students;

Code Section does not apply. No school is proposed as part of this development.

(b) Buildings or structures to be built or substantially altered which receive and distribute material or merchandise by truck shall provide and maintain off-street loading berths in sufficient numbers and size to adequately handle the needs of the particular use. If loading space has been provided in connection with an existing use or is added to an existing use, the loading space shall not be eliminated if elimination would result in less space than is required to adequately handle the needs of the particular use;

No loading berth is proposed for this small retail and multi-family complex. Loading can be accommodated on street on off peak hours.

(c) Off-street parking areas used to fulfill the requirements of this section shall not be used for loading and unloading operations except during periods of the day when not required to take care of parking needs;

On-street loading and unloading can be reasonably utilized for prospective tenants of this building during off-peak parking areas. Signage can be added at a future date if conflicts arise.

(d) Loading facilities shall be located at least twenty feet (20') from residential property. Loading spaces shall be located on the site and directly accessible to the main structure.

The proposed garages to be located on site will be used for loading for the residential component of this property.

17.48.040 Table			
STANDARD PARKING DIMENSIONS IN FEET			
Parking Angle	Stall Width	Stall Depth	Aisle Width
45°	9.5'	18.0'	14.0'
60°	9.5'	18.0'	16.0'
90°	9.5'	18.0'	24.0'

17.48.040 Table			
COMPACT PARKING DIMENSIONS IN FEET			

Parking Angle	Stall Width	Stall Depth	Aisle Width
45°	8.5'	16.0'	14.0'
60°	8.5'	16.0'	16.0'
90°	8.5'	16.0'	24.0'

17.48.060 Car pool and van pool parking.

New industrial, institutional and office developments requiring full site design review, including government offices, with fifty (50) or more employee parking spaces, shall designate at least ten (10%) percent of the parking spaces for car pool or van pool parking. The car pool/van pool spaces shall be clearly marked "reserved - car pool/van pool only."

Code Section does not apply. Project is not industrial, institutional or office development with more than 50 employee parking spaces.

17.48.050 Bicycle parking standards.

(1) Standards for bicycle parking apply to full-site design review of new construction for multi-family residential (four units and larger) and new commercial/industrial developments. The Planning Commission may grant exemptions to bicycle parking requirements in connection with temporary uses or uses that are not likely to generate the need for bicycle parking.

Bicycle parking will be provided in accordance with the provisions of this Code Section.

(2) Required bicycle parking must be lighted and be located within fifty feet (50') of an entrance to the building:

(a) Location. Bicycle parking may be provided within a building if the location is easily accessible for bicycles;

(b) Covered Spaces. Cover for bicycle parking can be accommodated by buildings or roof overhangs, awnings, bicycle lockers, bicycle storage within buildings or free-standing shelters;

(c) Signs. If the bicycle parking is not visible from the street or main building entrance, then a sign conforming to the city's standards for on-site traffic control, Section 17.52.060(1), shall be posted indicating the location of the parking facilities;

(d) Rack Type and Dimensions:

(A) Bicycle racks must hold bicycles securely by the frame and be securely anchored;

(B) Bicycle racks must accommodate:

(i) Locking the frame and one wheel to the rack with a high-security U-shaped shackle lock, or approved substitute; or

(ii) Locking the frame and both wheels to the rack with a chain or cable not longer than six feet (6');

(C) The Planning Commission may approve alternate bicycle racks provided they are convenient and secure;

(e) Bicycle parking spaces must be at least six feet (6') long and two feet (2') wide, and in covered situations the overhead clearance must be at least seven feet (7'). An aisle five feet (5') wide for bicycle maneuvering must be provided;

(f) Areas set aside for required bicycle parking must be clearly marked and reserved for bicycle parking only;

(g) Required parking in all developments required to comply with this section shall provide a minimum five percent (5%) bicycle parking spaces based on the city's required minimum number of automobile parking spaces:

Bicycle parking is proposed to be lighted and under cover at the arcade at the parking lot side of the building. A Standard powder coated steel loop type bicycle rack for (4) bicycles is proposed. Additional bicycle parking for residential tenants can be accommodated in the oversized auto garages.

(A) All development shall have a minimum two (2) bicycle parking spaces;

(B) If more than seven (7) bicycle parking spaces are required, fifty percent (50%) of the spaces shall be covered. One hundred percent (100%) of all bicycle parking spaces for multi-family development of four (4) units and more shall be covered.

17.50 Vehicular and Pedestrian Circulation

17.50.010 Applicability.

Vehicular and pedestrian circulation standards shall apply to all land divisions and to all development that is subject to design review.

Vehicular and pedestrian circulation will be provided in accordance with the provisions of this Code Section.

17.50.020 Vehicular and pedestrian circulation generally.

Vehicular and pedestrian circulation facilities, including walkways, provisions for the handicapped, interior drives and parking as provided under GMC Chapter 17.48 (off-street parking and loading), shall be designated as follows:

(1) Impervious Surface. Provide for least amount of impervious surface necessary to adequately serve the type and intensity of proposed land uses within developments as well as providing adequate access for service vehicles.

This is an urban style development of an infill lot. To accommodate the density of development desired and related vehicular areas 90% of the site will be impervious. Prior to redevelopment this site had more than 95% impervious area. The impervious site area is being mitigated to the greatest extent possible by incorporating current engineering practices and by utilizing the rooftop area above the garages as a green space.

(2) Traffic Separation. Provide when feasible, a separation of motor vehicular, bicycle and pedestrian traffic.

2-39

Separation of vehicles and pedestrian/ bicycle area will be provided with raised curbs, differentiation of pavement and appropriate markings and signage.

(3) Curbs and Sidewalks. Provide curbs, associated drainage, and sidewalks within the right-of-way or easement for public roads and streets.

Existing curbs and sidewalks will be repaired and/ or reconstructed as required as part of this project along the existing right of ways fronting the project site.

(4) Traffic Volume Expansion. Provision shall be made to accommodate any increased volume of traffic resulting from the development. If streets adjacent to or serving the site are inadequate, widening, dedication of property for future widening, or other street improvements may be required. The development shall be designed to minimize traffic volume increases on minor streets and underdeveloped streets.

Minimal traffic volume expansion is projected due to this development. Existing transportation infrastructure is functions at acceptable levels with both Portland Ave and Arlington St having adequate right of way. No widening or dedication is proposed.

(5) Handicapped Needs. Provide for the special needs of the handicapped such as wheelchair ramps and Braille signs.

The building and associated site components will all be ADA compliant in accordance with current ANSI standards.

(6) Pedestrian Circulation Standards. An on-site pedestrian circulation system shall be provided for new nonresidential and multi-family developments and for new buildings added to existing nonresidential and multi-family developments. The system shall comply with the following standards:

(a) The system shall connect all adjacent streets to the main entrances of nonresidential buildings and to unit and/or building entrances of multi-family developments;

Pedestrian circulation will connect all commercial and multi-family entries for the building to the street at grade.

(b) The system shall connect all buildings and other areas of the site, such as parking areas, bicycle parking, recreational areas, common outdoor areas and any pedestrian amenities.

The pedestrian circulation route connects the parking area and incorporates bicycle parking. Common outdoor area for multi-family tenants above the garages will be accessible by stairs and elevator.

(c) The system shall be hard-surfaced. For nonresidential development, the system shall be a minimum of six feet (6') wide. For multi-family residential development, the system shall be a minimum of five feet (5') wide.

The pedestrian circulation will be hard surfaced consisting of a combination of cast in place broom finish concrete and concrete pavers. The sidewalks along Portland Ave and Arlington St; serving the commercial portion of the project will be 7' wide. The walkway connecting the parking lot and Arlington to the multi family will be 6' wide. This width is narrowed to 4'-6" at column supporting the upper level. Refer to Site Plan.

(d) The system and off-street parking and loading areas shall be designed to avoid, to the maximum extent possible, the system's crossing off-street parking and loading areas. Where the system crosses driveways or off-street parking and loading areas, the system shall be clearly identifiable through the use of elevation changes, speed bumps, a different paving material or other similar method. Striping shall not fulfill this requirement;

On site vehicular circulation and pedestrian circulation do not cross, are separated by 6" high curbs and differentiated by changes in materials.

(e) Where the system is parallel and adjacent to an auto travel lane, the system shall be a raised path or be separated from the auto travel lane by a raised curb, bollards, landscaping or other physical barrier. If a raised path is used, the ends of the raised portions shall be equipped with curb ramps;

Where pedestrian circulation is parallel and adjacent to vehicular circulation it is raised 6" and additional safety is provided by installation of wheel stops at vehicle parking areas.

(f) The system shall comply with the Americans with Disabilities Act (ADA).

All components of vehicular and pedestrian systems are fully compliant with ADA standards.

(7) New industrial, institutional, retail and office developments requiring full site design review that, when completed, generate an average daily traffic of 1,000 trips or greater based on the most recent edition of Institute of Transportation Engineers Report on Generation shall provide either a transit stop on-site or connection to a transit stop along a transit route when the transit operator requires such an improvement.

This project will generate fewer than 1,000 trips a day and is adequately served by existing transit systems. No transit related improvements are necessary.

17.50.030 Streets and roads generally.

(1) The location, width and grade of streets shall be considered in their relation to existing and planned streets, to the topographical conditions, to public convenience and safety, and to the proposed use of land to be served by the streets. The street system shall assure an adequate traffic or circulation system with intersection angles, grades, tangents and curves appropriate for the traffic to be carried considering the terrain. Where location is now shown in a development plan, the arrangement of streets shall either:

(a) Provide for the continuation or appropriate projection of existing principal streets in surrounding areas; or

(b) Conform to a plan for the neighborhood approved or adopted by the Planning Commission to meet a particular situation where topographical or other conditions make continuance or conformance to existing streets impractical.

(2) For new residential and mixed-use development on vacant land of five acres or more in the R-5, R-7.2, MR and C-2 zoning districts, street connections and access ways shall be provided as follows:

(a) Full street connections, of at least local street classification, shall be provided at intervals of no more than five hundred thirty feet (530'), except where prevented by topography, barriers such as railroads or freeways, or environmental constraints such as major streams and rivers;

(b) Access ways for pedestrians, bicycles or emergency vehicles shall be provided on public easements or right-of-way where full street connections are not possible, with spacing between full streets or access way connections of not more than three hundred thirty feet (330'), except where prevented by topography, barriers such as railroads or freeways, or environmental constraints such as major streams and rivers;

No new streets or roads are being created or improved as part of this infill development. Criteria do not apply.

17.50.040 Street and road standards.

2-41

The design and improvement of streets within a development and streets adjacent but only partially within the development shall comply with improvement specifications adopted pursuant to GMC Section 17.42.030 and with the following standards:

- (1) Right-of-Way and Roadway Widths. Minimum right-of-way and roadway widths shall be as follows:

Type of Street	R.O.W Width (in feet)	Roadway Width (in feet)
Major arterial	80' to 120'	72' to 80'
Minor arterial	60' to 80'	Minimum 42'
Collectors	50' to 60'	Minimum 36'
Local	Minimum 40'	Minimum 32' w/5'-foot utility easement on each side
Alley/Access way	Minimum 20'	Minimum 20'

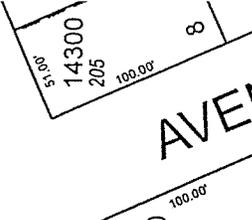
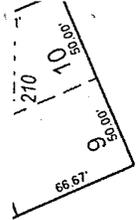
(2) Alignment. All streets other than minor streets or cul-de-sacs, as far as practical, shall be in alignment with existing streets by continuations of the center lines thereof. The staggering of street alignments resulting in T intersections shall, wherever practical, leave a minimum distance of two hundred feet between the center lines of streets having approximately the same direction and otherwise shall not be less than one hundred feet (100').

(3) Future Extension of Streets. Where necessary to give access to or permit a satisfactory future subdivision of adjoining land, streets shall be extended to the boundary of the subdivision and the resulting dead-end streets may be approved with temporary turnarounds. Such temporary turnarounds shall be formed as an easement and will not affect building setback lines. The removal of a temporary turnaround shall occur when the street is extended and shall be paid for by the person extending the street. Reserve strips (street plugs) may be required to preserve the objectives of street extensions.

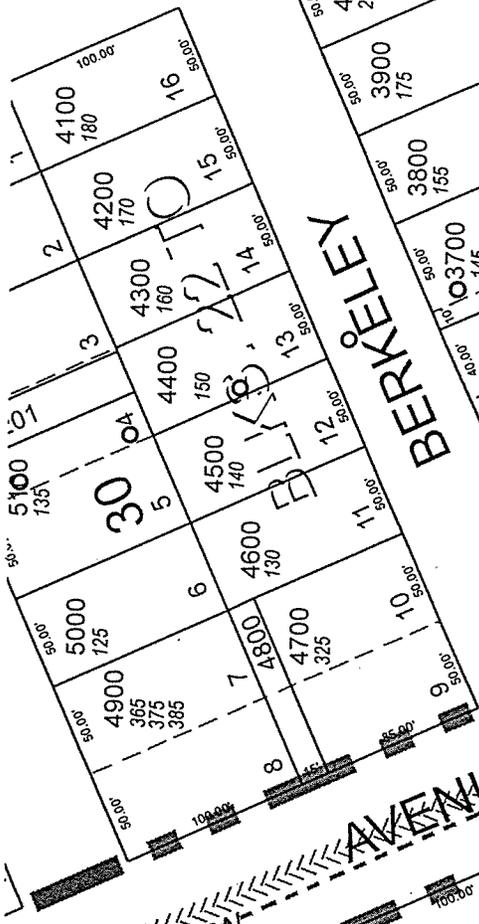
(4) Reserve Strips. Reserve strips or street plugs controlling the access to streets will not be approved unless necessary for the protection of the public welfare or of substantial property rights and in these cases they may be required. The control and disposal of the land composing such strips shall be placed within the jurisdiction of the city under conditions approved by the Planning Commission.

(5) Intersection Angles. Streets shall be laid out to intersect at angles as near to right angles as practical, except where topography requires lesser angles, but in no case less than sixty degrees (60°) unless a special intersection design is approved. Streets shall have at least fifty feet (50') of tangent adjacent to intersections unless topography requires lesser distances. Intersections which are not at right angles shall have minimum corner radii of fifteen feet (15') along right-of-way lines which form acute angles. Right-of-way lines at intersections with arterial streets shall have minimum curb radii of not less than thirty-five feet (35'). Other street intersections shall have curb radii of not less than twenty feet (20'). All radii shall maintain a uniform width between the roadway and the right-of-way lines. Ordinarily, the intersection of more than two streets at any one time will not be allowed.

(6) Existing Streets. Whenever existing streets adjacent to or within a tract are of inadequate widths, additional right-of-way shall be provided at the time of development.



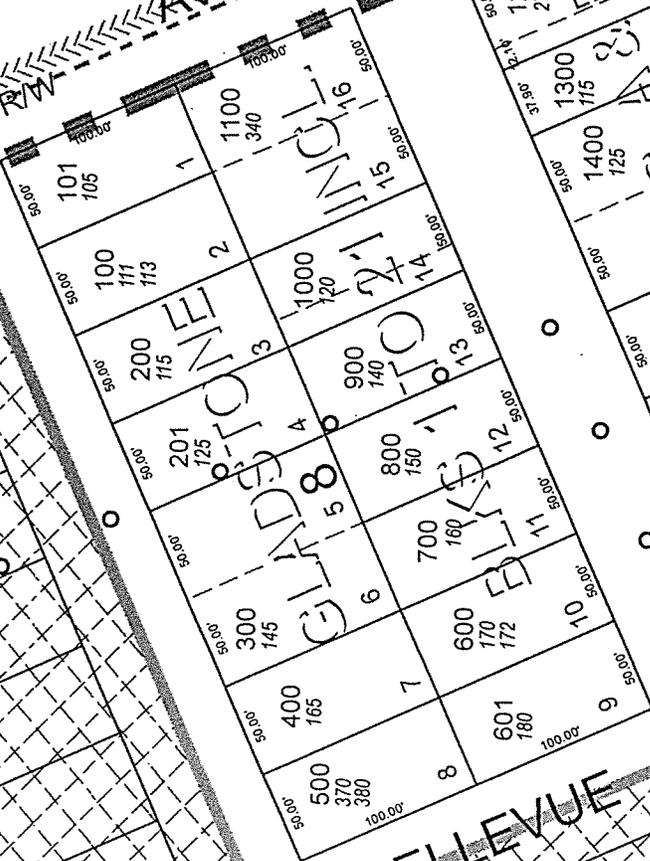
AVENUE



BERKELEY AVENUE

RAILROAD AVENUE

C2



BELLEVUE AVENUE

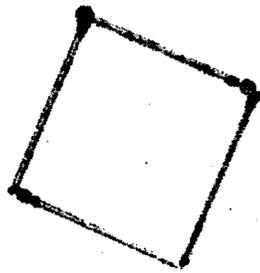
ARLINGTON CROSS



CROSS

SEE MAP 2 2P 20CC

222



(7) Cul-de-sacs and Hammerheads. The use of cul-de-sac designs and closed-end street systems shall be limited to situations where topography, existing development, barriers such as railroads or freeways, or environmental constraints such as major streams and rivers prevent full street extensions. If cul-de-sacs are used, they shall be as short as possible and shall have maximum lengths of two hundred feet (200') except where topography, existing development, barriers such as railroads or freeways, or environmental constraints such as major streams and rivers prevent full street extensions. Closed-end street systems shall serve no more than twenty-five (25) single-family dwellings and terminate with adequate vehicle turnaround.

(8) Street Names. No street names shall be used which will duplicate or be confused with the names of existing streets. Street names and numbers shall conform to the established pattern in or near the city and shall be subject to the approval of the Planning Commission.

(9) Grades and Curves. Grades shall not exceed ten percent (10%) on major or minor arterials, fifteen percent (15%) on connector streets, or twenty percent on any other street unless specifically approved. In fault areas, finished street grades shall have a minimum slope of 0.5 percent. Center line radii of curves shall not be less than three hundred feet (300') on major arterials, two hundred feet (200') on minor arterials, or one hundred feet (100') on other streets. On arterials there shall be a tangent of not less than one hundred feet (100') between reversed curves.

(10) Marginal Access Streets. Where a land division abuts or contains an existing or proposed arterial street, the Planning Commission may require marginal access streets, reverse frontage lots with suitable depth, screen planting contained in a nonaccess reservation along the rear or side property line, or such other treatment as may be necessary for adequate protection of residential properties and for separation of through and local traffic.

(11) Alleys. Alleys may be provided in commercial and industrial districts unless other permanent provisions for access to off-street parking and loading facilities are made as approved by the Planning Commission. While alley intersections and sharp changes in alignment shall be avoided, the corners of necessary alley intersections shall have radii of not less than ten feet (10').

(12) Private Streets. Private streets may serve development where a finding can be made that such streets are of adequate width, alignment, grade and restricted length to afford the same degree of public safety as public streets and that extension of the public street system is impractical due to lot size or shape, topography, the location of existing structures to be retained or other similar circumstances and where no more than six (6) dwelling units will take access from the private streets. In no case shall a private street be less than twenty feet (20') in width. Greater width may be required where necessary to provide for public safety, accommodate traffic volume, or provide for underground utilities. A street maintenance agreement, acceptable to the city and duly recorded, shall be required.

(13) Painting of Curbs and Sidewalks. Except where required for safety purposes or for the identification of house numbers, painting of curbs and sidewalks is prohibited. All such painting must be approved by the city.

(14) Curbs and Driveways. Curb cuts and driveway installations shall be installed, according to city standards.

(15) Sidewalks. Sidewalks shall be installed on both sides of a public street and at any special pedestrian way within a development. The Planning Commission may approve a development with sidewalks on one side only of a local street if special site conditions exist or if alternative pedestrian routes are available, or if the proposed sidewalk is not likely to become part of a complete pedestrian route in the foreseeable future.

(16) Bicycle and Pedestrian Routes. Bicycle/pedestrian routes shall be required when consistent with Map 5 of the Comprehensive Plan and when necessary to provide a system of interconnecting walkways and safe, convenient access to a transit stop for a school, park, church, day care center, library, commercial center, community center or similar facility. Separate bicycle/pedestrian ways not located in a street right-of-way shall include a ten-foot (10') wide paved surface within a twelve-foot (12') wide right-of-way, unless conditions warrant otherwise and shall be illuminated as required in GMC Subsection 17.44.020(6).

(17) Street Signs. Street name signs shall be installed at all street intersections. Specifications for signs shall be submitted and approved prior to their erection.

(18) Street Lights. Street lights shall be installed and shall be served from an underground source of supply.

(19) Storm Sewers. Catch basins shall be installed and connected to drainage tile leading to storm sewers or drainage ways.

(20) Monuments. Upon completion of street improvements, monuments shall be reestablished and protected in monument boxes at every street intersection and all points of curvature and points of tangency of street center lines. Elevation bench marks shall be established at each street intersection monument with elevations to U.S. Geological Survey datum. All lot corners will be marked by a metal rod.

No new streets or roads are being created or improved as part of this infill development. Criteria do not apply.

17.52 Signs

17.52.010 Purpose.

(1) This chapter's provisions are intended to maintain a safe and pleasing environment for Gladstone by regulating the size, height, number, location, type, structure, design, lighting, and maintenance of signs. More specifically, this chapter intends to achieve the following objectives:

(a) To insure that the design, construction, installation and maintenance of signs does not compromise public safety;

(b) To promote positive conditions for meeting sign user's needs while ensuring that nuisances are avoided to nearby properties;

(c) To support the desired character and development patterns of the City; and

(d) To allow for a reasonable amount of signs while preventing signs from dominating the visual appearance of any area of the City.

All signage for this development will be wall mounted and indirectly illuminated. The building design incorporates sign mounting brackets and illumination. Actual signage will be dependent on tenants.

17.52.020 Applicability.

(1) While the provisions of this chapter regulate the size, height, number, location, type, structure, design, lighting, and maintenance of signs, they are not intended to restrict, limit or control a sign's content, to the extent prohibited by law.

(2) Unless otherwise stated or limited herein, this chapter regulates all related elements of a sign, including a sign's face or display area, structure, supports, braces, guys and anchors.

(3) The provisions of this chapter are in addition to any other relevant provisions under state or federal law.

(4) For the Office Park (OP) zoning district, where the standards of this chapter conflict with the sign standards in the OP district, the standards of the OP district will apply.

All signage for this development will be wall mounted and externally illuminated. The building will incorporate sign mounting areas and specify the size height, locations and structural support in accordance with provisions of this code and the International Building Code. Refer to building elevations. Actual signage will be dependent on tenants.

17.52.030 Conformance.

No sign may be placed, constructed, erected, displayed or modified unless it conforms to this chapter's regulations. This chapter is structured to grant permission to erect specified types of signs under specific standards, and does not allow for the erection of a sign not specifically permitted herein.

Any variation from the signage proposed for this application will not be allowed unless specifically approved by the City at a future date.

17.52.040 General provisions.

(1) Permit required. Unless exempted under this chapter, a permit is required to place, construct, erect, display or modify a sign.

Permits will be obtained for all individual signs part of this development as tenants occupy the leasable spaces.

(2) Review process. The city administrator or his designee will review applications for sign permits for compliance with this chapter unless otherwise stated in this chapter. The city administrator's decision will be rendered in accordance with GMC 17.94 and may be appealed in accordance with GMC 17.92.

Permits will be applied for in accordance with the provisions of Gladstone Municipal Code for all signage.

(3) Structural code compliance. A sign must comply with the applicable provisions of the State of Oregon Structural Specialty Code and any related or similar provisions adopted by the City, unless such compliance is modified by this chapter.

Signage support for this development is incorporated into the building and will be designed per requirements of OSSC.

(4) Sign clearance. A minimum clearance of eight (8) feet above sidewalks and fifteen (15) feet above driveways must be provided under a freestanding sign.

Blade signs proposed will be more than 8' above sidewalks. No signage over driveways is proposed. Refer to elevations.

2-46

(5) Vision and sight consideration. A sign must be situated in a manner so as not to adversely affect public safety. Compliance with the City's regulations regarding clear vision is required.

All proposed signs locations are outside required vision clearance areas.

(6) Blanketing. A sign must not be situated in a manner that results in the blanketing or obfuscation of an existing sign on an adjacent property.

No "Blanketing" is proposed or desirable for signage on this development.

(7) Illuminated signs and electric elements.

(a) A sign illuminated in any manner must shield, deflect or otherwise prevent the light illuminating the sign from shining into or onto a neighboring property or impair the vision of any vehicle operator;

(b) No sign or illuminating device associated with a sign may have blinking, flashing or fluttering lights, except as otherwise allowed under this chapter;

(c) No sign or illuminating device associated with a sign may be used in a manner that may be confused with or construed to be traffic signals, traffic control devices, or lights on emergency vehicles;

(d) Except as otherwise provided in this chapter, an illuminated sign cannot be located closer than twenty-five (25) feet to a lot in a residential zoning district;

(e) The light intensity of an illuminated sign or illuminating device associated with a sign must conform to the accepted standards of the sign industry, as provided by the Oregon Electric Sign Association.

(f) A sign containing any electrical components or elements, or illuminated by electrical lighting must be approved under the National Electric Code, as modified by Oregon's regulations, and any related or similar provisions adopted by the City.

(g) An illuminated sign or illuminating device associated with a sign requiring an electric power source must use an Oregon-approved power outlet.

(h) As used in this chapter:

(A) A "directly" illuminated sign means a sign with exposed lighting or neon tubes on the sign's face, and includes a sign where the message or image is created by light projected onto a surface.

(B) An "indirectly" illuminated sign means a sign with light source that is separate from the sign face and is directed to shine onto the sign.

(C) An "internally" illuminated sign means a sign where the light source is not exposed and is concealed within the sign.

All signs proposed for this development will be indirectly illuminated with LED luminaires selected to focus light on the sign face and not create undesired glare.

(8) Moving signs. Except as otherwise allowed under this chapter, a sign must remain in a static state, and cannot be designed to rotate, flutter or appear to move.

Selected illuminaires will not be flashing, moving or fluttering light sources and will not be adjacent to any residential properties.

(9) Maintenance and hazards.

(a) A sign must be in good repair and maintained in a neat, attractive and safe condition, and no sign may be used or situated in a manner that creates a hazard to the public.

(b) Failure to use a sign's copy area for a period of more than twelve (12) consecutive months will constitute a discontinuance of the sign's use and may be declared a nuisance by the City.

All signs and lights will be maintained and kept in good repair or be subject to action by the City.

(10) Nonconforming signs. A sign that lawfully exists at the time this chapter or any amendment thereto becomes effective, but does not conform to this chapter's standards, may only be altered if:

- (a) The alteration does not increase a sign's nonconformity with this chapter's standards; and
- (b) The alteration is reviewed under this chapter.

(c) Nonconforming government owned or maintained signs may be altered to the extent of their existing nonconformity notwithstanding this chapter's standards.

Criterion does not apply. No non-conforming signs exist on the property.

(11) Setbacks.

(a) Unless otherwise stated herein, the minimum setback for a sign with a sign face of twenty-four (24) square feet or less in area is one-half of the minimum setback required in the zoning district in which the sign is located. If no setback exists, the sign must be located in an area that ensures it does not compromise public safety, as determined by the city administrator or designee.

(b) Unless otherwise stated herein, the minimum setback for a sign with a sign face greater than twenty-four (24) square feet in area is the same as the minimum setback required in the zoning district in which the sign is located. If no setback exists, the sign must be located in an area that ensures it does not compromise public safety, as determined by the city administrator or designee.

Proposed blade signs will be located in the Right of way since there is no setback on Portland Ave. Signs will be located above 8' and not project beyond the sidewalk.

(12) Area Calculation.

(a) Unless otherwise stated herein, the sign face area limitations established by this chapter will apply on a per-side basis. Every sign is limited to a maximum of two (2) sides.

Proposed signs will be two sided and less than the allowable area of the Gladstone Municipal Code.

(b) Sides may be of no greater area than that necessary to provide a frame or support structure to the sign face.

The sides will be the minimum required to provide rigidity.

(c) For signs that are allowed a maximum area of twenty-four (24) square feet or more:

(A) Sides cannot exceed the maximum area standard by more than one (1) foot in width, unless the applicant demonstrates to the city administrator's satisfaction that a greater width is necessary to provide adequate support for the sign faces; and

(B) Two (2) support poles may be excluded from the area calculation provided that the caliper of any pole does not exceed one (1) foot, unless the applicant demonstrates to the city administrator's satisfaction that a greater caliper is necessary to provide adequate support for the sign.

Signs will be less than 24 sq. ft. each. and no support poles are proposed. Criterion does not apply.

(d) For signs required to have a maximum area of less than twenty-four (24) square feet:

(A) Sides cannot exceed the maximum area standard by more than six (6) inches in width, unless the applicant demonstrates to the city administrator's satisfaction that a greater width is necessary to provide adequate support for the sign faces; and

surface except for substantial improvement or lesser remodel or reconstruction of existing single-family or two-family dwellings.

Surface water drainage for this proposed development has been designed to meet the Gladstone Municipal Code and accepted engineering practices.

17.56.020 Standards.

Adequate provisions shall be made to ensure proper drainage of surface waters, to preserve natural flow of watercourses and springs and to prevent soil erosion and flooding of neighboring properties or streets. Such provisions shall include, but not be limited to the following:

(1) Generally. All development shall be planned, designed, constructed and maintained to:

(a) Protect and preserve existing drainage channels to the maximum practicable extent;

No drainage channels will be altered by the redevelopment of this property.

(b) Protect development from flood hazards;

This development is outside any flood hazard area.

(c) Provide a system by which water within the development will be controlled and managed without causing damage or harm to the natural environment, or to property or persons within the drainage basin;

The proposed surface water management for this redevelopment is intended to benefit the natural environment, and protect persons and property within the Clackamas River drainage basin..

(d) Assure that waters drained from new or redevelopment sites are substantially free of pollutants, including sedimentary materials, through the use of stormwater treatment facilities as referenced herein and appropriate erosion and sediment control practices;

Surface water from the site will be treated per the attached preliminary stormwater plans in accordance with City Standards and accepted engineering practices.

(e) Assure that runoff drained from new and redevelopment sites is managed in accordance with criteria outlined in the City of Gladstone Stormwater Treatment and Detention Standards as to not cause erosion to any greater extent than would occur in the absence of development;

Surface water for the redeveloped property will be managed in accordance with the City of Gladstone Stormwater Treatment and Detention Standards. Refer to civil drawings.

(f) Avoid placement of surface detention or retention facilities in road rights of way.

Surface detention within the right of way will be limited to that for the sidewalk and consist of pervious pavement sections over a drainage layer.

(2) Watercourses. Where culverts cannot provide sufficient capacity without significant environmental degradation, the city may require the watercourse to be bridged or spanned.

No watercourses exist on the property. Criterion does not apply.

(3) Easements. In the event that a development or any part thereof is traversed by any watercourse, channel, stream or creek, gulch or other natural drainage channel, adequate easements for storm drainage purposes shall be provided to the city. This does not imply maintenance by the city.

No watercourses exist on the property. Criterion does not apply.

(4) Obstructions. Channel obstructions are not allowed, except as approved for the creation of a detention or retention facility. Fences with swing gates may be utilized.

No watercourses exist on the property. Criterion does not apply.

(5) Surface Drainage and the Storm Sewer System. Stormwater treatment and detention facilities shall be designed and installed in accordance with criteria outlined in the City of Gladstone Stormwater Treatment and Detention Standards.

Surface water for the redeveloped property will be managed in accordance with the City of Gladstone Stormwater Treatment and Detention Standards. Refer to civil drawings and preliminary stormwater calculations.

17.57 Flood Hazard Regulations

Section is not applicable.

17.58 Grading and Fill

17.58.010 Applicability.

The development standards for grading and fill shall apply to all development permits issued by the city except for substantial improvement or lesser remodel or reconstruction of existing single-family or two-family dwellings.

All fill and grading on this site is proposed to be compliant with the requirements of this chapter.

17.58.020 General provisions.

(1) Grading of Building Sites. Grading and fill of building sites shall conform to Chapter 70 of the Uniform Building Code. The character of soil for fill and the characteristics of lots and parcels made usable by fill shall be suitable for the purpose intended. When deemed necessary, the building official may require geological studies to determine the suitability of the site.

Grading and fill of the building site will be in accordance with the recommendations and observation of a registered geo-technical engineer. Engineered fill will be utilized to infill the existing basement on the property. Refer to preliminary soils report. Note that work will be done under the requirements of the International Building Code which replaced the Uniform Building Code in 1998.

(2) U.B.C. Requirements. The building official shall enforce Chapter 70 of the U.B.C. and shall require soils reports and/or engineering studies before issuing a building permit for fill, excavation, construction or related activities involving soils with restrictive features such as instability, wetness, flooding or other limitations.

Note that work will be done under the requirements of the International Building Code which replaced the Uniform Building Code in 1998.

17.60 Utilities

17.60.010 Applicability.

The development standards for utilities shall apply to all development permits issued by the City of Gladstone except for substantial improvement or lesser remodel or reconstruction of an existing single or two-family dwelling.

All utilities serving this project will be installed based on the current standards to the greatest extent possible for this infill site.

17.60.020 Standards.

Utility services and facilities shall be appropriate to the scale and type of development and consideration shall include, but not be limited to the following standards:

(1) Site Disturbance. The location, design, installation and maintenance of all utility lines and facilities shall be carried out with minimum feasible disturbances of soil and site.

Site disturbance and work in the right of way for installation and planned maintenance of utilities will be minimized to the extent possible to minimize construction cost and potential erosion.

(2) Electricity, Gas, Communications. All development which has a need for electricity, gas and communications services shall install them pursuant to the requirements of the district or company servicing the development. Except where otherwise prohibited by the utility district or company, all such facilities shall be underground.

Electricity, gas and communication infrastructure service is currently available at the site. Service extensions to the new building will be underground.

(3) Underground Facilities. The developer shall make necessary arrangements with utility companies or other persons or corporations affected for the installation of underground lines and facilities. Electrical lines and other wires, including but not limited to communication, street lighting and cable television, shall be placed underground.

All underground utilities will be coordinated by the contractor and the service providers for all utilities serving the property.

(4) Sanitary Sewers. All development which has a need for sanitary sewers shall install the facilities pursuant to the requirements set forth by the public works department. Installation of such facilities shall be coordinated with the extension of necessary water services and storm drainage facilities. Requirements for development shall include the following:

(a) Sanitary sewers shall be installed to city standards to serve or be available to all development. Design shall take into account the capacity and grade to allow for desirable extension beyond the development. If required, sewer facilities will, without further sewer construction, be sized to directly serve property outside the development;

(b) If the area outside the development to be directly served by the sewer line has reached a state of development to justify sewer installation at the time, the Planning Commission may recommend to the City Council construction as an assessment project with such arrangement with the developer as is desirable to assure financing his share of the construction. If it is determined by the city that a larger sized line than normally required to serve the property is desirable to provide for future extension, the city will reimburse the developer the difference in cost of pipe between that required to serve the development and that stipulated by the city;

(c) In areas that will not be served by a public sewer, the minimum lot and parcel sizes shall permit compliance with the requirements of the department of environmental quality and shall take into consideration problems of sewage disposal, particularly problems of soil structure and water table as related to sewage disposal by septic tank.

The site is currently served by adequate sanitary service. No modification of the existing public system will be necessary.

(5) Water Services. All development which has a need for water service shall install water facilities and grant necessary easements pursuant to the requirements of the utility district serving the development. In addition, requirements for development shall include the following:

(a) Water lines to serve residential developments shall be a minimum six inch (6") nominal diameter and water lines to service commercial and industrial developments shall be a minimum eight inch nominal diameter with valves and fire hydrants serving each building site in the development and connecting the development to city mains shall be installed. Prior to starting building construction, the design shall take into account provisions for extension beyond the development and to adequately grid the city system. Hydrant spacing to be based on accessible area served according to A.I.A. recommendations and as approved by the Fire Chief;

(b) If the city determines that a water line size greater than the required minimum in diameter is required to provide for future extension of the water system, the city will reimburse the developer the difference in cost of pipe and valves between that of the minimum diameter and the size stipulated by the city.

Adequate water service is available for this development at the street. The existing service to the property will be upgraded as required for new domestic water and fire water. A new fire hydrant will be installed as part of this project to ensure adequate fire protection. Refer to civil drawings.

(6) Coordination with Street Surfacing. All underground utilities, sanitary sewers and storm drains installed in streets by the developer or by any utility company shall be constructed prior to the surfacing of the streets. Stubs for service connections for underground utilities and sanitary sewers shall be placed to a length minimizing the necessity for disturbing the street improvements when service connections are made.

All utility cuts/ trenches will be repaired to the satisfaction of the City upon completion of all utility work as part of this development.

(7) As-built Submittals. A map showing all public improvements, as built, shall be filed with the city engineer upon completion of the improvements.

The Civil Engineer for this project shall submit and amend as-built Site disturbance and work in the right of way for installation and planned maintenance of utilities will be minimized to the extent possible to minimize construction cost and potential erosion.

(8) Conditions for Refund to Developer.

(a) If required water mains or sewer facilities will without further construction other than individual laterals, directly serve properties outside the development, the city may enter into an agreement with the developer to require owners of the other benefiting properties to refund to the developer, a pro rata portion of the cost of the extension prior to allowing the benefiting property to connect thereto;

2-52

(b) Any such agreement shall contain a provision that the developer agrees to completely indemnify and hold harmless the city for any claim or injury or action arising from the city's administration of such agreement;

(c) The right to require such a refund shall not continue for more than ten years after the date of installation of the extension;

(d) The amount to be refunded and the individual proration of the same shall be determined by the city and such determination shall be final.

No reimbursements from the City for any work proposed on this redevelopment are anticipated. Criteria do not apply.

17.61 Wireless Telecommunications Facilities

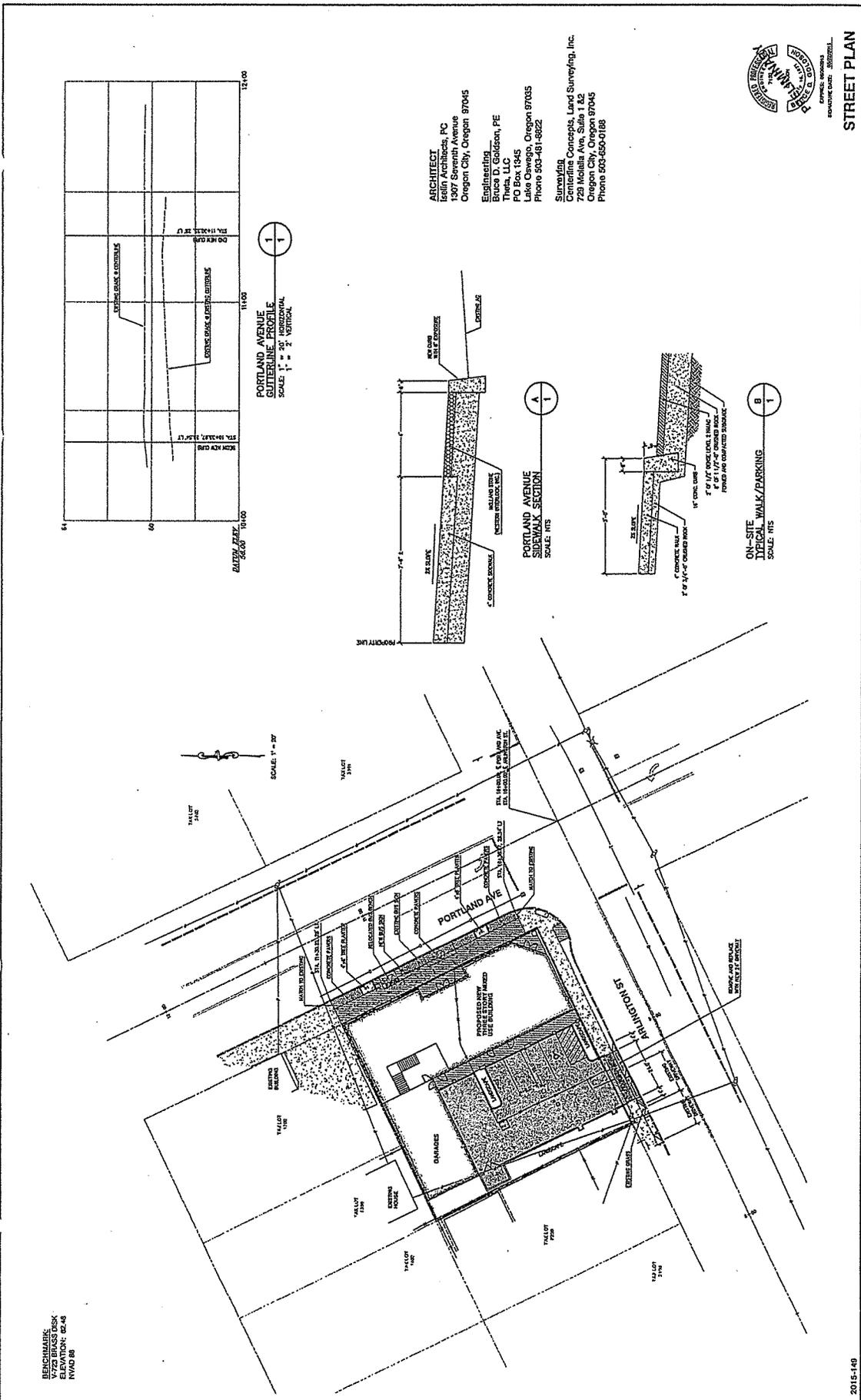
No wireless telecommunication facilities are proposed as part of this project. This chapter does not apply.

17.62 Special Uses

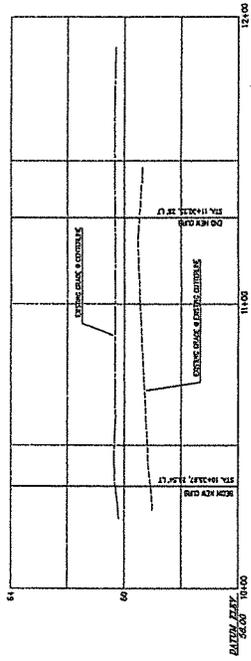
No special uses are proposed as part of this development. This chapter does not apply.

17.64 Design Standards for Land Divisions and Lot Line Adjustments

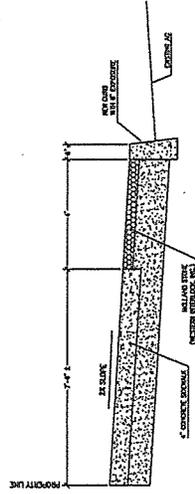
No land division or lot line adjustments are proposed as part of this development. This chapter does not apply.



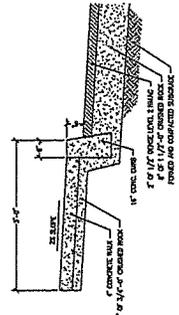
BENCHMARK
W-720 BRASS DISK
ELEVATION: 82.48
NVA02 88



PORTLAND AVENUE
CENTERLINE PROFILE
SCALE: 1" = 2' VERTICAL



PORTLAND AVENUE
SIDEWALK SECTION
SCALE: 1/8" = 1' HORIZONTAL



ON-SITE WALK/PARKING
SECTION
SCALE: 1/8" = 1' HORIZONTAL

ARCHITECT
Iselin Architects, PC
1507 Senior Avenue
Oregon City, Oregon 97045

Engineering
Bruce D. Goldson, PE
Theia, LLC
PO Box 1945
Oregon City, Oregon 97035
Phone 503-661-6822

Surveying
Centerline Concepts, Land Surveying, Inc.
729 Molalla Ave, Suite 1 & 2
Oregon City, Oregon 97045
Phone 503-660-0188



STREET PLAN

SHEET: 1/3

220 Portland Avenue
Gladstone, Oregon

Tetra II
ENGINEERING - SURVEYING - PLANNING
NO. 0001438
1000 NE Oregon Street
Gladstone, Oregon 97035

DESIGNED: BOO	DATE: 12/1/10
DRAWN: BLS	NO. 0001438
SCALE: 1" = 20'	PROJECT: 220 PORTLAND AVE
DATE: 12/1/10	REVISION:
SCALE: 1/8" = 1' HORIZONTAL	

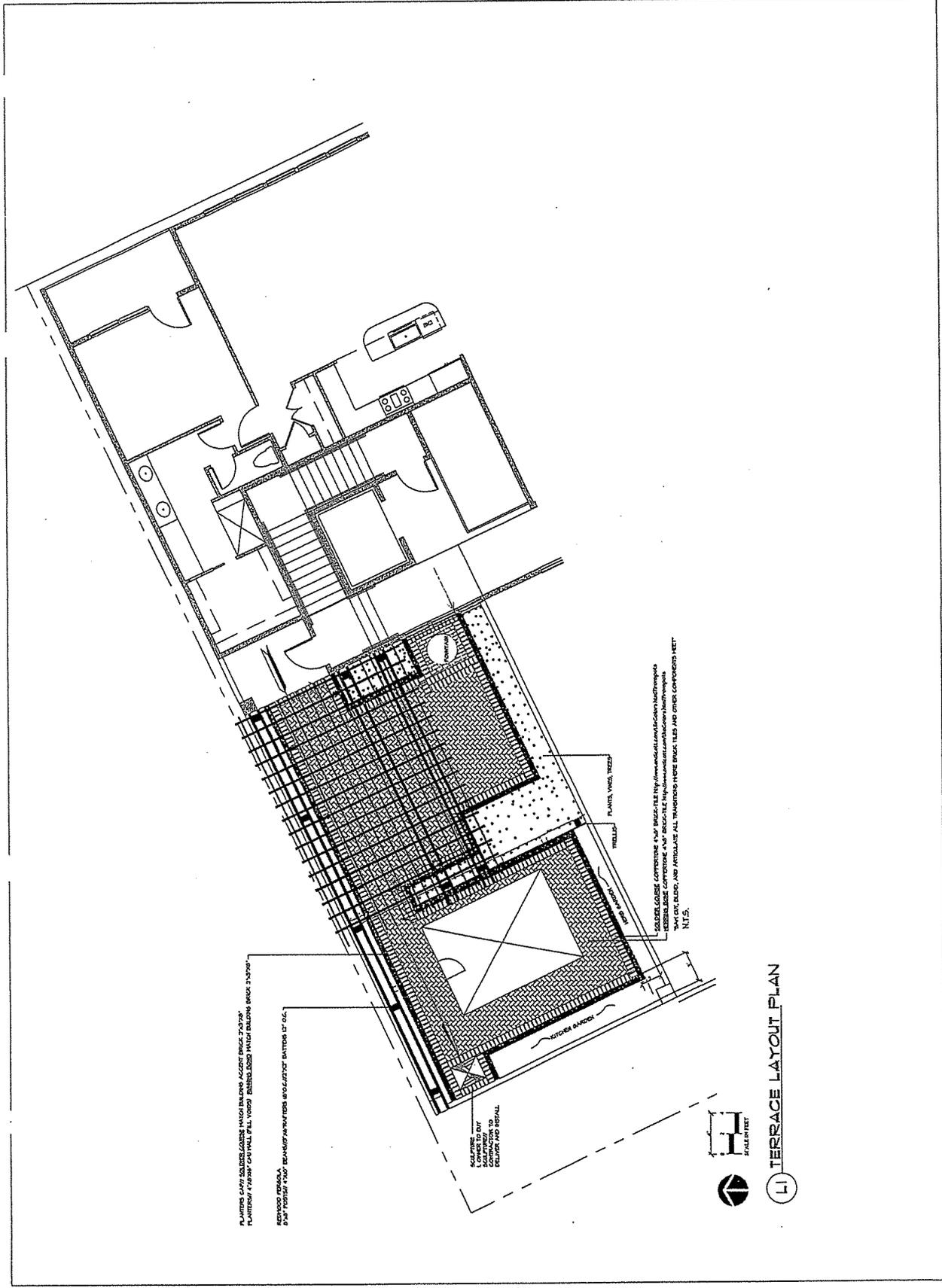
2-56

DATE:	3-14-11
PROJECT NO.:	X
DESIGNER:	DM
INVOICE:	DM
CHECKED:	DM
SCALE:	NATURAL

Marsh Building
 220 Portland Ave Gladstone, OR 97027
 TERRACE LAYOUT PLAN

MULCH
 DARRELL MULCH
 LANDSCAPE
 ARCHITECTURE
 18750 SW 47TH AVENUE #110
 PORTLAND, OREGON 97224
 TEL: 503-253-1111

REGISTERED
 315
 ARCHITECT
 David Mulch
 OREGON
 1889



L1 TERRACE LAYOUT PLAN



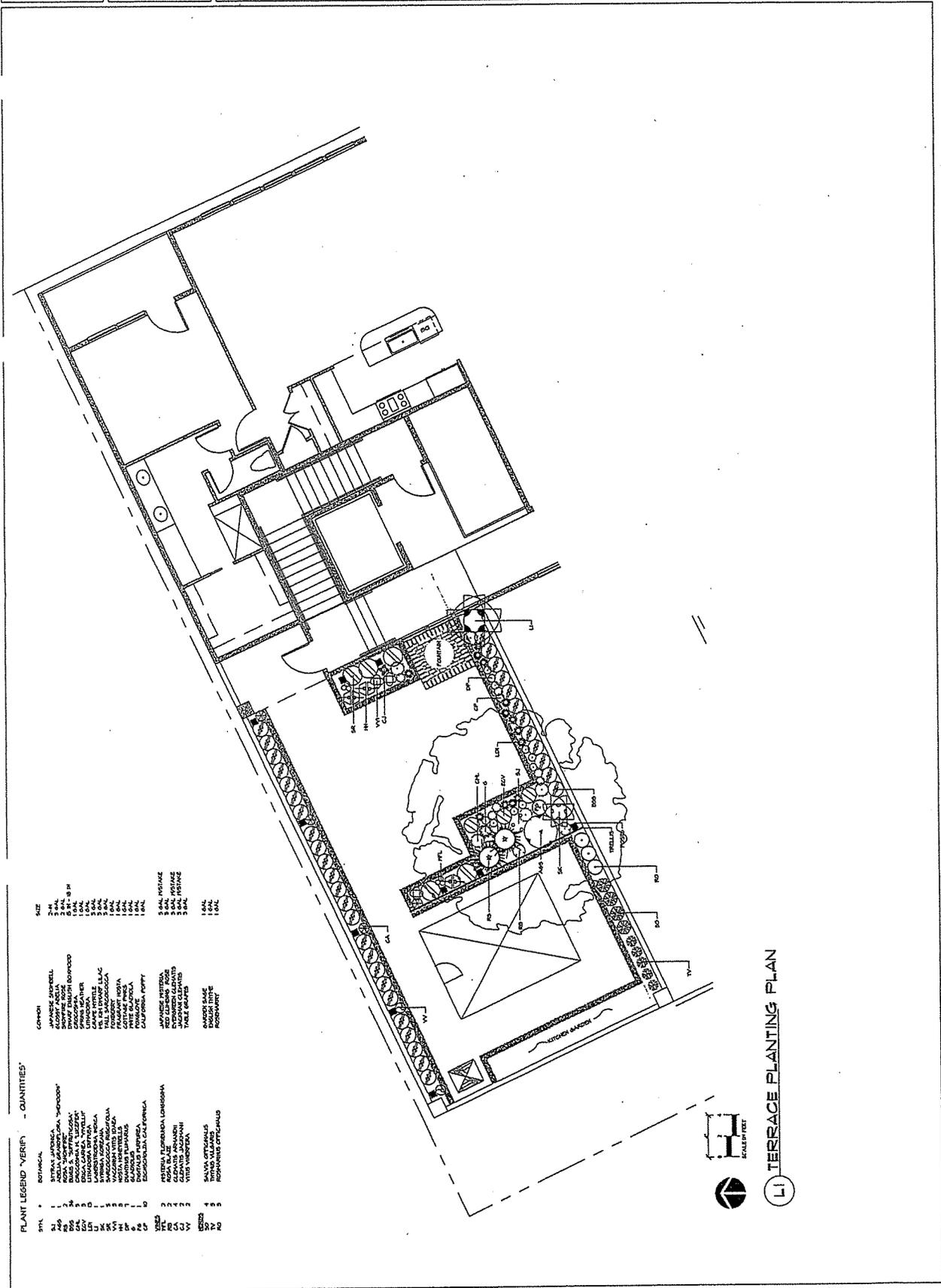
REGISTERED ARCHITECT
 35 YEARS
 DARRYL M. MELCH
 DARRYL M. MELCH ARCHITECTURE
 220 PORTLAND AVE GLADSTONE, OR 97027
 PHONE: 503-638-7710
 FAX: 503-638-7711

MELCH
 DARRYL M. MELCH
 ARCHITECTURE
 220 PORTLAND AVE GLADSTONE, OR 97027
 PHONE: 503-638-7710
 FAX: 503-638-7711

Marsh Building
 TERRACE PLANTING PLAN
 220 Portland Ave Gladstone, OR 97027

DATE	2/14/11
PROJECT NO.	X
DESIGNER	DM
DRAWN	DM
CHECKED	DM
APPROVED	

2
 405



PLANT LEGEND "VERIF" - QUANTITIES

SYMBOL	BOTANICAL	COMMON	SIZE
1	ADONIS	ADONIS	3 GAL
2	ADONIS	ADONIS	3 GAL
3	ADONIS	ADONIS	3 GAL
4	ADONIS	ADONIS	3 GAL
5	ADONIS	ADONIS	3 GAL
6	ADONIS	ADONIS	3 GAL
7	ADONIS	ADONIS	3 GAL
8	ADONIS	ADONIS	3 GAL
9	ADONIS	ADONIS	3 GAL
10	ADONIS	ADONIS	3 GAL
11	ADONIS	ADONIS	3 GAL
12	ADONIS	ADONIS	3 GAL
13	ADONIS	ADONIS	3 GAL
14	ADONIS	ADONIS	3 GAL
15	ADONIS	ADONIS	3 GAL
16	ADONIS	ADONIS	3 GAL
17	ADONIS	ADONIS	3 GAL
18	ADONIS	ADONIS	3 GAL
19	ADONIS	ADONIS	3 GAL
20	ADONIS	ADONIS	3 GAL
21	ADONIS	ADONIS	3 GAL
22	ADONIS	ADONIS	3 GAL
23	ADONIS	ADONIS	3 GAL
24	ADONIS	ADONIS	3 GAL
25	ADONIS	ADONIS	3 GAL
26	ADONIS	ADONIS	3 GAL
27	ADONIS	ADONIS	3 GAL
28	ADONIS	ADONIS	3 GAL
29	ADONIS	ADONIS	3 GAL
30	ADONIS	ADONIS	3 GAL
31	ADONIS	ADONIS	3 GAL
32	ADONIS	ADONIS	3 GAL
33	ADONIS	ADONIS	3 GAL
34	ADONIS	ADONIS	3 GAL
35	ADONIS	ADONIS	3 GAL
36	ADONIS	ADONIS	3 GAL
37	ADONIS	ADONIS	3 GAL
38	ADONIS	ADONIS	3 GAL
39	ADONIS	ADONIS	3 GAL
40	ADONIS	ADONIS	3 GAL
41	ADONIS	ADONIS	3 GAL
42	ADONIS	ADONIS	3 GAL
43	ADONIS	ADONIS	3 GAL
44	ADONIS	ADONIS	3 GAL
45	ADONIS	ADONIS	3 GAL
46	ADONIS	ADONIS	3 GAL
47	ADONIS	ADONIS	3 GAL
48	ADONIS	ADONIS	3 GAL
49	ADONIS	ADONIS	3 GAL
50	ADONIS	ADONIS	3 GAL
51	ADONIS	ADONIS	3 GAL
52	ADONIS	ADONIS	3 GAL
53	ADONIS	ADONIS	3 GAL
54	ADONIS	ADONIS	3 GAL
55	ADONIS	ADONIS	3 GAL
56	ADONIS	ADONIS	3 GAL
57	ADONIS	ADONIS	3 GAL
58	ADONIS	ADONIS	3 GAL
59	ADONIS	ADONIS	3 GAL
60	ADONIS	ADONIS	3 GAL
61	ADONIS	ADONIS	3 GAL
62	ADONIS	ADONIS	3 GAL
63	ADONIS	ADONIS	3 GAL
64	ADONIS	ADONIS	3 GAL
65	ADONIS	ADONIS	3 GAL
66	ADONIS	ADONIS	3 GAL
67	ADONIS	ADONIS	3 GAL
68	ADONIS	ADONIS	3 GAL
69	ADONIS	ADONIS	3 GAL
70	ADONIS	ADONIS	3 GAL
71	ADONIS	ADONIS	3 GAL
72	ADONIS	ADONIS	3 GAL
73	ADONIS	ADONIS	3 GAL
74	ADONIS	ADONIS	3 GAL
75	ADONIS	ADONIS	3 GAL
76	ADONIS	ADONIS	3 GAL
77	ADONIS	ADONIS	3 GAL
78	ADONIS	ADONIS	3 GAL
79	ADONIS	ADONIS	3 GAL
80	ADONIS	ADONIS	3 GAL
81	ADONIS	ADONIS	3 GAL
82	ADONIS	ADONIS	3 GAL
83	ADONIS	ADONIS	3 GAL
84	ADONIS	ADONIS	3 GAL
85	ADONIS	ADONIS	3 GAL
86	ADONIS	ADONIS	3 GAL
87	ADONIS	ADONIS	3 GAL
88	ADONIS	ADONIS	3 GAL
89	ADONIS	ADONIS	3 GAL
90	ADONIS	ADONIS	3 GAL
91	ADONIS	ADONIS	3 GAL
92	ADONIS	ADONIS	3 GAL
93	ADONIS	ADONIS	3 GAL
94	ADONIS	ADONIS	3 GAL
95	ADONIS	ADONIS	3 GAL
96	ADONIS	ADONIS	3 GAL
97	ADONIS	ADONIS	3 GAL
98	ADONIS	ADONIS	3 GAL
99	ADONIS	ADONIS	3 GAL
100	ADONIS	ADONIS	3 GAL

LI TERRACE PLANTING PLAN

City of GLADSTONE

STAFF REPORT/RECOMMENDATION TO THE GLADSTONE PLANNING COMMISSION

File: Z0249-15-D
Applicant: HT Investment Properties, Inc.
Hearing Date: July 21, 2015
Planning Staff: Clay Glasgow
Report Date: July 13, 2015

I. GENERAL INFORMATION

- A. Proposal: This is a proposal to develop the site with a multi-building apartment complex, 122 units along with a clubhouse.
- B. Legal Description: T2S, R2E, Section 17DC, Tax Lot(s) 700 and 800
- C. Location: 18121 Webster Road; west side of Webster north of its intersection with Cason Road.
- D. Zone: MR; Multi-family Residential
- E. Comprehensive Plan Designation: Multi-family
- F. Site Information: The subject property consists of two tax lots and is approximately four (4) acres in size. Single-family residential use is in place.
- G. Vicinity Description: This area along Webster Road is in mixed use. To the west and northwest of the site is single-family residential use; Tri-City Baptist Church is to the northeast. To the south is undeveloped city owned property in

City Hall
525 Portland Avenue
Gladstone, OR 97027
(503) 656-5223
FAX: (503) 650-8938
E-Mail: (last name)@
ci.gladstone.or.us
Website:
www.ci.gladstone.or.us

Municipal Court
525 Portland Avenue
Gladstone, OR 97027
(503) 656-5224 ext. 1
E-Mail: municourt@
ci.gladstone.or.us

Police Department
535 Portland Avenue
Gladstone, OR 97027
(503) 655-8211
Website:
www.ci.gladstone.or.us

Fire Department
555 Portland Avenue
Gladstone, OR 97027
(503) 557-2776
Website:
www.ci.gladstone.or.us

Public Library
135 E. Dartmouth
Gladstone, OR 97027
(503) 656-2411
FAX: (503) 655-2438
E-Mail: qiref@lincc.lib.or.us

Senior Center
1050 Portland Avenue
Gladstone, OR 97027
(503) 655-7701
FAX: (503) 650-4840

City Shop
18595 Portland Avenue
Gladstone, OR 97027
(503) 656-7957
FAX: (503) 722-9078

the C-2, Commercial Zone. A small apartment development is adjacent to the southeast. Across Webster Road to the east is another church. The subject property has been zoned multi-family since the 70's, though use has remained single-family. Typical urban infrastructure is in place to serve the proposal.

II. FINDINGS

This request is subject to Chapter 17.14, MR, Multi-family District; Chapter 17.80, Design Review; and Division IV, Development Standards of Title 17 of the Gladstone Municipal Code (GMC).

III. CONCLUSIONS

Planning staff has reviewed this request in reference to the applicable provisions of the GMC. Based upon this review, staff makes the following conclusions:

1. Chapter 17.80 of the GMC establishes the requirements for design review. Pursuant to *Subsection* 17.80.021(1), site development in the C-3 zoning district is subject to design review.

Section 17.80.061 lists submittal requirements for Design Review. The application as submitted satisfies these requirements.

Section 17.80.100(1) provides for approved design review to remain valid for one year. If construction has not begun by that time, the approval may be renewed once by the Planning Commission for not more than one year.

2. Chapter 17.14 of the GMC establishes basic requirements for the Multi-family Residential District. *Section 17.14.020* identifies uses permitted outright in the District, and includes Multi-Family dwellings as proposed through this application. The use proposed is allowed outright in the underlying zone subject to Design Review. This criterion is met.

Section 17.14.050 discusses dimensional standards. Minimum lot area for new development is 5,000 square feet – met with this site. For a multi-family development minimum lot area shall be three thousand square feet plus one thousand square feet per dwelling unit (approximately 40 units per acre.) Setbacks are as listed in this section – met with the proposal. Maximum building height shall be 35 feet, also met. Landscape requirement is a minimum twenty percent (20%) of the site – met as shown.

3. Chapter 17.44 of the GMC identifies standards for building siting and design.

These standards apply to all development that is subject to Design Review. Section 17.44.020(1) deals with siting specifically, and requires that, where there are no conflicts with other design standards or requirements in Title 17, to site buildings to maximize solar access where practical, using such techniques as maximizing east-west street length; orienting buildings within twenty degrees of true south as well as maximizing their south-facing dimension; placing higher buildings on the north portion of the site while protecting solar access for adjacent sites, and placing major yard spaces on south side of buildings.

The subject property is irregular in shape. Applicant states and site plan information bears out that, to the extent geometrically feasible the buildings will be oriented in such a way and with windows placed so as to take advantage of solar exposure.

Section 17.44.020(2) requires buildings to have energy efficient designs.

The proposed design includes abundant windows to provide natural lighting. The building will be required to meet the energy codes of the Oregon Structural Specialty Code, which will be evaluated through the building permit process.

Section 17.44.020(3) of the GMC addresses compatibility in building design. This subsection encourages the arrangement of structures and use areas to be compatible with adjacent developments and surrounding land uses.

See applicant's response. Staff points out that, as previously mentioned this area of Gladstone includes a variety of uses, from single-family residential to churches to apartments. The proposed development will be compatible with this mix of uses.

Section 17.44.020(4) of the GMC deals with building materials. That Section requires buildings be constructed using high-image exterior materials and finishes such as masonry, architecturally treated tilt-up concrete, glass, wood or stucco. Screening of roof-mounted equipment is also discussed in this section.

Refer to submitted building elevations for detail. Applicants states the buildings will be constructed using high quality exterior finishes such as lap siding and stone work with a variety of architectural detailing and with carefully placed material changes. No metal siding is proposed. Staff is able to find the proposal satisfies this criterion.

Section 17.44.020(5) of the GMC establishes lighting standards. 17.44.020(6) establishes illumination level standards. It requires all on-site lighting to be designed, located, shielded or deflected so as not to shine into off-site structures or impair the vision of the driver of any vehicle.

Applicant notes the application includes a lighting plan, which shows efforts have been made to protect public safety and to avoid light trespass off-site. Fixtures will be hooded/shielded.

Section 17.44.020(7) regarding equipment and facilities establishes that all utility lines shall be placed underground. All roof-mounted fixtures and utility cabinets or similar equipment, which must be installed above ground, shall be visually screened from public view. A condition of approval shall require compliance with this subsection for new utility lines, roof-mounted fixtures, utility cabinets or similar equipment installed aboveground.

Section 17.44.020(8) regarding trash disposal and recycling collection requires new construction to incorporate functional and adequate space for on-site storage and efficient collection of mixed solid waste and source separated recyclables prior to pick-up and removal by haulers.

Applicant responds here by stating -the proposed refuse area is approximately 625 square feet and will contain a trash compactor which is being reviewed for sizing requirements by the City's trash haulers. Prior to finalization of the plans for the proposed refuse facility, the applicant will obtain a letter from the City's hauler, indicating acceptance of the proposed compactor's placement and sizing....." Staff suggests this item be discussed at hearing, particularly with regards to exterior materials used for the enclosure. Also, staff notes the trash/recycling facility is located some 200 yards from apartments in Building #1.

Section 17.44.022 establishes building design standards for multi-family buildings and includes discussion on facades, to include windows, and roof form. These provisions require that new, non-residential buildings, with the exception of buildings housing institutional, warehouse or manufacturing uses shall be subject to the following design standards:

- (1) Facades: building facades and exterior walls visible from a public street or pedestrian path or from adjacent property in an R-5 or R-7.2 Zone shall not consist of a monotonous blank wall and shall include a minimum of two of the following – windows; entries; balconies; bays, or the use of two or more distinct materials to break up stretches longer than fifty lineal feet of unbroken area.

See submitted building elevations. Applicant discusses placement of windows, the substantial setback from Webster Road, etc.

(2) Roofs: hipped, gambrel or gables roofs shall be required.

Applicant states a combination of hipped and gables roofs will be used on all buildings. form of drawings and colors/materials. First floor elevation along Portland avenue is shown as having multiple pedestrian oriented store-front type windows, meeting/exceeding dimensional requirements. That portion fronting on Arlington also meets these standards.

Based on applicant's responses to the criterion here along with submitted building elevations, staff finds the proposal as submitted satisfies applicable provisions from Chapter 17.44 of the GMC, Building Siting and Design.

3. *Chapter 17.46 of the GMC identifies landscaping standards and states that these standards are applicable to all developments subject to design review.*

Subsection 17.14.050, Dimensional Standards in the MR Zone, requires a minimum of twenty percent (20%) of the lot area be landscaped.

Submitted site plan along with discussion of this criterion indicates some 24% of the site will be in vegetation of one sort or another.

Subsection 17.46.020(2)(a) requires that a parking or loading area providing ten or more spaces shall be improved with defined landscaped areas totaling no less than ten square feet per parking space. Met as shown.

Subsection 17.46.020(3) requires that provisions for irrigating planting areas be made where needed. A condition of approval to this effect is warranted.

Subsection 17.46.020(4) requires landscaping to be continuously maintained. This standard can be met with conditions.

Subsection 17.46.020(5) pertains to the planting of trees under overhead utility lines or near sidewalks or curbs.

The site has three (3) street trees will be planted along Portland Avenue and two (2) along Arlington.

Subsection 17.46.020(6) pertains to grading and states, "The natural form of the site shall be preserved insofar as practicable unless berming

3-5

or contouring of land is required.”

Applicant discusses this issue, to include pointing out slope/connectivity requirements of multi-family developments. The bulk of the property has relatively gentle slopes. The site will be graded the minimum amount necessary to establish the required grades for pedestrian connectivity and ADA standards.

The site itself will see minor changes but no fill/grading. *Subsection 17.46.020(7)* requires that land within the public right-of-way not developed as sidewalks or driveways be landscaped and maintained by the abutting property owner.

The site has approximately fifty feet (50') of frontage along Webster Road. Only a small portion of that will not be in pavement/sidewalk. The proposal meets this standard.

Subsection 17.46.020(9) provides for street trees to be required of any development and states that, if planted, street trees shall be of a species compatible with the width of the planting strip and nearby street tree species.

As noted, above, the site has minimal street frontage and most of that will be developed with driveway/sidewalk. Staff feels that, from the standpoint of traffic safety along with simple lack of space, street trees should not be required in this situation.

4. *Chapter 17.48 of the GMC* regulates off-street parking and loading. At time of construction, enlargement or change of use of any structure or development subject to Design Review, and except as provided for in the C-2 District, off-street parking spaces shall be provided as described in this Chapter unless greater requirements are otherwise established in the Gladstone Code.

Multi-family parking requirement is calculated at 1.5 spaces per dwelling unit. At 122 units, the total required parking is 183 spaces. Applicant shows 184 parking spaces, meeting the minimum required.

Section 17.48.040(1)(a) requires parking and loading areas to be paved with asphalt and/or concrete meeting city standards, maintained adequately for all-weather use and so drained as to avoid flow of water across public sidewalks. *This standard is met.*

Section 17.48.040(1)(c) requires areas for standing and maneuvering vehicle, other than for the off-street parking and storage of truck tractors and /or semi trailers, to be paved. *Not applicable.*

Section 17.48.040(2)(a) states that required parking spaces must be located within two hundred feet of the building or use they are required to serve. This standard is met.

Section 17.48.040(2)(b) states that required parking shall be provided in the same zoning district or a different zoning district of a more intensive use. Required parking is within the same zoning district.

Section 17.48.040(2)(d) requires groups of more than four parking spaces to be permanently marked and so located and served by driveways that their use will require no backing movements or other maneuvering within a street right-of-way other than an alley. This standard it met as shown.

Section 17.48.040(2)(f),(g) and (i) establish the minimum width of access aisles and the minimum dimensions of parking spaces. The parking lot proposal has the required 24 feet aisle width for 90 degree parking spaces.

Section 17.48.040(2)(h) requires parking areas to be designed to the maximum extent practicable, to avoid large, uninterrupted rows of parking spaces. See site plans – met as shown.

Section 17.48.040(3)(b),(c) and (d) establish requirements for loading areas and states, in part – buildings or structures to be built which receive and distribute material or merchandise by truck shall provide and maintain off-street loading berths in sufficient numbers and size to adequately handle the needs of the particular use.

Not applicable.

Section 17.48.050 establishes requirements for bicycle parking. Bicycle parking is proposed to be located in the breezeway of each building, at a rate of four parking lockups per building. Total number of spaces provided within the units will be 20 spaces. 100% will be covered. An additional two spaces will be provided adjacent to the clubhouse. The requirements of this section have been satisfied.

5. *Chapter 17.50 of the GMC establishes the requirements for vehicular and pedestrian circulation. Subsection 17.50.020(1) requires that provisions be made for the least amount of impervious surface necessary to adequately serve the type and intensity of proposed land uses within developments as well as providing adequate access for service vehicles. Based on submitted site plan information, staff is able to find that impervious surface is limited to that required by other sections of the Code and the urban nature of the site and use. This standard is met.*

Subsection 17.50.020(2) requires provisions to be made, when feasible, for a separation of motor vehicular, bicycle and pedestrian traffic. This standard is met.

Subsection 17.50.020(3) requires curbs, associated drainage and sidewalks within the right-of-way or easement for public roads and streets.

Applicant notes sidewalks/curbs will be repaired and/or replaced as required.

Subsection 17.50.020(4) requires provisions to be made to accommodate any increased volume of traffic resulting from the development.

Traffic volume expansion is expected to occur as a result of this development. Existing transportation network functions at acceptable levels.

Subsection 17.50.020(5) requires provisions to be made for the special needs of the handicapped. This Subsection is met as shown.

Subsection 17.50.020(6) pertains to pedestrian access. This Subsection is met with the proposal.

Subsection 17.50.020(7) deals with new development requiring full site design review that, when completed, generate an average daily traffic count of 1000 trips or greater. In such case, a transit stop shall be provided. There is no evidence to indicated this proposal will result in an ADT of 1000 trips or greater.

Section 17.50.040, Streets and Roads Generally: Many portions of this Section do not apply. Right-of-way is adequate along Webster Road, and full improvements are in place for all expected modes of transport.

Applicable portions of this criterion are met.

6. *Chapter 17.52 of the GMC establishes sign requirements.*

Information on proposed signage has been submitted. The Planning Commission should review and otherwise consider signage for the site. A condition of approval will require signage to meet requirements from Chapter 17.52.

7. *Chapter 17.54 of the GMC establishes clear vision requirements. These standards will be met and maintained.*
8. *Chapter 17.56 of the GMC establishes drainage requirements.*

Applicant has provided a storm drainage report. This proposal will create new areas of impervious surface and a stormwater management system will be required. The proposed system has been designed to comply with Gladstone's Stormwater Treatment and Detention Standards.

9. *Chapter 17.58 of the GMC* establishes standards for grading and fill and requires enforcement of the Uniform Building Code (UBC). The city contracts with Clackamas County for administration of grading permits. The county enforces its own Excavation and Grading Ordinance in lieu of Chapter 70 of the UBC. A condition is warranted requiring satisfaction of Chapter 70.
10. *Chapter 17.60 of the GMC* establishes requirements for utilities. All utilities shall be installed consistent with the standards of this Chapter.

REQUEST FOR COMMENTS:

City of Gladstone Public Works, Gladstone Fire,

RESPONSES RECEIVED:

Gladstone Fire Department: The Fire Department has attended a pre-conference regarding the proposal for this property. Several concerns were raised regarding accessibility at that meeting and I will want to be sure that they are addressed in this approval process. The Fire Dept. will also be requesting County plans examiners to closely evaluate water pressures and supply needs for fire sprinklers and hydrants located on the property and well as the domestic water needed.

The Fire code allows for a single road in and out of the property as long as all buildings in the complex are fully sprinkled. I will need assurance of a clear and full width entrance drive at the Webster Road entrance.

I understand the developer of the proposed complex is required to build to high density requirements on this property. However my primary concern is accessibility and life safety. The width of streets, turning radius at all corners and turnarounds at dead end drives must comply with 2014 Oregon Fire Code. The fire department will require proof that turning radius is not diminished by parking or required landscaping. The FD will continue to have open conversation with the builder as to the options for FDC location and fire hydrant locations. The owner/builder must be made aware of

my concern that the water system pressure may require fire pumps to achieve pressures needed for fire/life safety systems in the buildings.

Landscaping should not be placed in areas that will prohibit full access to required turnarounds like proposed at the furthest end of the complex.

The new building will need to comply with all local fire, building, and life safety codes. All permits need to be obtained prior to starting new construction.

- Michael Funk, Fire Marshal Gladstone

No other comments received as of this report.

IV. RECOMMENDATION

The Planning Commission is authorized to approve design review applications pursuant to *Subsection 17.94.060(2)(c) of the GMC*. Planning staff recommends the Planning Commission approve this application for design review, based on the submitted application materials, subject to the following conditions:

1. This approval shall remain valid for one year following the date of approval. If construction has not begun by that date, this approval shall expire unless the Planning Commission pursuant to Section 17.80.100 of the GMC grants an extension.
2. The applicant shall obtain required building permits, including for any site grading, from Clackamas County. The applicant shall comply with the requirements of the permits.
3. New mechanical equipment and garbage receptacles shall be screened as required by the GMC.
4. On-site lighting shall comply with Subsections 17.44.020(4) and (5) of the GMC, including compliance with IES standards as demonstrated in an engineered site light plan which must be submitted to staff.
5. New utility lines shall be placed underground unless prohibited by the utility service provider. New roof-mounted fixtures and utility cabinets or similar equipment shall be visually screened from public view as required by GMC Subsection 17.44.020(6).
6. The applicant shall submit a letter to the city from the franchise hauler indicating approval of a plan for trash/recycling storage and collection.

Alternatively, the applicant may submit calculations demonstrating compliance with the minimum standards method described in GMC Subsection 17.44.020(7).

7. Landscaping shall be continuously maintained. Landscape maintenance shall be the responsibility of the owner.
8. Signs for the use shall comply with Chapter 17.52 of the GMC
9. This approval is subject to the development complying with the provisions of the Americans with Disabilities Act (ADA)
10. Construction of storm drainage improvements associated with the development shall be consistent with city standards and comply with the drainage requirements of the plumbing code administered by Clackamas County.
11. Water and sanitary sewer improvements shall be constructed to city and Tri-City Service District standards, respectively. Plans to be submitted to the city for approval prior to construction and utilities shall be developed in accordance with the requirements of Chapter 17.60. For sanitary sewer, the development is subject to the rules and regulations and standard specifications of Tri-City Service District. This property may be subject to a System Development Charge (SDC) for additional impacts to the system. Contact City of Gladstone. This property is not allowed to connect directly into the Tri-City force main.
12. For storm drainage: the site is located within the Gladstone City limits. WES provides the erosion control plan review for this area. An erosion control plan is required to be submitted to Water Environment Services for review and shall be implemented prior to and throughout the construction period.
13. Applicant to submit letter to the City from the Fire Department indicating all requirements of that agency have been satisfied.
14. Final certificate of occupancy shall not be granted until all conditions of the design review approval have been met.
15. Any changes in the approved design review plans shall be submitted and approved prior to execution. Any departure from the approved design review may cause revocation of building permits or denial of the final certificate of occupancy.
16. Applicant to submit letter to the City from the Fire Department indicating all requirements of that agency have been satisfied.

3-11

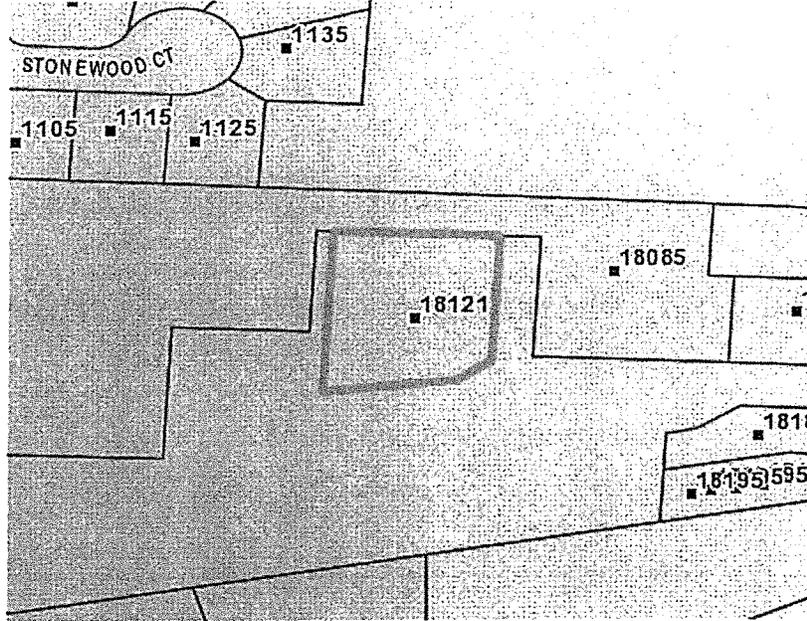


Geographic Information Systems
168 Warner-Milne Rd
Oregon City, OR 97045

Property Report

TRANSUE ALLEN M TRUSTEE
PO BOX 430
GLADSTONE, OR 97027

Location Map:



Site Address: 18121 WEBSTER RD

Taxlot Number: 22E17DC00800

Land Value: 139216

Building Value: 85970

Total Value: 225186

Acreage:

Year Built: 1920

Sale Date: 07/01/1998

Sale Amount: 0

Sale Type:

Land Class:

101

Building Class:

13

Neighborhood:

Gladstone newer 100, 101

Taxcode Districts: 115040

Site Characteristics:

UGB: METRO

Flood Zone: Not Available

Zoning Designation(s):

Zone Overlays: Acreage:

MR N/A 0.55

Fire Gladstone
Park N/A
School Gladstone
Sewer TRI-CITIES
Water N/A
Cable City
CPO City
Garb/Recyc Gladstone Disposal
City/County Gladstone

This map and all other information have been compiled for preliminary and/or general purposes only. This information is not intended to be complete for purposes of determining land use restrictions, zoning, title, parcel size, or suitability of any property for a specific use. Users are cautioned to field verify all information before making decisions.

3-12

2 2E 17DC
GLADSTONE

D.L.C.
FENDAL CASON NO. 50

CLACKAMAS COUNTY
2 2E 17DC

SEE MAP 2 2E 17C

18000

18500

19000

19500

20000

20500

21000

21500

22000

22500

23000

23500

24000

24500

25000

25500

26000

26500

27000

27500

28000

28500

29000

29500

30000

30500

31000

31500

32000

32500

33000

33500

34000

34500

35000

35500

36000

36500

37000

37500

38000

38500

39000

39500

40000

40500

41000

41500

42000

42500

43000

43500

44000

44500

45000

45500

46000

46500

47000

47500

48000

48500

49000

49500

50000

50500

51000

51500

52000

52500

53000

53500

54000

54500

55000

55500

56000

56500

57000

57500

58000

58500

59000

59500

60000

60500

61000

61500

62000

62500

63000

63500

64000

64500

65000

65500

66000

66500

67000

67500

68000

68500

69000

69500

70000

70500

71000

71500

72000

72500

73000

73500

74000

74500

75000

75500

76000

76500

77000

77500

78000

78500

79000

79500

80000

80500

81000

81500

82000

82500

83000

83500

84000

84500

85000

85500

86000

86500

87000

87500

88000

88500

89000

89500

90000

90500

91000

91500

92000

92500

93000

93500

94000

94500

95000

95500

96000

96500

97000

97500

98000

98500

99000

99500

100000

100500

101000

101500

102000

102500

103000

103500

104000

104500

105000

105500

106000

106500

107000

107500

108000

108500

109000

109500

110000

110500

111000

111500

112000

112500

113000

113500

114000

114500

115000

115500

116000

116500

117000

117500

118000

118500

119000

119500

120000

120500

121000

121500

122000

122500

123000

123500

124000

124500

125000

125500

126000

126500

127000

127500

128000

128500

129000

129500

130000

130500

131000

131500

132000

132500

133000

133500

134000

134500

135000

135500

136000

136500

137000

137500

138000

138500

139000

139500

140000

140500

141000

141500

142000

142500

143000

143500

144000

144500

145000

145500

146000

146500

147000

147500

148000

148500

149000

149500

150000

150500

151000

151500

152000

152500

153000

153500

154000

154500

155000

155500

156000

156500

157000

157500

158000

158500

159000

159500

160000

160500

161000

161500

162000

162500

163000

163500

164000

164500

165000

165500

166000

166500

167000

167500

168000

168500

169000

169500

170000

170500

171000

171500

172000

172500

173000

173500

174000

174500

175000

175500

176000

176500

177000

177500

178000

178500

179000

179500

180000

Table of Contents

GENERAL INFORMATION.....2

SITE INFORMATION2

INTRODUCTION3

 APPLICANT'S REQUEST3

 SITE DESCRIPTION/SURROUNDING LAND USE.....3

 PROPOSAL4

APPLICABLE CRITERIA.....5

DIVISION II. ZONING DISTRICTS5

 CHAPTER 17.14 MR – MULTI-FAMILY RESIDENTIAL DISTRICT5

DIVISION IV. DEVELOPMENT STANDARDS8

 CHAPTER 17.42 GENERAL PROVISIONS.....8

 CHAPTER 17.44 BUILDING SITING AND DESIGN.....9

 CHAPTER 17.46 LANDSCAPING14

 CHAPTER 17.48 OFF-STREET PARKING AND LOADING.....16

 CHAPTER 17.50 VEHICULAR AND PEDESTRIAN CIRCULATION22

 CHAPTER 17.56 DRAINAGE.....23

 CHAPTER 17.60 UTILITIES.....24

DIVISION V. USE PERMITS AND AMENDMENTS.....26

 CHAPTER 17.80 DESIGN REVIEW.....26

SUMMARY AND CONCLUSION32

Attachments

- Attachment A – Land Use Application
- Attachment B – Pre-Application Materials
- Attachment C – Geotechnical Report
- Attachment D –Stormwater Report
- Attachment E – Preliminary Land Use Plans and Architectural Plans

GENERAL INFORMATION

Property Owner and Applicant: HT Investment Properties, LLC
1962 Wallace Road, NW
Salem, Oregon 97304
Contact: Hans Thygeson
Phone: (503) 816-4060
Email: hans@htipllc.com

Applicant's Representative: **3J Consulting, Inc.**
5075 SW Griffith Drive, Suite 150
Beaverton, OR 97005
Contact: Andrew Tull
Phone: 503-545-1907
Email: andrew.tull@3j-consulting.com

SITE INFORMATION

Parcel Number: 22E17DC 00700, 00800
Address: 18121 Webster Road
Size: 4.09 ACRES
Zoning Designation: Multi-Family Residential – MR
Existing Use: Single Family Residential
Street Functional Classifications: Webster Road – Minor Arterial
Surrounding Zoning: North, East and West - Single-Family Residential – R-7.2
South -General Commercial – C2

INTRODUCTION

APPLICANT'S REQUEST

Presented to the City of Gladstone is a proposal to develop a multi-family apartment complex on a 4.09 acre property located within the City's Multi-Family Residential Zone (MR). The proposed Application for Design Review would allow for the construction of five new apartment buildings across the site and a club house. The construction of the site as planned would result in the construction of 122 new multi-family residential dwellings. This narrative has been prepared in order to describe the proposed development and to document compliance with the relevant sections of Gladstone's Community Development Code.

The Applicant respectfully requests approval for the proposed apartment community under the City's applicable approval criteria for a Design Review Application. The Applicant notes that this project qualifies as "Needed Housing" under the provisions of ORS 197.303-197.307.

The approval criteria for the proposed development would therefore be as follows:

Gladstone Community Development Code Chapters:

Chapter 17.14	Multi Family Residential District
Chapter 17.42	General Standards
Chapter 17.44	Building Siting and Design
Chapter 17.46	Landscaping
Chapter 17.48	Off-street Parking and Loading
Chapter 17.50	Vehicular and Pedestrian Circulation
Chapter 17.52	Signs
Chapter 17.56	Drainage
Chapter 17.58	Grading and Fill
Chapter 17.60	Utilities
Chapter 17.80	Design Review.

Through this narrative and the attached plans and supporting materials, the Applicant has documented compliance with the applicable approval criteria.

SITE DESCRIPTION/SURROUNDING LAND USE

The subject site is 4.09 acres in size and is located along Webster Road within the City of Gladstone. The subject site is zoned for Multi-Family Uses and is surrounded by single family residential neighborhoods to the north and west, the Tri-City Baptist Temple to the Northeast, and a large undeveloped City-owned commercially zoned property to the south. Along the southeastern corner of the property sits a small existing apartment complex.

The property slopes gently from the access point along Webster Road to the eastern property line. Several small rock outcroppings exist along the southern property line and it is not immediately clear whether

these are actual natural formations or stacked boulders from previous clearing and leveling efforts on the site. The site's vegetation consists primarily of grass and trees. There is one existing single family home and a small outbuilding located on the property.

PROPOSAL

The Applicant proposes to create a new multi-family residential community with a clubhouse. The site will take access from Webster Road with a looped private driveway. The project will consist of five new three story multi-family buildings, parking areas, and a new clubhouse with a pool and play area. The total density proposed within the development is 122 new units with a mixture of one, two and three bedroom units.

APPLICABLE CRITERIA

The following sections of Gladstone's Land Development Code have been extracted as they have been deemed to be applicable to the proposal. Following each **bold** applicable criteria or design standard, the Applicant has provided a series of draft findings. The intent of providing code and detailed responses and findings is to document, with absolute certainty, that the proposed development has satisfied the approval criteria for design review.

Gladstone Municipal Code (TITLE 17):

DIVISION II. ZONING DISTRICTS

CHAPTER 17.14 MR – MULTI-FAMILY RESIDENTIAL DISTRICT

17.14.010 Purpose.

The purpose of an MR district is to: implement the comprehensive plan and to provide land for families and individuals desiring to live in an environment of high density multi-family dwellings with proximity to mass transit, shopping and service facilities.

Applicant's Finding: The site is zoned MR and has been determined to be appropriate for multi-family development through the City's comprehensive planning process. The requirements of this section have been satisfied.

17.14.020 Uses allowed outright.

In an MR zoning district, the following uses and their accessory uses are allowed outright:

- (1) Two-family dwellings.**
- (2) Multi-family dwellings.**

Applicant's Finding: The purpose of this development is to provide multi-family residential development. The Applicant has proposed to construct 122 multi-family dwellings. The requirements of this section have been satisfied.

17.14.030 Accessory uses allowed.

Accessory uses shall comply with all the requirements of this zoning district, except as this section allows to the contrary. All accessory structures shall be subject to GMC Chapter 17.54 (clear vision). The following accessory uses shall be allowed in an MR Zoning district:

- (1) Buildings. Garages and carports, storage and other buildings, as follows:**
 - (a) Either the side, except a street side, or rear setback may be reduced to zero for one accessory structure provided such structure:**
 - (A) Is detached from other buildings;**
 - (B) Does not exceed a height of one (1) story; and**
 - (C) Does not exceed a floor area of four hundred-fifty (450) square feet;**

- (b) A wall of rated, fire-resistive construction may be required by the Oregon Structural Specialty Code or its successor.
 - (c) When more than one accessory structure is present including a portable storage container as defined in Chapter 5.22, a setback does not apply to the portable storage container.
- (2) **Courtyards, Patios and Decks.** The minimum side, except street side, and rear setbacks for uncovered courtyards, patios and decks in excess of thirty inches (30") in height shall be five feet (5'). The minimum front and street side setbacks for such courtyards, patios and decks shall be fifteen feet (15'). No setback shall be required for uncovered courtyards, patios and decks thirty inches (30") or less in height. When calculating the height of a courtyard, patio or deck, railings and benches shall be excluded from the calculation.
- (3) **Fences and Walls.** The following standards shall apply to fences and walls of all types whether open, solid, wood, metal, masonry or other material.
- (a) When located between the front lot line and the front building line, fences and walls shall not exceed three feet (3') in height;
 - (b) Fences and walls not subject to Subsection (3)(a) of this Section shall not exceed six feet (6') in height;
 - (c) An exception may be granted to the maximum fence or wall height standards pursuant to review of an application for conditional use; alteration, expansion or change of use of a nonconforming use; or design review and when an exception is found necessary to provide adequate screening for the use.
- (4) **Storage.** Storage of boats, trailers, pickup campers, coaches, motorhomes and similar recreation equipment. Occupancy of such equipment is subject to a temporary permit under GMC Chapter 15.28 (temporary dwellings).
- (5) **Swimming Pools, Ponds and Hot Tubs.** The minimum side, street side and rear setbacks for swimming pools, ponds and hot tubs shall be three feet (3'). The minimum front setback for ponds no greater than five feet (5') wide and no more than two feet (2') deep shall be three feet (3').
- (6) **Home Occupations.** Home occupations shall be subject to GMC Chapter 17.78 (home occupations).

Applicant's Finding: The Applicant is proposing several uses which qualify as accessory uses within the zone. The Applicant is proposing a swimming pool which will be located near to the clubhouse. The Applicant is also proposing a series of garages intended to provide storage and parking functions for future residents. None of the setback exemptions provided within this section are applicable or necessary as the proposed accessory uses are located well within the traditionally permitted setbacks. The requirements of this section have been satisfied.

17.14.050 Dimensional standards.

Except as provided in GMC Chapter 17.38 (planned unit development), Chapter 17.72 (variances) and Chapter 17.76 (exceptions), the following dimensional standards shall apply in an MR zoning district:

- (1) **Lot area:**
 - (a) For a single-family dwelling, the minimum lot area shall be five thousand (5,000) square feet;

3-19

- (b) For a two-family or multi-family dwelling, the minimum lot area shall be three thousand square (3,000) feet plus one thousand (1,000) square feet per dwelling unit;
- (c) For other uses, the lot area shall be a minimum of five thousand (5,000) square feet or as established by the Planning Commission as provided in GMC Chapter 17.70 (conditional uses).

Applicant's Finding: The proposed development site is approximately 178,160 square feet (4.09 acres). The requirements of this section have been satisfied.

(2) Setback Requirements:

- (a) A front setback shall be a minimum of twenty feet (20');
- (b) A side setback shall be a minimum of five feet (5');
- (c) A rear setback shall be a minimum of fifteen feet (15');
- (d) A street side setback shall be a minimum of twenty feet (20');
- (e) Architectural features such as cornices, eaves, gutters, chimneys and flues may project a maximum of two feet (2') into a required setback area;

Applicant's Finding: The proposed site plan maintains the following setbacks:

- Front Yard (facing Webster) – 20 feet
- Side Yard (to the north and south) – 5 feet
- Rear Yard (to the west) 15 feet

No projections of architectural features within the setback areas have been proposed. The requirements of this section have been satisfied.

(3) Building Height. Maximum building height shall be thirty-five feet (35'). Vertical projections such as chimneys, spires, domes, elevator shaft housings, towers, aerials, flagpoles and similar objects not used for human occupancy are not subject to building height limitations of this Section.

Applicant's Finding: The Applicant's proposes a total of five new multi-family residential buildings. Building heights are measured by calculating the mean height between the ridge and the eaves. The proposed height for all buildings is exactly 35 feet as measured to the mean height of the ridge and the eaves. A new, single story clubhouse building is also proposed. The proposed clubhouse will be less than 35 feet in height. The requirements of this section have been satisfied.

(4) Minimum Vegetation. The minimum area that must be left or planted in trees, shrubs, grass, etc., shall be at least twenty percent (20%) of the total area of the lot.

Applicant's Finding: A total of 44,000 square feet of the site will be provided with landscaping and plantings. This equates to 24 percent of the total lot area. The requirements of this section have been satisfied.

(5) **Exceptions in Case of Large Scale PUD.** The dimensional standards of this section may be modified by the Planning Commission in the case of a plan and program for a large-scale planned unit development, providing modifications are not detrimental to the public health, safety and welfare and providing the Planning Commission determines there is provision for adequate public spaces and improvements for circulation, recreation, light, air and service needs of the developed tract and its relation to adjacent areas and for such covenants or other legal provisions as will assure conformity to the achievement of the plan.

Applicant's Finding: A planned unit development has not been proposed. This section does not apply.

(6) Minimum Density.

- (a) Developments of two-family or multi-family dwellings shall provide a minimum density of eighty percent (80%) of the maximum number of units allowed under GMC Subsection 17.14.050(1). In no case shall the minimum density exceed thirty (30) units per net acre.
- (b) Exception. Where an existing two-family or multi-family development is being altered or expanded, it shall not be required to comply with the minimum density standard provided the alteration or expansion does not result in a net loss of units.
- (c) Mobile home parks shall provide a minimum density of eight (8) units per net acre.

Applicant's Finding: The minimum required density for a 4.09 acre property within the MR district is 122 units. The Applicant has proposed to create a total of 122 residential units. The requirements of this section have been satisfied.

DIVISION IV. DEVELOPMENT STANDARDS

CHAPTER 17.42 GENERAL PROVISIONS

17.42.030 Improvements.

Improvements installed by a developer, either as a requirement or at his or her option, shall conform to the standards of this title, GMC Chapter 12.02 (street excavation requirements) and to any supplemental design and construction specifications adopted by the city for such improvements. Improvements shall be installed in accordance with the following procedure:

- (1) Improvement work shall not begin until plans have been checked for adequacy and approved by the city.
 - (a) To the extent necessary for evaluation of the proposal, the plans may be required before land use approval is issued.
 - (b) Plans shall be prepared in accordance with the requirements of the city.
- (2) Improvement work shall not begin until the city has been notified, and if work has been discontinued for any reason, it shall not be resumed until the city has been notified.
- (3) Improvements shall be constructed under the inspection and to the satisfaction of the city.

3-21

- (a) The city may require changes in typical sections and details in the public interest if unusual conditions arise during construction to warrant the change.

Applicant's Finding: The Applicant has submitted a preliminary construction plan set for the proposed site construction associated with this project. The Applicant will submit a full set of construction documents and will allow the City to review and approve plans for construction prior to initiating construction activities. The preliminary plan set is sufficiently detailed to allow for a land use application to be approved. Work on the site will not occur without notification being provided to the City.
The requirements of this section have been satisfied.

CHAPTER 17.44 BUILDING SITING AND DESIGN

17.44.010 Applicability.

Building siting and design standards shall apply to all development that is subject to design review.

Applicant's Finding: The Applicant's proposed development is subject to the City's Design Review criteria however, this Application also qualifies as "Needed Housing" under the provisions of ORS 197.303-197.307. The applicable statutes require the City to apply clear and objective standards to applications which would propose to construct needed housing on buildable lands. Several of the standards listed within this code could allow for subjective interpretation however, the Applicant believes that the proposed design of the site meets the standards as the design of the proposed complex has considered the requirements of this Chapter. The Applicant has provided responses to each of this sections of this Chapter documenting that the requirements of each section have been satisfied.

17.44.020 General standards.

Building siting and design standards are as follows:

(1) Siting. Where there are no conflicts with other design standards or requirements in this Title, site buildings to maximize solar access where practical, using such techniques as:

- (a) Maximizing east-west street length so that principal building façades will face south;**
- (b) Orienting buildings within twenty degrees of true south as well as maximizing their south-facing dimension;**
- (c) Placing higher buildings on the north portion of the site, while protecting solar access for adjacent sites;**
- (d) Placing major yard spaces on south side of buildings.**

Applicant's Finding: The proposed buildings and the site design respond, in part, to the geometry of the irregularly shaped lot. On three of the four buildings, at least one of the building's long walls has been placed within 20 degrees of a true north/south access, maximizing the number of buildings on site which will face south. The proposed grades across the site will be too subtle for any significant impacts to be realized due to the placement of

buildings at various elevations. The one single story club house has been placed with a large southern exposure. The proposed courtyard for the clubhouse will contain a pool and a play structure which have been oriented for maximum solar exposure. The requirements of this section have been satisfied.

(2) Energy Efficient Design. Where there are no conflicts with other design standards or requirements in this Title, design buildings that are conducive to energy efficiency and conservation, using techniques including, but not limited to, those listed below which are most appropriate to the development:

- (a) Concentrate window areas on the south side (within twenty degrees of true south) of buildings where there is good southern exposure, and provide overhangs, balconies, or other shading devices to prevent excessive summer heat gains;
- (b) Use architectural features, shapes or buildings, fences, natural landforms, berms and vegetation to catch and direct summer breezes for natural cooling and minimize effects of winter winds;
- (c) Provide skylights or clerestory windows to provide natural lighting and/or solar heating of interior spaces.

Applicant's Finding: The proposed buildings have concentrations of windows along the southern sides of each building which will allow solar access for heat and light. Buildings also contain architectural features such as breezeways which are located between units and stairways which will circulate summer breezes through the structures. The requirements of this section have been satisfied.

(3) Compatibility. Arrange structures and use areas to be compatible with adjacent developments and surrounding land uses, considering the following design and siting techniques:

- (a) Locate and design structures to protect scenic views or vistas from adjacent properties and public thoroughfares. Setbacks, building height and bulk should be considered;
- (b) Design structures to provide visual order and avoid monotony in layout and design;
- (c) Orient major service activity areas (e.g., loading and delivery areas) of the proposed project away from existing residences;
- (d) Provide opaque enclosures and gates for all refuse storage areas;
- (e) Screen mechanical equipment, except solar collection apparatus, from view or place such equipment in locations where it will not be viewed by the public. Screening shall be accomplished by the use of a sight-obscuring fence or hedge, a landscaped earth berm, building placement or other design techniques;
- (f) Buffering and/or screening shall be used to mitigate adverse visual impacts, dust, noise and pollution, and to provide for compatibility between dissimilar adjoining uses. Special consideration will be given to the buffering, screening and siting of commercial and industrial uses to ensure that noise and odors are not detectable to normal sensory perception on adjacent residential properties. All development shall comply with GMC Chapter 8.12 (noise control).

Applicant's Finding: The project site is located at one of Gladstone's higher elevations, providing opportunities for limited territorial views, particularly to the south-east. The proposed configuration for the site takes advantage of this view by locating several of the proposed buildings along the site's southern boundary line. This placement will provide a significant number of units with views into the valley. The building configuration itself will provide an articulated and non-monotonous arrangement through the placement of buildings at a variety of orientations and placed at staggered intervals throughout the site. The proposed refuse and storage areas will be provided near the project's entrance, away from the primary activity and residential areas on the site. The proposed refuse areas will also be screened within a gated structure. The requirements of this section have been satisfied.

(4) Building Materials. Buildings shall be constructed using high-image exterior materials and finishes such as masonry, architecturally treated tilt-up concrete, glass, wood or stucco. Buildings shall not be constructed with metal siding material, except as approved by the design review committee for specific high-image materials, except for:

- (a) Canopies, awnings, screening for roof-mounted fixtures, or other architectural features:
- (b) Utility equipment cabinets:
- (c) Structures no greater than two hundred (200) square feet in floor area and ten (10) feet in height: and,
- (d) Buildings, the portions of buildings, that are not visible from a road or adjacent property.

Applicant's Finding: The proposed buildings will be constructed using high-quality exterior finishes such as lap siding and stone work with a variety of architectural detailing and with carefully placed material changes. No metal siding material has been proposed. The requirements of this section have been satisfied.

(5) Lighting. Adequate exterior lighting shall be provided to protect public safety and shall be deflected so as not to shine on a lot in a residential district.

Applicant's Finding: The proposed plan set contains a lighting plan which clearly shows that efforts have been made to provide lighting to protect public safety. All fixtures will be deflected to avoid light-spill onto any adjoining residential properties. The requirements of this section have been satisfied.

(6) On-site Lighting. All on-site lighting shall be designed, located, shielded, or deflected so as not to shine into off-site structures or impair the vision of the driver of any vehicle. When required, engineered site lighting plans shall be developed consistent with Illuminating Engineering Standards (IES) including, but not limited to, average maintained illumination and maximum to minimum ratios. A master plan for on-site lighting shall include the design, height, and location of all proposed exterior lights, including:

- (a) Parking and loading area lighting;
- (b) Pedestrian walkway lighting;
- (c) Internal access road lighting;

- (d) Lighting of public entrances into buildings;
- (e) Flood lights illuminating buildings or significant natural features.

Applicant's Finding: The proposed plan set contains a lighting plan which clearly shows that efforts have been made to provide lighting to protect public safety. All fixtures will be deflected to avoid light-spill onto any adjoining residential properties. The requirements of this section have been satisfied.

(7) Equipment and Facilities. All utility lines shall be placed underground. All roof-mounted fixtures and utility cabinets or similar equipment which must be installed above ground shall be visually screened from public view.

Applicant's Finding: As shown on the attached elevations and rooftop plans, no roof-mounted fixtures will be installed. All site utilities will be installed underground. The requirements of this section have been satisfied.

(8) Trash Disposal and Recycling Collection. In addition to the preceding standards, new construction requiring full site plan review shall incorporate functional and adequate space for on-site storage and efficient collection of mixed solid waste and source separated recyclables prior to pick-up and removal by haulers.

(a) Minimum storage area for trash and recyclables shall be established by one of the following methods: minimum standards method or franchise hauler review method.

(A) Franchise Hauler Review Method. The applicant shall submit plans for storage and collection of solid waste and recyclables that are acceptable to the city's franchise solid waste hauler; acceptance may be indicated on the site plan and/or by separate attachment; or

(B) Minimum Standards Method. The applicant shall submit plans for storage of solid waste and recyclables in accordance with the following:

(i) Multi-family complexes containing ten (10) or fewer dwelling units shall provide a minimum fifty (50) square feet; developments containing more than ten (10) residential units shall provide an additional five (5) square feet per dwelling unit above ten (10).

(ii) Nonresidential developments shall provide a minimum storage area of ten (10) square feet plus:

(aa) office - 4 square feet /1,000 square feet gross floor area (GFA)

(bb) retail - 10 square feet /1,000 square feet GFA

(cc) wholesale/warehouse/manufacturing - 6 square feet /1,000 square feet GFA

(dd) educational & institutional - 4 square feet / 1,000 square feet GFA

(ee) Other - 4 square feet /1,000 square feet GFA

(C) The storage area requirement is based on the predominate use of the building, as described above in subparagraph (a)(B)(ii) of this subsection. If a building has more than one use and that use occupies twenty percent (20%) or less of the floor area of the

building, the floor area occupied by that use shall be counted toward the floor area of the predominate use. If a building has more than one of the uses listed in subparagraph (a)(B)(ii) of this subsection, and that use occupies more than twenty percent (20%) of the floor area of the building, then the storage area requirement for the whole building shall be the sum of the requirement for the area of each use.

- (D) The specific requirements shall meet the Uniform Fire Code and are based on an assumed storage height of four feet (4') for solid waste/recyclables. Vertical storage higher than four feet (4') but not higher than seven feet (7') may be used to accommodate the same volume of storage in a reduced floor space.

Applicant's Finding: In accordance with the requirements of this section, a total of 610 square feet of refuse area is required for the proposed 122 unit apartment complex. The proposed refuse area is approximately 625 square feet and will contain a trash compactor which is being reviewed for sizing requirements by the City's Trash Haulers. Prior to finalization of the plans for the proposed refuse facility, the Applicant will obtain a letter from the City's Hauler, indicating acceptance of the proposed compactor's placement and sizing. The requirements of this section have been satisfied.

17.44.022 Multi-family design standards.

New multi-family buildings, including accessory buildings, shall be subject to the following design standards:

(1) **Façades.** Building façades and exterior walls visible from a public street or pedestrian path or from adjacent property in an R-5 or R-7.2 zoning district shall not consist of a monotonous blank wall and shall include a minimum of two of the following:

- (a) Windows;
- (b) Entries;
- (c) Balconies;
- (d) Bays; or
- (e) The use of two or more distinct materials to break up stretches longer than fifty lineal feet (50') of unbroken area.

Applicant's Finding: The site is setback from Webster Road by approximately three hundred feet. The building which will most likely be visible from the street will be the project's clubhouse. Along the clubhouse's eastern frontage, an entryway with windows, and bays has been provided. The requirements of this section have been satisfied.

(2) **Windows.**

- (a) **Window trim shall not be flush with exterior wall treatment.**

Applicant's Finding: Windows along each of the proposed building's elevations will be provided with trim and not a flush finish. The requirements of this section have been satisfied.

(b) Windows shall be provided with an architectural surround at the jamb, head and sill.

Applicant's Finding: Windows along each of the proposed building's elevations will be provided an architectural surround at the jamb, head, and sill. The proposed design has been shown throughout the building plans. The requirements of this section have been satisfied.

(c) All windows facing the front lot line shall be double hung or casement windows.

Applicant's Finding: The project's front lot line is located along Webster Road. The windows facing the front lot line will be located on the proposed clubhouse. Window facing the front lot line will be double hung. The requirements of this section have been satisfied.

(3) Roofs. Hipped, gambrel or gabled roofs shall be required. Flat roofs shall not be permitted except in areas where mechanical equipment is mounted.

Applicant's Finding: The proposed buildings on site will be provided with a combination of hipped and gabled roof styles. The requirements of this section have been satisfied.

CHAPTER 17.46 LANDSCAPING

17.46.010 Applicability.

Landscaping standards shall apply to all development that is subject to design review.

17.46.020 Standards.

Landscaping requirements shall be as follows:

(1) Minimum Requirement. A minimum of fifteen percent (15%) of the lot area shall be landscaped, except when a greater percentage is required elsewhere in this title.

Applicant's Finding: The proposed landscape is approximately 44,000 sf. This represents a total of 24% of the overall site area. The requirements of this section have been satisfied.

(2) Parking and Loading Areas. The following landscape requirements shall apply to off-street parking and loading areas:

- (a) An off-street parking and loading area providing ten (10) or more parking spaces shall be improved with defined landscaped areas totaling no less than ten square feet per parking space;**
- (b) A parking or loading area shall be separated from any lot line adjacent to a street by a landscaped strip at least ten feet (10') in width, and any other lot line by a landscaped strip at least five feet (5') in width;**
- (c) A landscaped strip separating a parking or loading area from a street shall contain:**
 - (A) Street trees spaced as appropriate to the species, not to exceed twenty-five feet (25') apart, on the average,**

- (B) Low shrubs not to reach a height greater than three feet (3') spaced no more than five feet (5') apart, on the average, and
- (C) Vegetative ground cover.
- (d) If a fence or wall is required or proposed, it shall be located behind required landscaped strips where such strips are adjacent to a street.

Applicant's Finding: The proposed parking area would create a total of 184 off-street parking spaces. A total of 1,840 square feet of landscape area internal to the parking lot is therefore required. A total of 8,009 square feet of internal parking lot landscaping has been provided. No parking areas on the site are located within ten feet of any public streets therefore no specific planting buffers are required.

The requirements of this section have been satisfied.

(3) Irrigation. Provision shall be made for watering planting areas where such care is required.

Applicant's Finding: The Applicant has provided a preliminary landscape plan. Final construction documents for the proposed landscape areas will include irrigation locations and fixtures. The application for Design Review can be conditioned to provide an irrigation plan with the final construction plans.

(4) Maintenance Required. Landscaping shall be continuously maintained.

Applicant's Finding: The Applicant is planning to own and operate the proposed apartment community. Maintenance of landscape will be the on-going responsibility of the owner. The requirements of this section have been satisfied.

(5) Plant Species. The general characteristics of tree species shall be considered when planting under overhead utility lines or near sidewalks or curbs to assure that damage will not result when maturity is reached.

Applicant's Finding: All utilities proposed to serve the site will be undergrounded therefore no special consideration for tree characteristics in relation to utility lines is required. Trees and plantings which have been proposed near to streets, sidewalks, and curbs include Vine Maples, Compact Cedars, and Hawthorns. The trees selected for parking lot landscaping areas are known to perform well when located within and adjacent to pavements and curbs. The requirements of this section have been satisfied.

(6) Grading. The natural form of the site shall be preserved insofar as practicable unless berming or contouring of land is required.

3-28

Applicant's Finding: Apartment communities are required to meet specific standards for the provision of connectivity between buildings, parking, and handicapped parking areas. As a result, the site will be graded to the minimum amount necessary to establish the required grades for pedestrian connectivity. For the most part, the site has relatively gentle slopes and the proposed buildings and parking facilities will be located within a couple of feet of existing grades. Along the western side of the property, a series of fills and a variable width retaining wall will be proposed in order to maintain access grades from the parking lot to the east of the westernmost building. The requirements of this section have been satisfied.

(7) Public Rights-of-Way. Land within the public road right-of-way, not developed as sidewalks or driveways, shall be landscaped and maintained by the abutting property owners. Landscaping will be of the variety that would not create a road hazard or impair sight distance.

Applicant's Finding: The site fronts onto Webster Road for approximately 50 feet at the eastern edge of the property. The majority of this property will be paved to form the access drive which will provide service to the proposed community. The remaining areas within the right-of-way will be planted with lawn and groundcover. These plantings will be maintained by the property owner. The requirements of this section have been satisfied.

(8) Street Trees. Street tree planting may be required of any development and, if planted, shall be according to city requirements and of a species compatible with the width of the planting strip, and nearby street tree species.

Applicant's Finding: The site's limited frontage along Webster Road does not leave sufficient room to provide street trees therefore none have been proposed. The requirements of this section have been satisfied.

CHAPTER 17.48 OFF-STREET PARKING AND LOADING

17.48.010 Applicability.

Off-street parking and loading standards shall apply to all development permits.

Applicant's Finding: The Applicant has prepared a site plan which reflects the City's parking and loading standards. The requirements of this section have been satisfied.

17.48.030 Standards for developments subject to design review.

At the time of construction, enlargement, or change of use of any structure or development subject to GMC Chapter 17.80 (design review), except as provided in the C-2 district, off-street parking spaces shall be provided as follows unless greater requirements are otherwise established under this title:

(1) Calculation of parking requirements.

- (a) Square Footage as Basis for Requirement.** Where square feet of the structure or use is specified as the basis for the parking requirement, the calculation shall be based on the gross leasable area (GLA).
- (b) Number of Employees as Basis of Requirement.** When the number of employees is specified as the basis for the parking space requirement, the calculation shall be based on the number of employees working on the premises during the largest shift at peak season.
- (c)** If more than one use occupies a single structure or lot, the total minimum and maximum parking requirements for the structure or lot shall be the sum of the requirements for each use computed separately.
- (d)** When calculation of a minimum or maximum parking requirement results in a fractional space requirement, such fraction shall be rounded down to the nearest whole number.
- (e)** Owners of two or more uses, structures or lots may agree to utilize jointly the same parking and loading spaces when the peak hours of operation do not substantially overlap. Satisfactory legal evidence shall be presented to establish the joint use. Shared parking spaces shall be included in the calculation of the minimum parking requirement for each of the joint users. For the purpose of calculating the maximum permitted parking for each of the joint users, shared spaces shall be apportioned between the joint users.
- (f)** On-street parking may count towards fulfilling up to one-quarter of the off-street parking requirements where on-street parking is allowed and the applicant can demonstrate that on-street parking is available.
- (g)** Parking spaces fulfilling the minimum off-street parking space requirement shall not be used for display or storage and shall not be rented, leased or assigned to any other person or organization, except as authorized under Subsection 17.48.030(l)(e).

(2) Minimum and maximum permitted parking.

- (a)** The number of surface parking spaces provided at no charge for a particular use shall not be less than the minimum nor exceed the maximum parking ratios identified for that use in Table 1. Minimum parking ratios for those uses not identified in Table 1 (below) shall be determined by the Planning commission during design review.
- (b)** For purposes of the maximum parking ratios identified in Table 1 (below), Zone A shall include those areas where 20-minute peak hour transit service is provided within a one-quarter (1/4) mile walking distance for bus transit stops or stations or one-half (1/2) mile walking distance for high capacity transit stops or stations. Zone B shall include all other areas.
- (c)** The following types of parking spaces are exempt from the maximum parking ratios:
 - (A)** Parking spaces in parking structures;
 - (B)** Fleet parking spaces;
 - (C)** Parking spaces used to store vehicles that are for sale, lease or rent;
 - (D)** Employee carpool parking spaces that are clearly delineated with signs;
 - (E)** Dedicated valet parking spaces.

- (d) Upon expansion of a nonconforming development or nonconforming use that does not comply with minimum or maximum parking ratios, additional parking spaces shall be provided as follows:
 - (A) If the existing number of parking spaces is less than the minimum parking ratio in Table 1 (below), the number of additional parking spaces required shall be based only on the floor area or capacity added and not on the area or capacity existing prior to the expansion.
 - (B) If the existing number of parking spaces exceeds the maximum parking ratio in Table 1 (below), additional parking spaces may only be provided if compliance with the maximum parking ratio will be met for the entire development or use following the expansion.
- (e) Exceptions to the minimum and maximum parking ratios may be granted pursuant to GMC Section 17.80.090 (minor exception). Exceptions exceeding twenty-five percent (25%) of the requirement shall be subject to GMC Chapter 17.72 (variances).

Applicant's Finding: Multi-Family parking is required at a rate of 1.5 units per dwelling unit. At 122 units, the total required parking is 183 parking stalls. The proposed site plan provides a total of 184 parking stalls with a combination of compact and full sized parking stalls. The requirements of this section have been satisfied.

17.48.040 Design requirements for permanent off-street parking and loading.

All structures and developments subject to design review shall provide permanent off-street parking and loading as follows:

(1) Parking and Loading:

- (a) Parking and loading areas shall be paved with asphalt and/or concrete meeting city standards, maintained adequately for all weather use and so drained as to avoid flow of water across public sidewalks;
- (b) Off-street parking and loading areas shall be screened from abutting properties located in a residential zoning district unless such abutting properties are developed with nonresidential uses. Required screening shall be accomplished by building placement, a landscaped earth berm or a sight-obscuring fence or hedge. Required screening shall be a minimum of six feet (6') high and shall not conflict with GMC Chapter 17.54 (clear vision).
- (c) Areas for standing and maneuvering vehicles, other than for the off-street parking and storage of truck tractors and/or semitrailers, shall be paved with an asphalt and/or concrete surface meeting city standards. The parking of truck tractors and/or semitrailers in off-street parking areas used exclusively for the parking and/or storage of said vehicles may be allowed utilizing a durable and dustless surface other than an asphalt and/or concrete surface. Such surface must be graded, compacted and surfaced in such a manner that it will adequately support these vehicles, including trailer standing gear, will not produce dust, will not produce tracking of mud or other materials onto adjoining streets or properties, and otherwise complies with other applicable provisions of this code.

Applicant's Finding: All off-street parking areas parking areas will be paved with asphalt. All parking areas will along the residentially zoned areas adjacent to the site will be screened from neighboring

3-31

properties via a 6 foot tall sight obscuring fence. In several places along the project, the fence will be enhanced with plants. The requirements of this section have been satisfied.

(2) Parking:

- (a) Required parking spaces shall be located not further than two hundred feet from the building or use they are required to serve, measured in a straight line from the building;**

Applicant's Finding: Parking has been provided throughout the site along each of the proposed new residential buildings. Parking Spaces have been provided in each instance within 200 feet of a building entrance. The requirements of this section have been satisfied.

- (b) Required parking shall be provided in the same zoning district or a different zoning district of a more intensive use;**

Applicant's Finding: The site has a uniform zoning as do the parking areas. The requirements of this section have been satisfied.

- (c) In no case shall required parking for a commercial or industrial use be provided in a residential district, except for approved conditional uses;**

Applicant's Finding: The site provides residential parking within a residential zone. The requirements of this section have been satisfied.

- (d) Groups of more than four parking spaces shall be permanently marked and so located and served by driveways that their use will require no backing movements or other maneuvering within a street right-of-way other than an alley;**

Applicant's Finding: No conflicts with vehicle backing movements and public streets are anticipated. The requirements of this section have been satisfied.

- (e) Parking spaces along the outer boundaries of a parking lot shall be contained by a curb at least four inches (4") high and setback a minimum of five feet (5') from the property line. A bumper rail may be substituted for a curb;**

Applicant's Finding: Four inch curbing surrounds the proposed parking areas. In no case are any curbs or parking areas located within five feet of any property line. The requirements of this section have been satisfied.

- (f) Off-street parking and loading areas, including parking spaces and access aisles, shall meet or exceed the minimum dimensional standards identified in Tables 2 and 3 and Figure 1 (of this chapter). Access aisles shall be of sufficient width for all vehicular turning and maneuvering;**

Applicant's Finding: All proposed parking stalls and drive aisles have been designed to meet the requirements prescribed in Tables 2 and 3. The proposed access aisle is 26 feet in width throughout the project's parking areas, exceeding the minimum requirement for a drive aisle with two way traffic. The requirements of this section have been satisfied.

(g) Up to fifty percent (50%) of required parking spaces may be provided for compact cars;

Applicant's Finding: Of the required parking spaces, only 72 of the spaces or 40% are compact. The requirements of this section have been satisfied.

(h) Parking areas shall be designed, to the maximum extent practicable, to avoid large, uninterrupted rows of parking spaces.

Applicant's Finding: Wherever possible, uninterrupted rows of parking have been broken up either through the introduction of planter islands or through breaks in the parking lot's circulation plan. The geometry of the site and the high parking ratio required for development requires a few sections of parking with more than ten spaces however, the majority of parking areas have been separated by landscape plantings. The requirements of this section have been satisfied.

(3) Loading:

- (a) A driveway designed for continuous forward flow of passenger vehicles for the purpose of loading and unloading passengers shall be located on the site of any school having a capacity greater than twenty-five (25) students;**
- (b) Buildings or structures to be built or substantially altered which receive and distribute material or merchandise by truck shall provide and maintain off-street loading berths in sufficient numbers and size to adequately handle the needs of the particular use. If loading space has been provided in connection with an existing use or is added to an existing use, the loading space shall not be eliminated if elimination would result in less space than is required to adequately handle the needs of the particular use;**
- (c) Off-street parking areas used to fulfill the requirements of this section shall not be used for loading and unloading operations except during periods of the day when not required to take care of parking needs;**
- (d) Loading facilities shall be located at least twenty feet (20') from residential property. Loading spaces shall be located on the site and directly accessible to the main structure.**

Applicant's Finding: The project proposed is a multi-family residential development. The need for dedicated loading areas is not necessary for this proposed use. The requirements of this section do not apply.

17.48.050 Bicycle parking standards.

(1) Standards for bicycle parking apply to full-site design review of new construction for multi-family residential (four units and larger) and new commercial/industrial developments. The Planning

3-33

Commission may grant exemptions to bicycle parking requirements in connection with temporary uses or uses that are not likely to generate the need for bicycle parking.

(2) Required bicycle parking must be lighted and be located within fifty feet (50') of an entrance to the building:

- (a) Location. Bicycle parking may be provided within a building if the location is easily accessible for bicycles;
- (b) Covered Spaces. Cover for bicycle parking can be accommodated by buildings or roof overhangs, awnings, bicycle lockers, bicycle storage within buildings or free-standing shelters;
- (c) Signs. If the bicycle parking is not visible from the street or main building entrance, then a sign conforming to the city's standards for on-site traffic control, Section 17.52.060(1), shall be posted indicating the location of the parking facilities;
- (d) Rack Type and Dimensions:
 - (A) Bicycle racks must hold bicycles securely by the frame and be securely anchored;
 - (B) Bicycle racks must accommodate:
 - (i) Locking the frame and one wheel to the rack with a high-security U-shaped shackle lock, or approved substitute; or
 - (ii) Locking the frame and both wheels to the rack with a chain or cable not longer than six feet (6');
 - (C) The Planning Commission may approve alternate bicycle racks provided they are convenient and secure;
- (e) Bicycle parking spaces must be at least six feet (6') long and two feet (2') wide, and in covered situations the overhead clearance must be at least seven feet (7'). An aisle five feet (5') wide for bicycle maneuvering must be provided;
- (f) Areas set aside for required bicycle parking must be clearly marked and reserved for bicycle parking only;
- (g) Required parking in all developments required to comply with this section shall provide a minimum five percent (5%) bicycle parking spaces based on the city's required minimum number of automobile parking spaces:
 - (A) All development shall have a minimum two (2) bicycle parking spaces;
 - (B) If more than seven (7) bicycle parking spaces are required, fifty percent (50%) of the spaces shall be covered. One hundred percent (100%) of all bicycle parking spaces for multi-family development of four (4) units and more shall be covered.

Applicant's Finding:

Per the requirements of this section, this development will trigger the need for nine total new bicycle parking spaces. Bicycle parking has been proposed within each of the new residential building's breezeways at a rate of four parking lockups per building. The total number of spaces provided within the units will be 20 spaces. 100% of the proposed spaces will be covered. An additional two spaces will be provided adjacent to the clubhouse. The requirements of this section have been satisfied.

CHAPTER 17.50 VEHICULAR AND PEDESTRIAN CIRCULATION

17.50.020 Vehicular and pedestrian circulation generally.

Vehicular and pedestrian circulation facilities, including walkways, provisions for the handicapped, interior drives and parking as provided under GMC Chapter 17.48 (off-street parking and loading), shall be designated as follows:

- (1) **Impervious Surface.** Provide for least amount of impervious surface necessary to adequately serve the type and intensity of proposed land uses within developments as well as providing adequate access for service vehicles.
- (2) **Traffic Separation.** Provide when feasible, a separation of motor vehicular, bicycle and pedestrian traffic.
- (3) **Curbs and Sidewalks.** Provide curbs, associated drainage, and sidewalks within the right-of-way or easement for public roads and streets.
- (4) **Traffic Volume Expansion.** Provision shall be made to accommodate any increased volume of traffic resulting from the development. If streets adjacent to or serving the site are inadequate, widening, dedication of property for future widening, or other street improvements may be required. The development shall be designed to minimize traffic volume increases on minor streets and underdeveloped streets.
- (5) **Handicapped Needs.** Provide for the special needs of the handicapped such as wheelchair ramps and Braille signs.
- (6) **Pedestrian Circulation Standards.** An on-site pedestrian circulation system shall be provided for new nonresidential and multi-family developments and for new buildings added to existing nonresidential and multi-family developments. The system shall comply with the following standards:
 - (a) The system shall connect all adjacent streets to the main entrances of nonresidential buildings and to unit and/or building entrances of multi-family developments;
 - (b) The system shall connect all buildings and other areas of the site, such as parking areas, bicycle parking, recreational areas, common outdoor areas and any pedestrian amenities.
 - (c) The system shall be hard-surfaced. For nonresidential development, the system shall be a minimum of six feet (6') wide. For multi-family residential development, the system shall be a minimum of five feet (5') wide.
 - (d) The system and off-street parking and loading areas shall be designed to avoid, to the maximum extent possible, the system's crossing off-street parking and loading areas. Where the system crosses driveways or off-street parking and loading areas, the system shall be clearly identifiable through the use of elevation changes, speed bumps, a different paving material or other similar method. Striping shall not fulfill this requirement;
 - (e) Where the system is parallel and adjacent to an auto travel lane, the system shall be a raised path or be separated from the auto travel lane by a raised curb, bollards, landscaping or other physical barrier. If a raised path is used, the ends of the raised portions shall be equipped with curb ramps;
 - (f) The system shall comply with the Americans with Disabilities Act (ADA).

**Applicant's
Finding:**

The Applicant's proposed design for the site provides a well considered pedestrian and vehicular circulation system. Buildings have been connected to each other and the nearest public street via an internal system of pathways and marked pedestrian crossings. Where possible, the proposed pedestrian system has been separated from the vehicular circulation system via elevated curbs and via the incorporation of planter strips. The entire system has been designed to meet the requirements of the American's with Disabilities Act (ADA) as it applies to multi-family residential developments. The requirements of this section have been met.

17.50.030 Streets and roads generally.

(1) The location, width and grade of streets shall be considered in their relation to existing and planned streets, to the topographical conditions, to public convenience and safety, and to the proposed use of land to be served by the streets. The street system shall assure an adequate traffic or circulation system with intersection angles, grades, tangents and curves appropriate for the traffic to be carried considering the terrain. Where location is now shown in a development plan, the arrangement of streets shall either:

- (a) Provide for the continuation or appropriate projection of existing principal streets in surrounding areas; or**
- (b) Conform to a plan for the neighborhood approved or adopted by the Planning Commission to meet a particular situation where topographical or other conditions make continuance or conformance to existing streets impractical.**

(2) For new residential and mixed-use development on vacant land of five acres or more in the R-5, R-7.2, MR and C-2 zoning districts, street connections and access ways shall be provided as follows:

- (a) Full street connections, of at least local street classification, shall be provided at intervals of no more than five hundred thirty feet (530'), except where prevented by topography, barriers such as railroads or freeways, or environmental constraints such as major streams and rivers;**
- (b) Access ways for pedestrians, bicycles or emergency vehicles shall be provided on public easements or right-of-way where full street connections are not possible, with spacing between full streets or access way connections of not more than three hundred thirty feet (330'), except where prevented by topography, barriers such as railroads or freeways, or environmental constraints such as major streams and rivers;**

**Applicant's
Finding:**

No new public streets have been proposed within the project. This section does not apply.

CHAPTER 17.56 DRAINAGE

17.56.010 Applicability.

The development standards for surface water drainage shall apply to all new or redevelopment activities in the City of Gladstone that result in the creation or disturbance of 5,000 square feet or more

impervious surface except for substantial improvement or lesser remodel or reconstruction of existing single-family or two-family dwellings.

Applicant's Finding: The Applicant has provided a storm drainage report and an attachment to this application for Design Review. The Applicant's proposal will create several new areas of impervious area and a stormwater management system will be required. The proposed stormwater management system has been designed to comply with the City of Gladstone's Stormwater Treatment and Detention Standards. The draft report provided will be reviewed and approved by the City's engineer as part of the City's construction documentation review process. The requirements of this section have been satisfied.

CHAPTER 17.60 UTILITIES

17.60.010 Applicability.

The development standards for utilities shall apply to all development permits issued by the City of Gladstone except for substantial improvement or lesser remodel or reconstruction of an existing single or two-family dwelling.

17.60.020 Standards.

Utility services and facilities shall be appropriate to the scale and type of development and consideration shall include, but not be limited to the following standards:

(1) **Site Disturbance.** The location, design, installation and maintenance of all utility lines and facilities shall be carried out with minimum feasible disturbances of soil and site.

Applicant's Finding: The Applicant has coordinated with the City's Public Works department to review the placement of utilities, access, and service facilities. The Applicant has minimized soil and site disturbances wherever possible in order to minimize impacts. All impacts proposed across the site are intended to be handled on the subject property, without the need for grading impacts to adjacent properties. If, during the course of construction documentation or construction in the field, additional easements for grading are required from adjoining properties, the Applicant will work with neighbors to reduce impacts wherever possible. The requirements of this section are met.

(2) **Electricity. Gas. Communications.** All development which has a need for electricity, gas and communications services shall install them pursuant to the requirements of the district or company servicing the development. Except where otherwise prohibited by the utility district or company, all such facilities shall be underground.

Applicant's Finding: The Applicant will coordinate the design and construction of all required franchise utilities for the site during the Construction Documentation phase of the project, following approval of the Land Use Application. As required by this section, all utilities will be undergrounded. The requirements of this section will be met.

(3) Underground Facilities. The developer shall make necessary arrangements with utility companies or other persons or corporations affected for the installation of underground lines and facilities. Electrical lines and other wires, including but not limited to communication, street lighting and cable television, shall be placed underground.

(4) Sanitary Sewers. All development which has a need for sanitary sewers shall install the facilities pursuant to the requirements set forth by the public works department. Installation of such facilities shall be coordinated with the extension of necessary water services and storm drainage facilities. Requirements for development shall include the following:

- (a)** Sanitary sewers shall be installed to city standards to serve or be available to all development. Design shall take into account the capacity and grade to allow for desirable extension beyond the development. If required, sewer facilities will, without further sewer construction, be sized to directly serve property outside the development;
- (b)** If the area outside the development to be directly served by the sewer line has reached a state of development to justify sewer installation at the time, the Planning Commission may recommend to the City Council construction as an assessment project with such arrangement with the developer as is desirable to assure financing his share of the construction. If it is determined by the city that a larger sized line than normally required to serve the property is desirable to provide for future extension, the city will reimburse the developer the difference in cost of pipe between that required to serve the development and that stipulated by the city;
- (c)** In areas that will not be served by a public sewer, the minimum lot and parcel sizes shall permit compliance with the requirements of the department of environmental quality and shall take into consideration problems of sewage disposal, particularly problems of soil structure and water table as related to sewage disposal by septic tank.

**Applicant's
Finding:**

The subject property will take access to a lateral sewer line which will connect to the City's sewer system within Webster Road. The Applicant has completed both an upstream and downstream analysis of sewer system within the site's immediate vicinity and has recommended a series of off-site sewer improvements. These improvements have been reviewed by the City's Public Works Department and by the City's Engineer and have been discussed and agreed upon with the City Council in a Development Agreement between HT Properties and the City of Gladstone. The proposed improvements allowed by the City Council are contingent upon the Planning Commission's Approval of an Application for Design Review for the proposed apartment complex. If the proposed Application for Design Review is approved, the Applicant will connect to the City's Sewer system and complete the offsite improvements described within the Development Agreement.

(5) Water Services. All development which has a need for water service shall install water facilities and grant necessary easements pursuant to the requirements of the utility district serving the development. In addition, requirements for development shall include the following:

- (a) Water lines to serve residential developments shall be a minimum six inch (6") nominal diameter and water lines to service commercial and industrial developments shall be a minimum eight inch nominal diameter with valves and fire hydrants serving each building site in the development and connecting the development to city mains shall be installed. Prior to starting building construction, the design shall take into account provisions for extension beyond the development and to adequately grid the city system. Hydrant spacing to be based on accessible area served according to A.I.A. recommendations and as approved by the Fire Chief;
- (b) If the city determines that a water line size greater than the required minimum in diameter is required to provide for future extension of the water system, the city will reimburse the developer the difference in cost of pipe and valves between that of the minimum diameter and the size stipulated by the city.

Applicant's Finding: The proposed development will be served by an 8 inch water main that currently traverses a portion of the site. The Applicant has proposed to replace the majority of the existing waterline with a new 8 inch ductile iron water line which will both provide service to the site and to other properties located to the west of the development. No upsizing has been determined to be necessary by the City's Engineering Department as the City's current Water Master Plan contains plans for a new main transmission line located to the south of the property. The new transmission line will be completed either by the City independently or by the future developers of the property located to the south of this site. The requirements of this section will be met.

(6) Coordination with Street Surfacing. All underground utilities, sanitary sewers and storm drains installed in streets by the developer or by any utility company shall be constructed prior to the surfacing of the streets. Stubs for service connections for underground utilities and sanitary sewers shall be placed to a length minimizing the necessity for disturbing the street improvements when service connections are made.

Applicant's Finding: The Applicant will work with the City to coordinate the surfacing of streets to ensure that underground utilities are located prior to any final asphalt course.

(7) As-built Submittals. A map showing all public improvements, as built, shall be filed with the city engineer upon completion of the improvements.

Applicant's Finding: The Applicant will agree to submit as-built drawings following the completion of construction activities.

DIVISION V. USE PERMITS AND AMENDMENTS

CHAPTER 17.80 DESIGN REVIEW

3-39

17.80.011 Objectives.

The following objectives of the regulations in this chapter are as follows:

- (1) To preserve the natural environment and protect and enhance the visual character of the city, and to ensure compliance with the goals, objectives and policies of the Gladstone Comprehensive Plan, zoning and subdivision ordinances.
- (2) To encourage orderly development and to assure that structures, signs and other improvements are appropriately related to their site, and to surrounding sites and structures. Due regard shall be given to the aesthetic qualities of the terrain and landscaping, and proper attention given to exterior appearance of structures, signs, energy conservation and other improvements.
- (3) To ensure significant site development will be compatible with land use on adjacent properties.
- (4) To protect neighboring owners and users by assuring that reasonable provisions have been made for such matters as surface water drainage, the preservation of views, light, air and solar access and those effects on neighboring land uses.

**Applicant's
Finding:**

The subject property is zoned for Multi-family residential development and the City's Comprehensive Plan designates this part of the City as a High Density Residential zoning district. The applicant has proposed a use for the site which is consistent with the underlying zoning designation and therefore compatible with the surrounding land uses.

No mapped waterways or significant natural resource or cultural resources have been identified on the property within any of the City's local inventories.

No mapped cultural or historic resources have been identified on the City's local inventories.

The Applicant's proposal addresses each of the City's building design and siting requirements and maintains all required setbacks and height restrictions. The proposed development also provides plans for the capture, treatment, detention, and release of stormwater in a manner which will not adversely affect neighboring properties. The requirements of this section have been satisfied.

17.80.021 Applicability.

- (1) This chapter shall apply to new structures; additions to existing structures; site development, such as grading, parking lot construction or commercial/industrial use of an undeveloped property; change of use; and major remodeling, with the following exceptions:
 - (a) Single-family dwellings and their allowed accessory uses;
 - (b) Duplexes and their allowed accessory uses in the R-7.2 and R-5 zoning districts;
 - (c) Utility lines and equipment cabinets, not including towers or substations, provided such equipment cabinets are no greater than one hundred twenty (120) square feet in area and ten feet (10') in height;
 - (d) Fences unless associated with a primary, accessory or conditional use in the Office Park District or unless design review is required to grant an exception to the maximum fence height standard of the zoning district;

- (e) Fabric-covered awnings;
 - (f) Playground equipment;
 - (g) Grading that does not require a permit under the Clackamas County Excavation and Grading Code;
 - (h) Signs reviewed by the City Administrator or designee pursuant to GMC Chapter 17.52 (signs);
 - (i) Vehicular or pedestrian right-of-way improvements provided such improvements are not associated with additional development that is subject to design review;
 - (j) Changes of use where:
 - (A) The proposed change is not from a residential, commercial/industrial or institutional use to a use in a different one of these categories;
 - (B) The new use is not required by this title to have a greater number of off-street parking spaces than the previous use or at least the minimum number of off-street parking spaces required by this title for the new use currently exists. However, where applicable parking requirements are not identified in Table 1 of GMC Section 17.48.030 (standards for developments subject to design review) or where on-street parking is proposed to fulfill a portion of the minimum off-street parking requirement, design review shall be required;
 - (k) Normal maintenance of structures and premises provided there are no significant use or structural alterations. Normal maintenance may include painting, roofing, siding, interior remodeling, electrical work, plumbing work, re-paving of access roads and parking/loading areas, replacement of landscaping elements or other similar tasks. Normal maintenance does not include increasing the number of dwelling units, constructing new structures or constructing additions to existing structures except to the extent that an addition is necessary to render a structure accessible to the disabled. Normal maintenance performed shall be consistent with previous design review approvals for the site.
- (2) If a design review application is required, no building, sign, grading or blasting permit shall be issued until design review approval has been granted.
- (3) An application for design review shall be reviewed pursuant to GMC Division VII (administrative procedures) and shall be reviewed for compliance with standards of the underlying zoning district and GMC Division IV (development standards).

Applicant's Finding: The Applicant's proposal required approval through the City's Design Review process.

17.80.061 Submittal requirements.

- (1) An application for design review shall include a minimum of twelve (12) copies of the following plans drawn to scale. A project summary shall accompany the application when necessary to describe special circumstances such as a request for a minor exception pursuant to GMC Section 17.80.090 (minor exceptions).
 - (a) Vicinity Map: The vicinity map shall show the location of the subject property relative to well-known landmarks in all directions and shall be at least four inches (4") by four inches (4") in size.

3-41

- (b) **Site Plan:** The site plan shall include the following:
- (A) The applicant's entire property and the surrounding area to a distance sufficient to determine the relationship between the applicant's property and proposed development and adjacent property and development;
 - (B) Lot lines, dimensions and area of the subject property;
 - (C) Complete names, addresses and telephone numbers of the property owner, applicant and project designer;
 - (D) Natural features including, but not limited to, individual trees greater than six inches (6") in diameter at five feet (5') above the ground (identify the species), wooded areas, wildlife habitat areas, streams and stream corridors, marsh and wetland areas, underground springs, surface features such as earth mounds and large rock outcroppings, significant views, natural drainage on the subject property and adjacent properties, areas of special flood hazard and potential geologic hazards such as areas of mass movement and soil hazards. Identify proposed alterations to natural features;
 - (E) Location, dimensions and names of all proposed rights-of-way and all existing rights-of-way within or adjacent to the subject property. Include proposed new curbs and sidewalks. Include existing curbs and sidewalks where necessary to show a connection to new curbs and sidewalks;
 - (F) Location and dimensions of existing and proposed easements, to which property they are conveyed and for what purpose(s). Include easements on the subject property and off-site easements conveyed to the subject property;
 - (G) Identification of existing uses of the subject property, including the location and exterior dimensions of existing structures. Identify whether existing structures will remain on the property or be removed;
 - (H) Location of proposed and existing utilities on the subject property and the location of adjacent off-site utilities to which on-site utilities will connect. Include water, sanitary sewer, storm drainage, gas, electric (including power poles) and other utilities;
 - (I) Location and exterior dimensions of all proposed structures;
 - (J) Relation of the subject property to nearby transit stops;
 - (K) Location and dimensions of individual parking spaces, parking lot access aisles, driveways and pedestrian and bicycle circulation;
 - (L) Lighting (include type);
 - (M) Service areas for trash disposal, recycling, loading and delivery and bicycle parking;
 - (N) Location of potential noise sources in the proposed development;
 - (O) Information about significant climatic variables including, but not limited to, solar potential, wind direction and wind velocity.
- (c) **Grading Plan:** The preliminary grading plan shall indicate where and to what extent grading will occur and shall include approximate proposed contour lines, slope ratios, slope stabilization proposals and natural resources protection proposals. Existing contour lines shall also be shown. Proposed and existing contour lines shall be shown at maximum intervals of two feet (2') for slopes less than ten percent (10%), five feet (5') for slopes between ten (10)

and twenty percent (20%) and ten feet (10') for slopes exceeding twenty percent (20%). A slope analysis shall be provided showing portions of the site according to the following slope ranges: less than ten percent (10%), ten (10) to less than twenty percent (20%), twenty (20) to less than thirty-five percent (35%), thirty five percent (35%) to less than fifty percent (50%) and fifty percent (50%) or greater. Approximate area calculations shall be provided for each of these slope ranges.

(d) Architectural Drawings:

- (A) Building elevations and sections;**
- (B) Building materials, including color and type;**
- (C) Sufficient architectural details pertaining to exterior building materials, including samples and views from roads and other properties, as determined by the City Administrator or designee, to assure compliance with 17.44.020(4);**
- (D) Floor plans.**

(e) Landscape Plan: The landscape plan shall be at the same scale as the site plan and shall include:

- (A) Lot lines and adjacent rights-of-way;**
- (B) Proposed structures and existing structures to remain;**
- (C) Parking and loading areas and driveways;**
- (D) Locations of proposed plants and existing plants to remain, keyed to a legend identifying botanical names, common names, sizes at planting and numbers;**
- (E) Description of soil conditions and plans for soil treatment such as stockpiling of topsoil. Include plant selection requirements relating to soil conditions;**
- (F) Erosion controls, including plant materials and soil stabilization, if any;**
- (G) Irrigation systems;**
- (H) Landscape-related structures such as fences, terraces, decks, patios, shelters, play areas, etc.;**
- (I) Boundaries of open space, recreation or reserved areas to remain, access to open space and any alterations proposed;**
- (J) Locations of pedestrian and bikeway circulation within landscaped areas;**
- (K) Method of planting and maintenance.**

(f) Signs:

(A) Freestanding signs:

- (i) Location on-site plan;**
- (ii) Elevation drawing (indicate size, total height, height between bottom of sign and ground, color, materials and means of illumination).**

(B) On-building signs:

- (i) Building elevation with location of sign (indicate size, color, materials and means of illumination);**
- (ii) Site plan showing location of on-building sign in relation to adjoining property.**

(2) A transportation impact analysis shall be submitted if deemed necessary by the City Administrator or designee to assess the impacts of the proposed development.

(3) The City Administrator or designee may waive any submittal requirements of this chapter if they are deemed not necessary or not applicable due to the scale or nature of the development proposal.

Applicant's Finding: All submission requirements identified within this section and all subsequent materials requested by the City during the pre-application conference for the project have been provided within the Applicant's submission.

The Applicant has included with this application a preliminary site plans including a vicinity map, grading plan, and a site plan. The Applicant has also included preliminary architectural plans, a lighting plan, a traffic impact analysis, a sign plan, and a land use application. The requirements of this section have been satisfied.

17.80.080 Maintenance.

All approved on-site improvements shall be the ongoing responsibility of the property owner or occupant.

Applicant's Finding: The Applicant intends to construct, own, and operate the proposed apartment complex. The Applicant understands that the maintenance of the site will be the on-going responsibility of the owner. The requirements of this section have been satisfied.

17.80.090 Minor Exceptions.

(1) Authority. In conjunction with the design review plan approval, the Planning Commission may grant minor exceptions from the following requirements:

- (a) Dimensional standards for yards required in the primary district;**
- (b) Dimensional standards for off-street parking as required in GMC Chapter 17.48 (Off-Street Parking and Loading);**
- (c) Minimum and maximum number of off-street parking spaces required in GMC Chapter 17.48 (Off-Street Parking and Loading).**

(2) Limitations. No minor exceptions shall be greater than twenty-five percent (25%) of the requirement from which the exception is requested. Requests greater than twenty-five percent (25%) shall be subject to variance procedures.

- (a) In the case of a minor yard exception for landscaping, the Planning Commission shall find that approval will result in:**
 - (i) More efficient use of the site;**
 - (ii) Preservation of natural features, where appropriate;**
 - (iii) Adequate provision of light, air and privacy to adjoining properties;**
 - (iv) Energy conservation; and**
 - (v) Adequate emergency access.**
- (b) In the case of a minor exception to the dimensional standards for off-street parking spaces or the minimum required number of off-street parking spaces, the Planning Commission shall find that approval will provide adequate off-street parking in relation to user demands. The following factors may be considered in granting such an exception:**

- (i) Special characteristics of users which indicate low demand for off-street parking (e.g. low income, elderly);
 - (ii) Opportunities for joint use of nearby off-street parking facilities;
 - (iii) Availability of public transit; and
 - (iv) Natural features of the site (topography, vegetation and drainage) which would be adversely affected by application of required parking standards.
- (c) In the case of a minor exception to the maximum allowed number of off-street parking spaces, the Planning Commission shall find that approval will not result in excessive off-street parking relative to the user demand. The following factors shall be considered in granting such an exception:
- (i) Special characteristics of users that indicate high demand for off-street parking. Characteristics generally attributable to the use classification upon which the maximum parking ratio is based shall not be considered "special characteristics" for purposes of this provision.
 - (ii) Lack of sufficient available on-street parking, public off-street parking or shared parking within one-quarter (1/4) mile walking distance of the subject site.
 - (iii) A study of parking demand, submitted by the applicant, for a use substantially similar to the one proposed.

Applicant's Finding: No exceptions to the City's Design Standards have been sought by the Applicant.
The requirements of this section have been satisfied.

17.80.100 Compliance.

- (1) Approval of design review shall expire if construction has not begun within one (1) year of the date of the final decision. Upon request, the one (1) year period may be renewed once by the Planning Commission for not more than one (1) year.
- (2) Prior to issuance of a final certificate of occupancy, the development site shall be checked by the City Administrator or designee to insure compliance with the approved design review plans. Approval of a final certificate of occupancy shall not be granted until all conditions of design review approval are met.
- (3) Any departure from the approved design review plans may be cause for revocation of the building permit or denial of a final certificate of occupancy. Any changes in the approved design review plans shall be submitted to the City Administrator or designee for review and approval prior to execution. Changes to the substance of an approval or the substance of conditions of approval shall require the submittal of a new design review application.

Applicant's Finding: The Applicant intends to build the site within the 2015-2016 construction year. The Applicant understands that the proposed plans need to closely reflect the final design.
The requirements of this section have been satisfied.

SUMMARY AND CONCLUSION

3-45

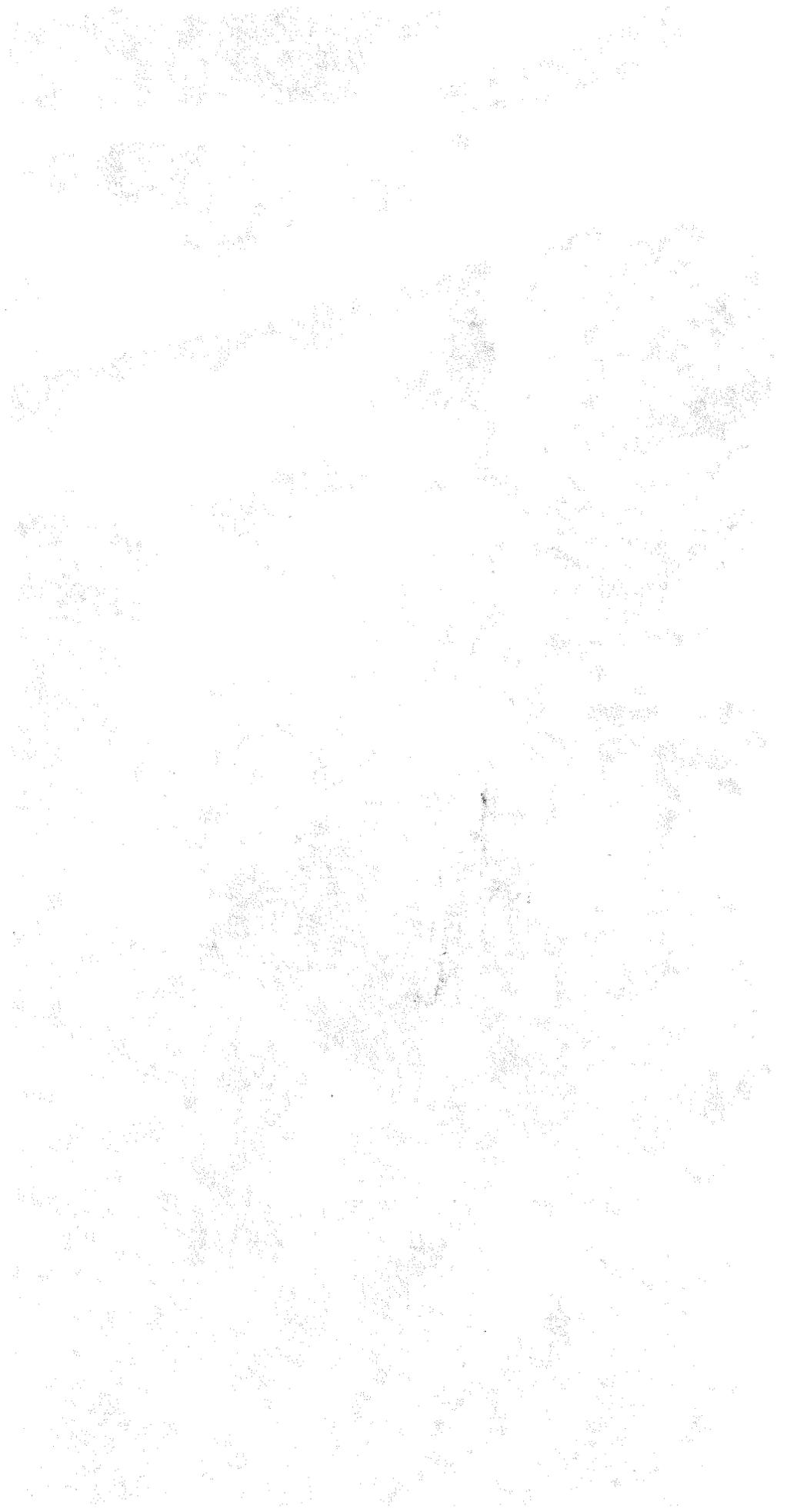
Based upon the materials submitted herein, the Applicant respectfully requests the Planning Commission's Approval for this new multi-family community.

3-46



Vicinity Map

3-47







AAI ENGINEERING
 1000 NE 10th Street
 Portland, OR 97232
 Phone: 503-886-3333
 Fax: 503-886-3339

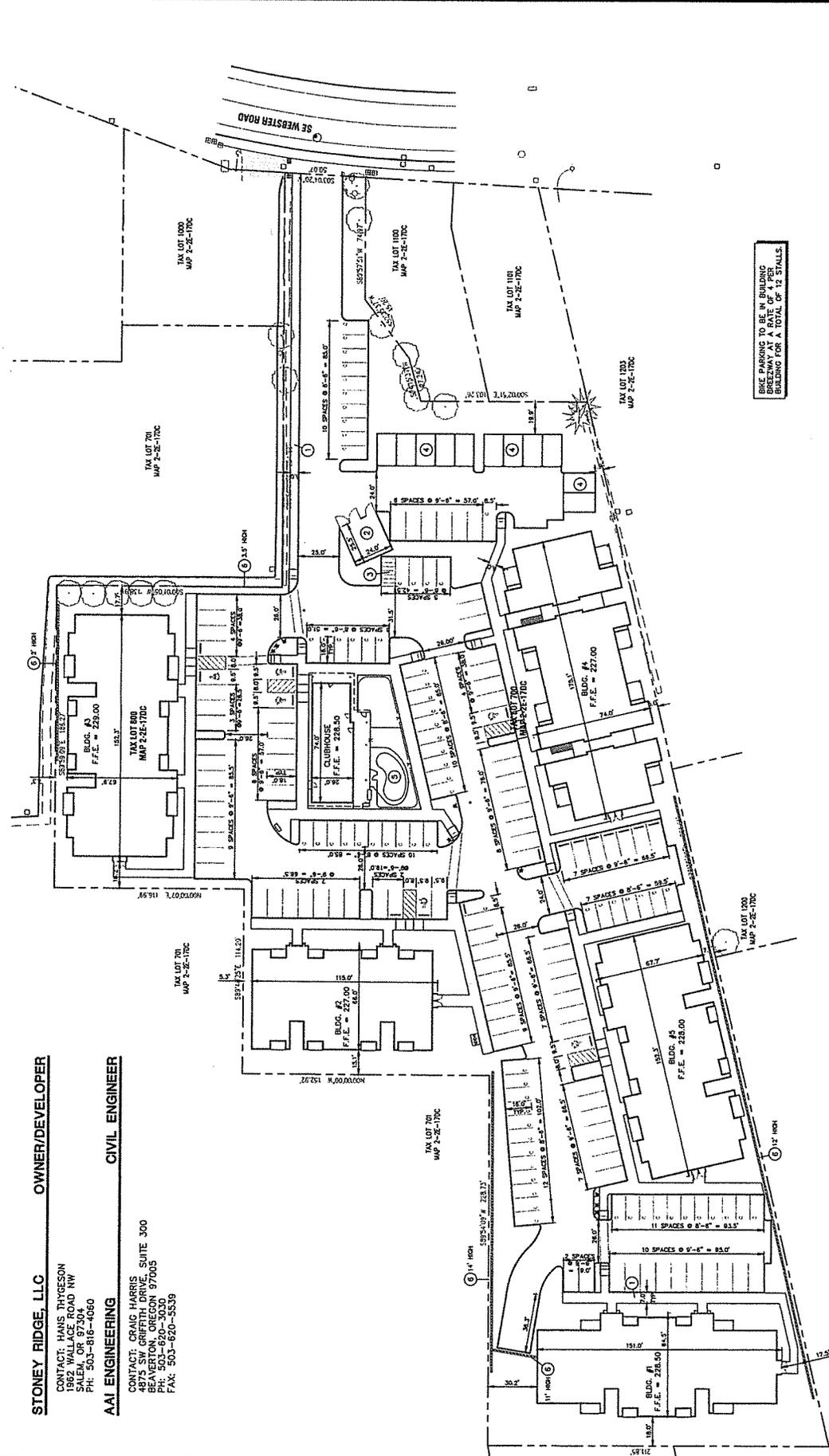
WEBSTER RIDGE

GLADSTONE, OREGON

SITE PLAN
 DATE: 04/10/11
 DRAWN: JR
 CHECKED: CN
 FILE: A15018.11.CD
 REVISIONS:

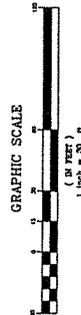
© AAI Engineering, Inc.
 All Rights Reserved.
 This drawing is the property of AAI Engineering, Inc. and is not to be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of AAI Engineering, Inc.

C0.1
 3-10
 JOB NUMBER: A15018.11



BIKE PARKING TO BE IN BUILDING
 UNLOADING STALLS TO BE IN BUILDING
 BUILDING FOR A TOTAL OF 12 STALLS

- KEY NOTES**
- 1 CONSTRUCT CONCRETE SIDEWALK
 - 2 COMPACT TRASH ENCLOSURE WITH RECYCLING
 - 3 TRASH UNLOADING STALL
 - 4 ENCLOSED GARAGE STALL
 - 5 INGROUND POOL
 - 6 RETAINING WALL

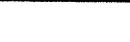


OWNER/DEVELOPER

STONEY RIDGE, LLC
 CONTACT: MANS THYGESEN
 1902 WALL MOUNTAIN ROAD NW
 SALEM, OR 97304
 PH: 503-816-4060

CIVIL ENGINEER

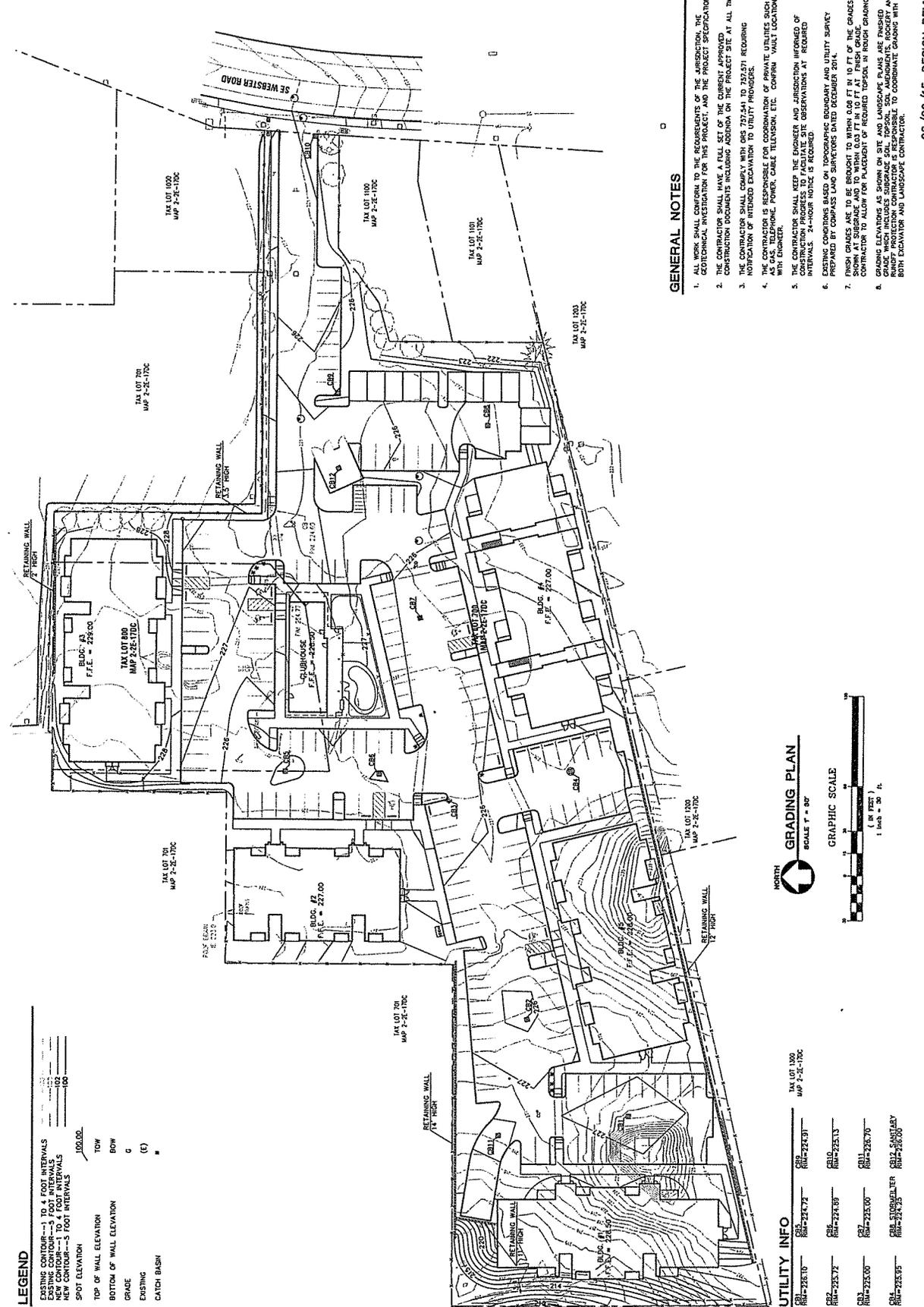
AAI ENGINEERING
 CONTACT: CRAIG HARRIS
 4875 SW GRIFFITH DRIVE, SUITE 300
 BEAVERTON, OREGON 97005
 PH: 503-886-3333
 FAX: 503-886-3339



AAI ENGINEERING
1100 NE 10th St, Gladstone, OR 97030
503.638.1100



REGISTERED PROFESSIONAL ENGINEER
STATE OF OREGON
NO. 10000
EXPIRES 12/31/16



LEGEND

- EXISTING CONTOUR—1 TO 4 FOOT INTERVALS
- EXISTING CONTOUR—5 FOOT INTERVALS
- NEW CONTOUR—1 TO 4 FOOT INTERVALS
- NEW CONTOUR—5 FOOT INTERVALS
- SPOT ELEVATION

TOP OF WALL ELEVATION

BOTTOM OF WALL ELEVATION

GRADE

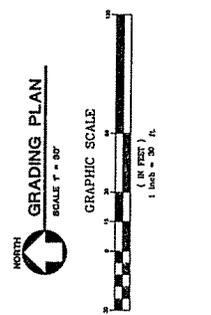
EXISTING

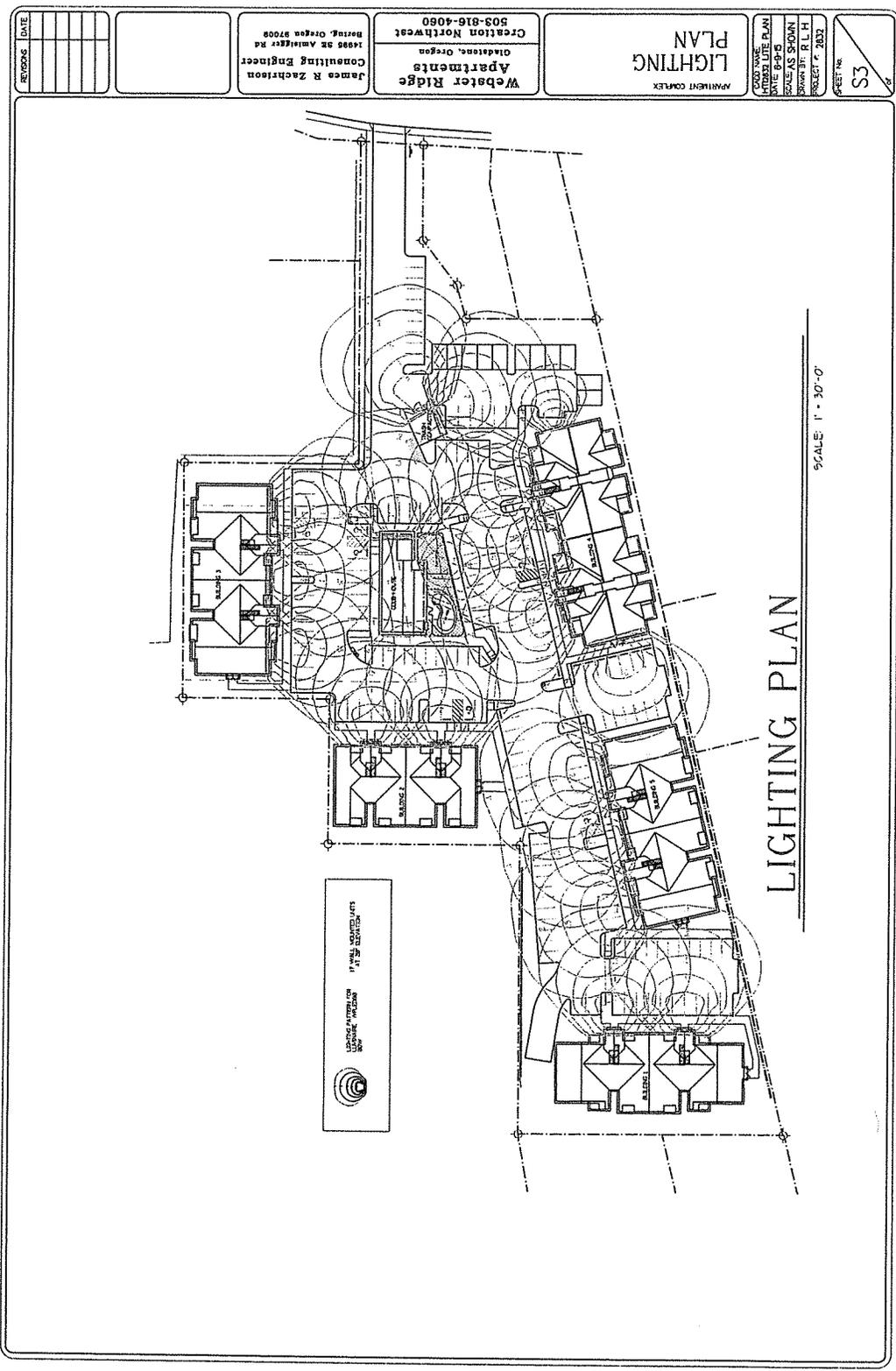
CATCH BASIN

UTILITY INFO

CB1	RM=225.10	CB2	RM=225.72	CB3	RM=226.31	CB4	RM=226.93
CB5	RM=227.52	CB6	RM=228.13	CB7	RM=228.74	CB8	RM=229.35
CB9	RM=229.96	CB10	RM=230.57	CB11	RM=231.18	CB12	RM=231.79
CB13	RM=232.40	CB14	RM=233.01	CB15	RM=233.62	CB16	RM=234.23

- GENERAL NOTES**
- ALL WORK SHALL CONFORM TO THE REQUIREMENTS OF THE APPLICABLE SPECIFICATIONS, THE GEO-TECHNICAL INVESTIGATION FOR THIS PROJECT, AND THE PROJECT SPECIFICATIONS.
 - THE CONTRACTOR SHALL MAKE A FULL SET OF THE CURRENTLY APPROVED CONSTRUCTION DOCUMENTS INCLUDING ADDENDUM ON THE PROJECT SITE AT ALL TIMES.
 - THE CONTRACTOR SHALL COMPLY WITH ORES 702.541 TO 702.571 REGARDING NOTIFICATION OF INTENDED EXCAVATION TO UTILITY PROVIDERS.
 - THE CONTRACTOR IS RESPONSIBLE FOR COORDINATION OF PRIVATE UTILITIES SUCH AS GAS, TELEPHONE, POWER, CABLE TELEVISION, ETC. CONFORM "VAULT LOCATIONS" SHEET.
 - CONTRACTOR SHALL NOTIFY THE ENGINEER AND JURISDICTION AGENCIES INFORMED OF CONSTRUCTION PROGRESS TO ALLOW FOR OBSERVATIONS AT REQUIRED INTERVALS. 24-HOUR NOTICE IS REQUIRED.
 - EXISTING CONDITIONS BASED ON TOPOGRAPHIC BOUNDARY AND UTILITY SURVEY PREPARED BY COMPASS LAND SURVEYORS DATED DECEMBER 2014.
 - FINISH GRADES ARE TO BE BROUGHT TO WITHIN 0.08 FT IN 10 FT OF THE GRADES SHOWN AND TO WITHIN 0.03 FT IN 10 FT AT FINISH GRADE CONTOUR LOCATIONS FOR FILL OR EXCAVATION OF REQUIRED TOPSOIL IN NEIGHBORHOOD GRADES WHICH INCLUDES SUBGRADE SOIL, TOPSOIL, AND "ADDITIONAL" FINISH GRADE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING PROTECTION OF EXISTING UTILITIES AND ADJACENT PROPERTY. THE CONTRACTOR IS RESPONSIBLE TO COORDINATE GRADING WITH BOTH ENGINEER AND LANDSCAPE CONTRACTOR.





SCALE: 1" = 30'-0"

LIGHTING PLAN

APARTMENT COMPLEX
LIGHTING
PLAN

Webster Ridge
Apartments
Clatskanie, Oregon
503-816-4080
James R Zachrisson
Consulting Engineer
1898 SE Amalfi Rd
North, Oregon 97008

REVISED	DATE

53
SHEET NO.

PROJECT: R.L.H.
DRAWN BY: S.S. SPORN
CHECKED BY: B.P.D.
DATE: 8-1-02
ARCHITECT: R.L.H.
LITE PLAN
NO. 29-2

REVISIONS	DATE



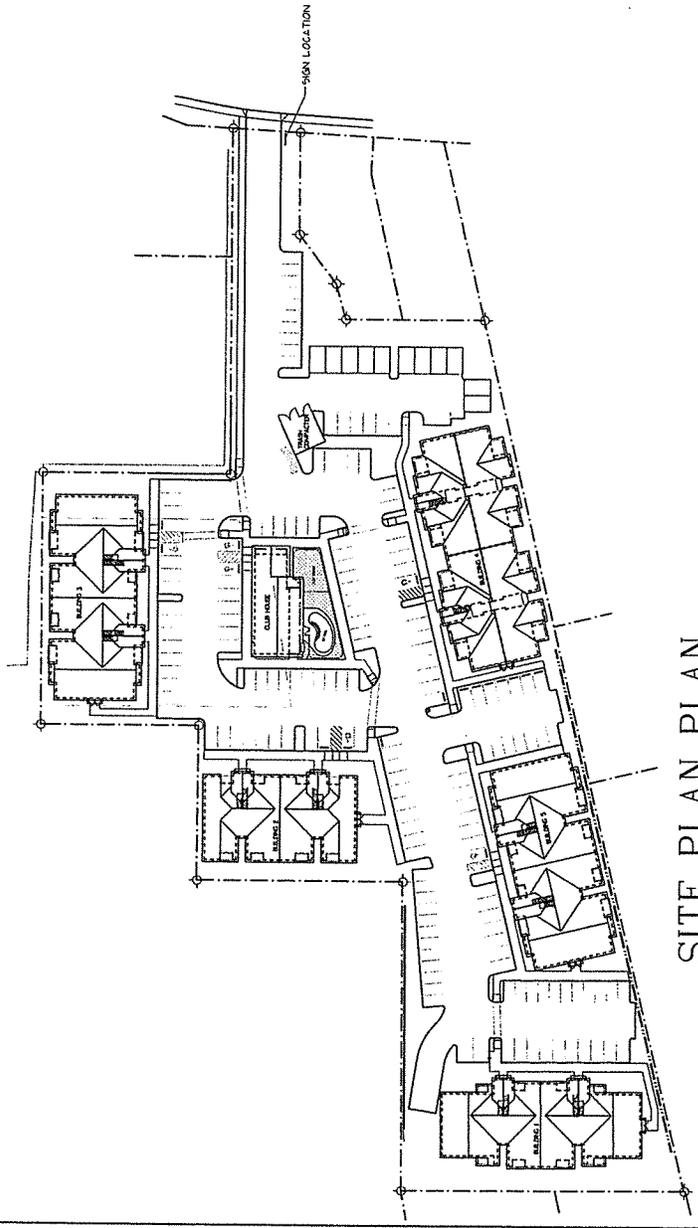
James R Zachrisson
Consulting Engineer
14985 SE Amelger Rd
Boring, Oregon 97008

WEBSTER RIDGE
APARTMENTS
Gladstone, Oregon

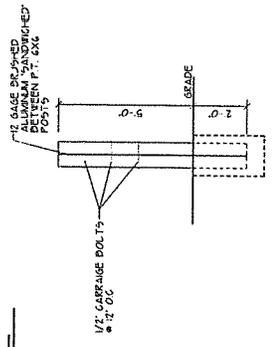
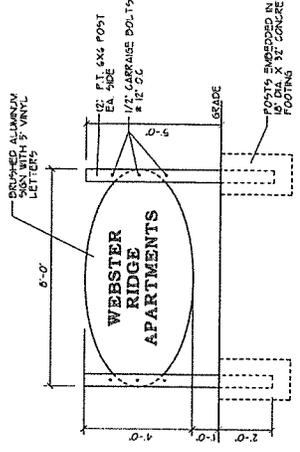
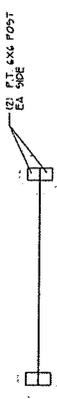
APARTMENT COMPLEX
SIGN DESIGN
& LOCATION

CLIENT NAME: HYDROVISION
DATE: 6-9-85
SCALE AS SHOWN
DRAWN BY: R.L.H.
PROJECT #: 2833

SHEET NO.
S2



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



SIGN DESIGN
SCALE 1/2" = 1'-0"

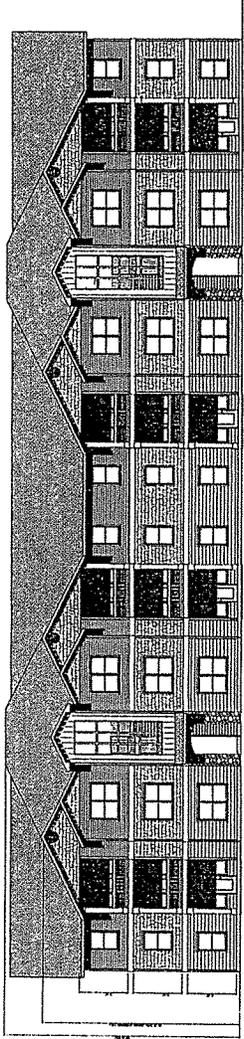
REVISED	DATE

GLADSTONE APARTMENTS
Creation Northwest
809-816-4080

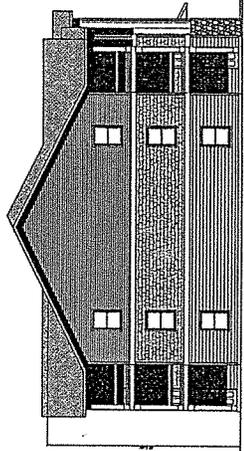
BUILDING 4
APRIL 2018

OWNER: CREATION NORTHWEST
DATE: 02/15/18
DRAWN BY: R. L. H.
CHECKED BY: J. S. B.

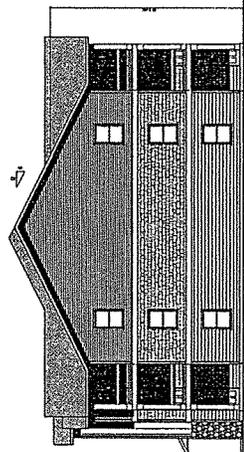
SCALE: 1/4" = 1'-0"
4.1



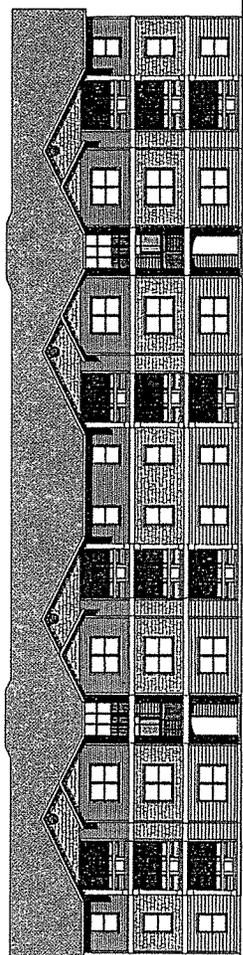
FRONT ELEVATION
SCALE: 1/4" = 1'-0"



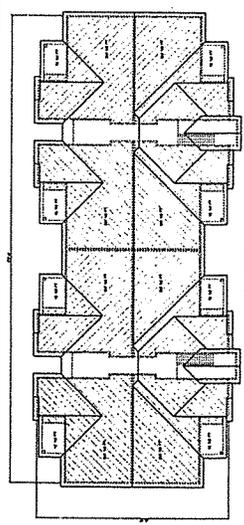
LEFT ELEVATION
SCALE: 1/4" = 1'-0"



RIGHT ELEVATION
SCALE: 1/4" = 1'-0"



BACK ELEVATION
SCALE: 1/4" = 1'-0"



ROOF PLAN
SCALE: 1/4" = 1'-0"

BUILDING CODE APPLIED: THE OS96 Z04
CONSTRUCTION TYPE: V-D (SPRINKLED)
OCCUPANCY: R-2
12 x 12 BED ROOM UNITS 000 50 FT EA.

Jennifer and Daniel Lau

8030 Stone Oaks Ct. Gladstone, OR 97027
503-939-1912
Jlau93@yahoo.com

July 13, 2015

Gladstone Planning Commission Members
Gladstone City Hall, 525 Portland Ave.
Gladstone, OR 97027

Dear Commissioners:

My husband and I are very concerned about the proposed multi-building apartment complex proposed at 18121 Webster Rd. We believe this proposed complex will be very detrimental to the surrounding neighborhood. Our primary concerns revolve around traffic, required setbacks, protection of views, minimum density, and pressure on the school system of Gladstone.

Gladstone Municipal Code 17.78.020 addresses traffic. It is hard to believe that 122 units of apartments can create anything other than a significant traffic impact on Webster Rd. both during construction and when the units are occupied. Assuming that these are family units and most families have more than one car, we are looking at an additional 244 cars on Webster Rd. each day. Given the proximity of the property to 2 major churches and the middle school, we believe this represents a significant risk to public safety.

We are also very concerned about the setbacks on the property. After viewing the plans mailed to us, it would appear that there is almost no setback on the rear of the property (south side). Gladstone Municipal Code 17.14.050 section 2c specifies that there needs to be a minimum of 15 feet. We would argue that it needs to be even more than that, due to concerns stated in the paragraph below.

According to Gladstone Municipal Code 17.80.011 section 4, the commission is responsible for protecting neighboring owners by protecting views, use of light and air. This is a very tall development, that will block views and light from the adjoining property. Also, the proposed height of the building is unreadable on the copy that was mailed to us, so we have no way of knowing if the height is in compliance with city code.

In addition, the property plans seem to exceed the minimum density stated in Gladstone Municipal Code 17.14.050 section 6a. According the plans we received in the mail, the property size is 3.53 acres. The minimum density shall not exceed 30 units per net acre. The maximum number of units that should be allowed on the property is 105.9 (106).

3-58

The proposed project is over by 16 units. We would hope that the commission would keep strictly to this provision of the code.

Although not explicitly listed in the Gladstone Municipal Code, we cannot ignore the impact of this development on our school system. An apartment complex of this size will almost certainly have a large number of students living within it. Gladstone classrooms are already bulging at the seams. Class sizes are way out of control and adding students will not help the situation. Although we know the Planning Commission cannot control the class sizes in the Gladstone School District, we believe that the potential impact of this project on our schools is worth considering.

We thank you for your time and consideration. We look forward to a response from you at your convenience and hope that you will carefully consider the impact of this project on our city.

Sincerely,

Jennifer and Daniel Lau

City of Gladstone Oregon

Attn: Planning Commission

525 Portland Avenue

Gladstone, OR 97027

June 22, 2015

Mr. Glasgow,

Please submit the flowing pages to The City Planning Commission as soon as possible. I am looking to have a code change considered for our community.

Mindy Garlington

7000 Debbie Court

Gladstone, Oregon 97027

503-655-3530

Number of proposed ordinance change: 17.48.030 Table 1 – 1) Residential Uses – Line B

Current Text:

	Two-Family or Multi-Family Dwelling	1.5 spaces per dwelling unit
--	-------------------------------------	------------------------------

Proposed Change: 2 parking spaces per dwelling unit, plus 1 visitor space per every 10 units plus 1 ADA handicap space per every 10 units.

Reason & supporting information:

The current Gladstone municipal code for minimum and maximum off-street parking requirements does not adequately meet our growing community's needs. Specifically, two-family and multifamily dwellings need additional allocated off street parking spaces.

The problem with requiring so few spaces for multiple dwelling residences is the large number of cars that have no place to park except on our streets and within our neighboring communities where residents with multiple cars parked on the street now have to fight for a parking space in front of their own homes.

-Attachment 1: Photos of 4 properties both from a Google photo and street photo to show the over-flow on our side streets already created by current multi-dwelling units under the current code.

The only difference I have found between the parking needs of homeowners and renters would possibly be a household having an RV or a boat. Most homes in Gladstone are two income households, which for the majority means a requirement of 2 and sometimes 3 cars. One and a half parking spaces are clearly not enough. There is no such thing as half a car.

-Attachment 2: A survey conducted by the online web sharing forum Next Door Gladstone shows the majority of households have 2, 3, and even 4 cars. Only 1 household out of the 30 responses had a one car household. No responses replied 1.5 cars.

Cost: Because this would only affect new construction, there is no cost to the City of Gladstone, nor any current residential properties.

In closing:

I would like to add that I too would like to see more mass transit use and fewer cars on the road, but quite frankly for many of us this is not possible. There are few families that mass transit works for, and many of those who use mass transit still have multiple cars at home that will require a parking space. Please do not compare Gladstone to Portland, we have nowhere near the amount of mass transit opportunities that Portland does.

I also strongly urge this Planning Commission not to put this change aside. We have many upcoming changes in store for our small community, and I believe it is of the utmost importance to ensure safety within our community. People move to Gladstone for the great community and small town feel. The last thing future and current residence want to see is city and neighborhood streets crammed with cars and no place to park.

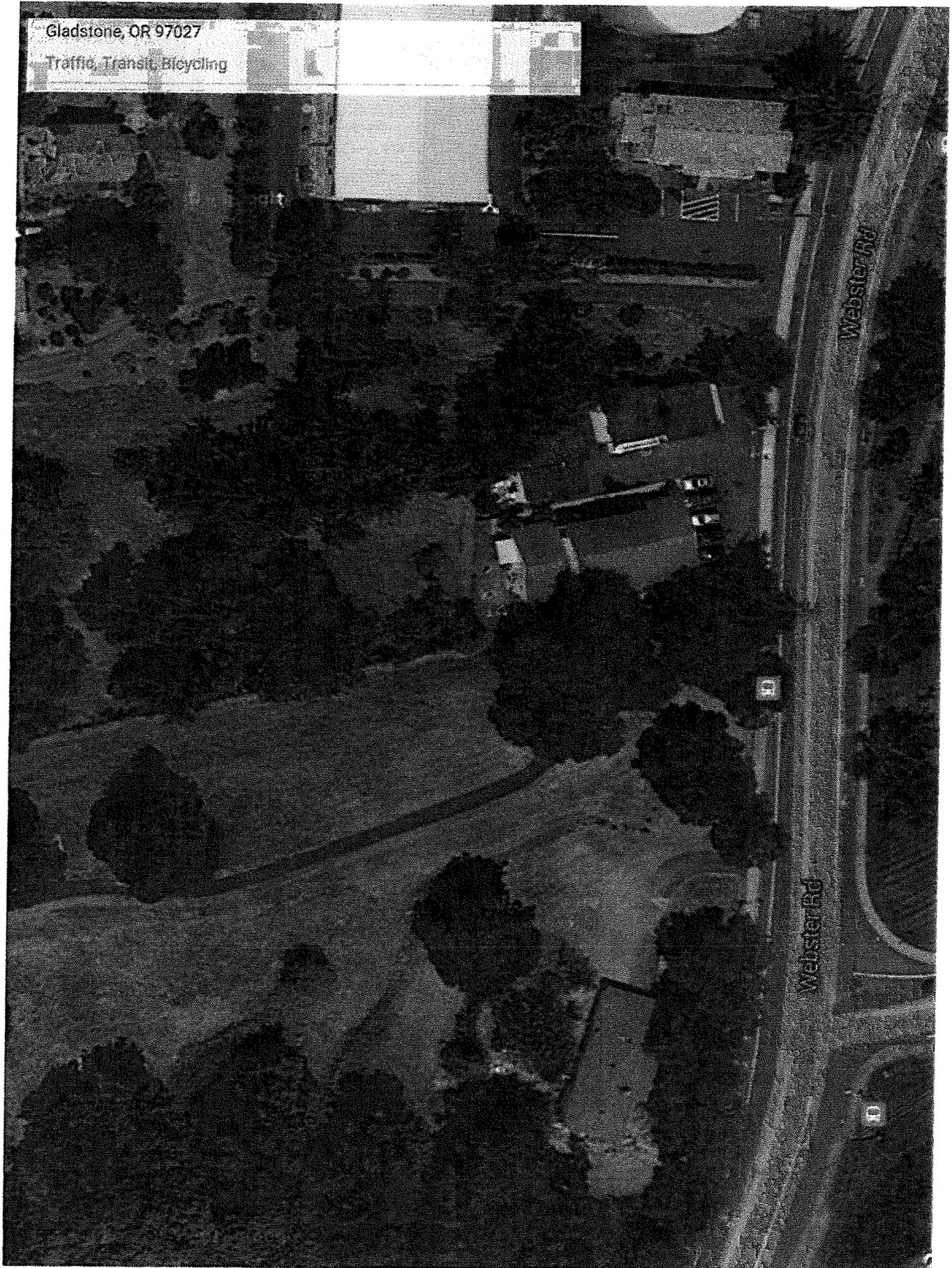
Code Development is the foundation for safeguarding the public; this should include eliminating a walk in the dark and/or alone by a resident because there is not enough parking for them at their own home.

Driving around looking for parking is not at the top of the fun list when one arrives home from work.

Cars parked on our roads reduce the visibility of bikers, walkers and runners.

Our children do not always 'play it safe' and the greater the visibility and unobstructed views are for drivers, the safer our children will be.

4-2



18096 Webster Road

4-3

4-4



Property on Webser Road at capacity

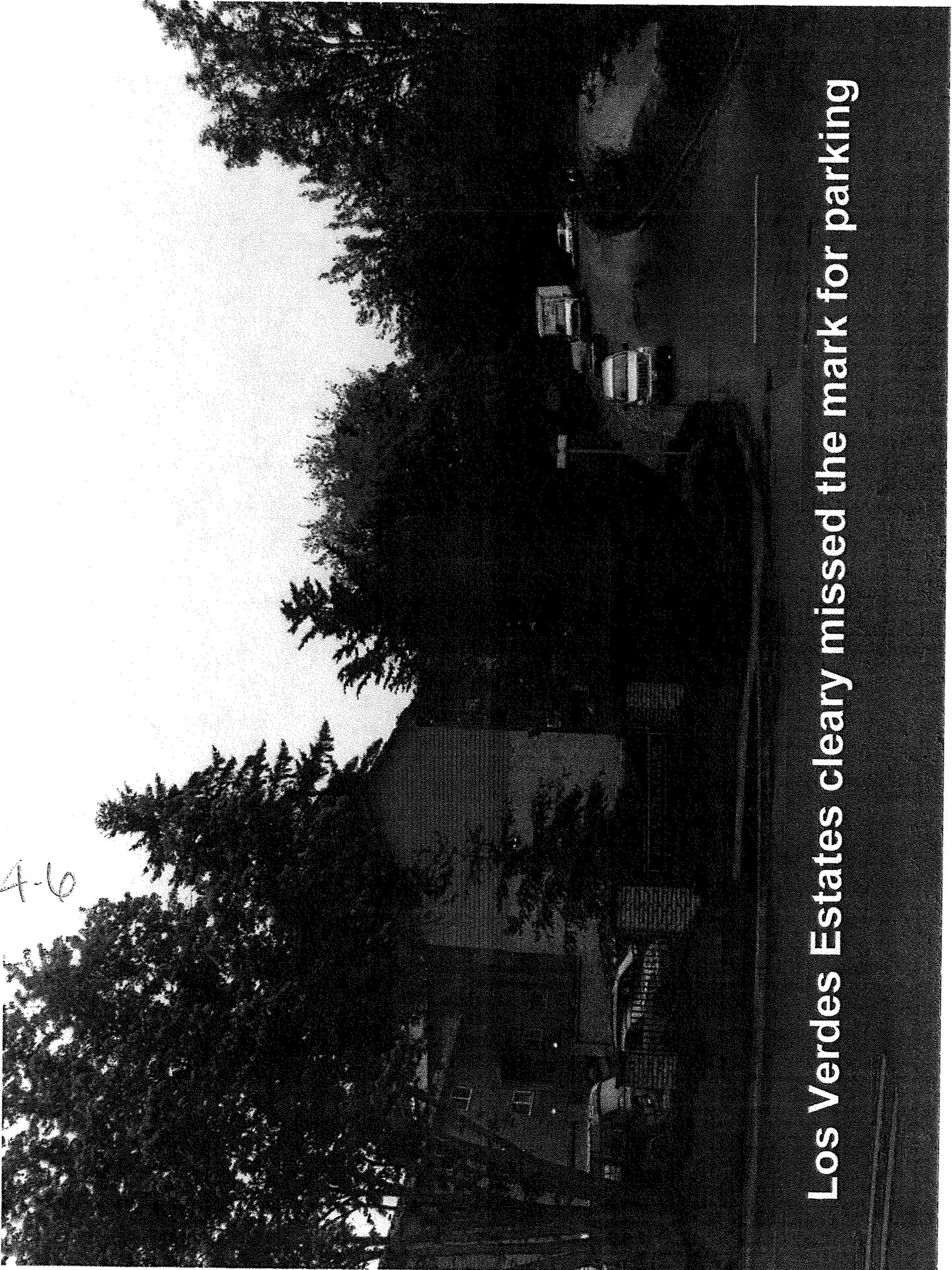
Gladstone, OR 97027

Traffic, Transit, Bicycling



4-5

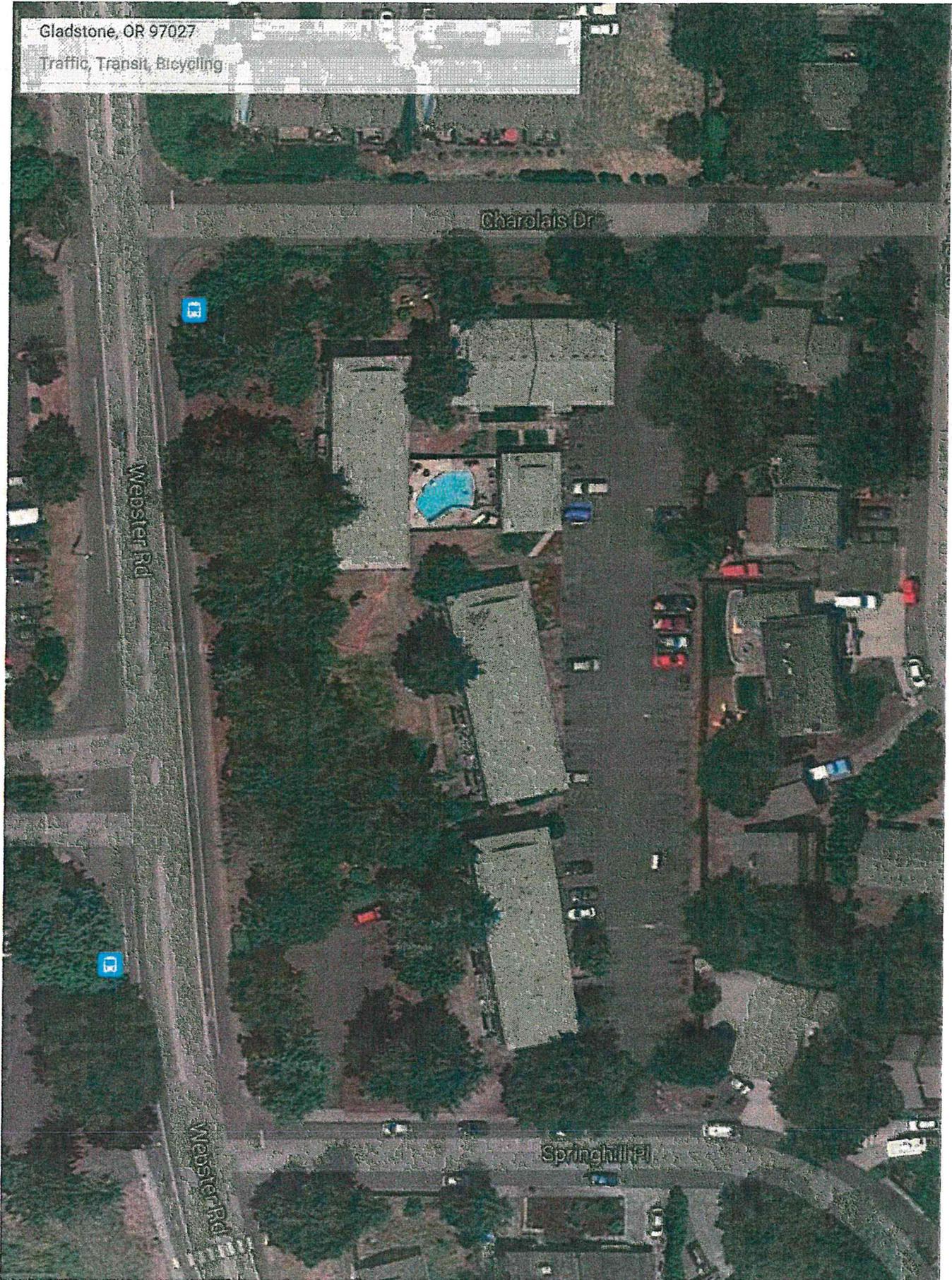
4-6



Los Verdes Estates clearly missed the mark for parking

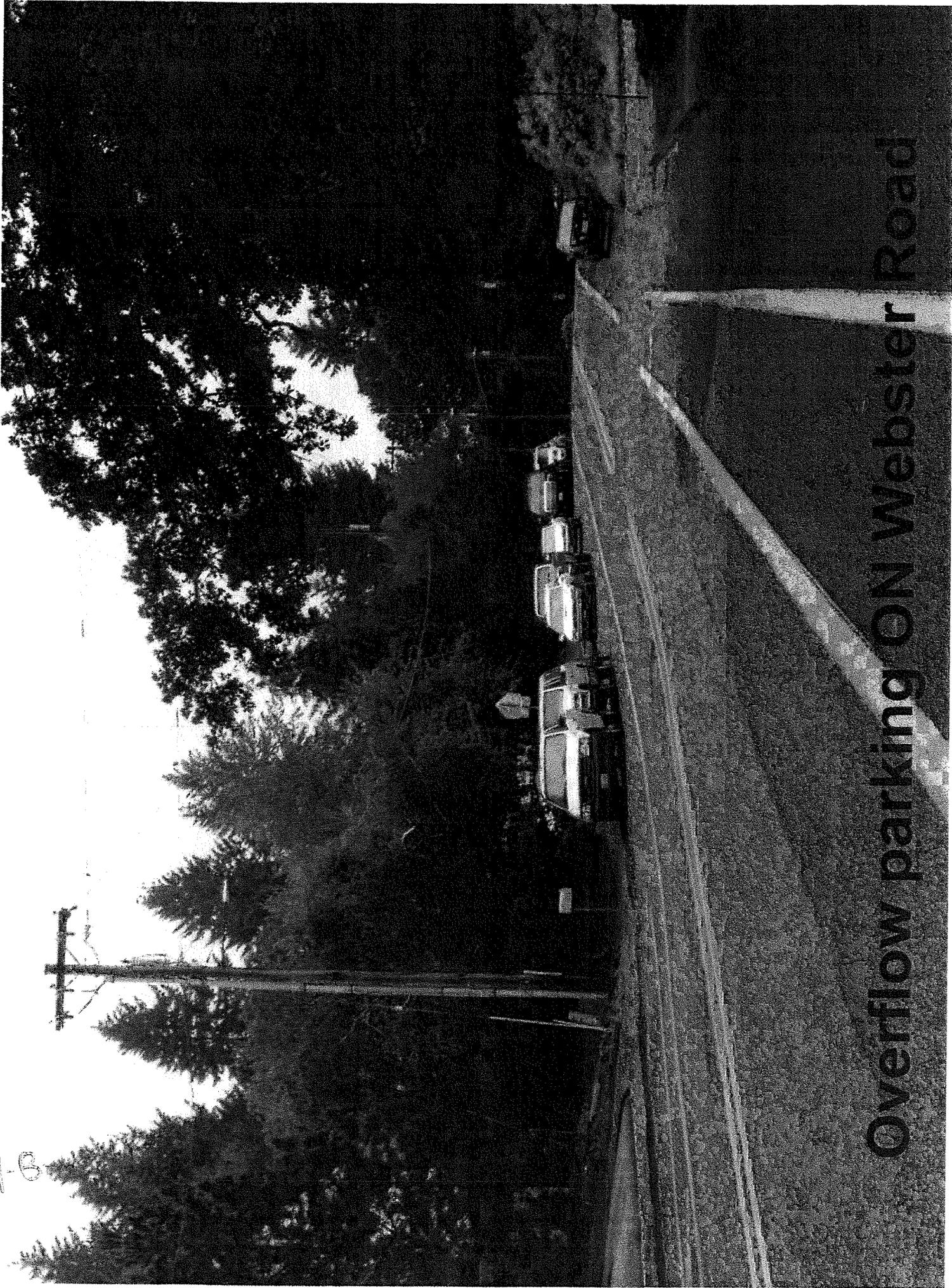
Gladstone, OR 97027

Traffic, Transit, Bicycling



4-7

4-8



Overflow parking on Webster Road

Gladstone, OR 97027

Traffic, Transit, Bicycling



4-9

/news_feed/?post=11477284

11 M

M E Garlington (</profile/4090857>) from Gladstone

I am taking a survey, there are 533 current members on this site and I would really appreciate 100 reply's. What I want to know is how many cars are currently parked at your house each night at the end of day. I would like to ask for a change at the city planning level that when a new home is built (new only) that they require 2 off street parking spaces per household. It seems to me that most ... [View more](#)

Edited on 11 May • Shared with Gladstone in General (</general/>)

REPLY 37

Glenda, Brenda and Carrie thanked you

</profile/4090857> from Gladstone 11 May

I don't know why you are gathering info but truthfully I wouldn't give it out. I'm not crazy about people knowing how many of cars I have parked in my driveway for safety reasons.....

Thank Flag

Carol Courtney Denise and 1 other thanked Christina

</profile/4090857> from Gladstone 11 May

I apologize for not including that. I would like to ask for a change at the city planning level that when a new home is built (new only) that they require 2 off street parking spaces per household. It seems to me that most homes have 2 or more cars and I was just trying to confirm that.

Edited on 11 May

Edit Delete

Carol and Glenda thanked you

</profile/4090857> from Gladstone 11 May

Four

Thanked! Flag

You thanked Carole

</profile/4090857> from Gladstone 11 May

Two

Thanked! Flag

You thanked Randy and Debi

</profile/4090857> from Gladstone 11 May

two- Mindy, this is a GREAT question!

Edited on 11 May

Thanked! Flag

You thanked Glenda

</profile/4090857> from Gladstone 11 May

Only one at my house. Three drivers but only one car. We made a decision 5 years ago to make it work, and so far so good.

Thanked! Flag

You and Stacy thanked Tammy

</profile/4090857> from Gladstone 11 May

Bonnie - We have 2 cars.

Thanked! Flag

You and Denise (</profile/4090857>) thanked Bonnie (</profile/4090857>)

4-10

~~(Profile)~~ from Gladstone
Three - all parked in driveway
Thanked! Flag
You thanked Cathy

~~(Profile)~~ from Gladstone 12 May
We have 4 cars and one rv. 2 cars on the street
Thanked! Flag
You thanked Mary

~~(Profile)~~ from Gladstone 12 May
Two - 1 in garage, 1 more in driveway.
Thanked! Flag
You thanked Valerie

~~(Profile)~~ from Gladstone 12 May
Would folks kindly respond via private message? I get notification of every single response and find it bothersome. No offense intended.
Thank Flag
Faith thanked Carol

~~(Profile)~~ from Gladstone 12 May
Carol you can turn off your email to any particular discussion thru your email. I really honestly need to hear from as many people as possible and don't want to dissuade anyone from replying. Thank you for your understanding.
Edit Delete
Carole and Brenda thanked you

~~(Profile)~~ from Gladstone 12 May
2
Thanked! Flag
You thanked Kathy

~~(Profile)~~ from Gladstone 12 May
1 at night, 1 each day.
Thanked! Flag
You thanked Todd

 ~~(Profile)~~ from Gladstone 12 May
We have 2
Thanked! Flag
You thanked Amy

~~(Profile)~~ from Gladstone 12 May
4
Thanked! Flag
You thanked Kathy

 ~~(Profile)~~ from Gladstone 12 May
1 in garage, 1 in driveway, but we'll be adding a second
Thanked! Flag
You thanked Andi

 ~~(Profile)~~ from Gladstone 12 May
We have 3
Thanked! Flag
You thanked Jeanette

 ~~(Profile)~~ from Gladstone 12 May
Mindy I agree with Carol. There is no need to do this in the open. Just ask them to post via private message then it is less bothersome to everyone else. I also agree with Christina about not giving out this info where anyone can view.
Thank Flag

~~(Profile)~~ from Gladstone 12 May
2 cars with us
Thanked! Flag
You thanked Desh

4-12

Search

~~(P) (R) (M)~~

from Gladstone

Invite 12 May

M E

ICYMI There seems to be a way to set up a poll right here BTW. IF on the top instead of posting a message , you click on POLL - and it lets you add a couple of questions.

Thanked! Flag
You thanked Desh



~~(P) (R) (M)~~

from Gladstone

13 May

We have 3 in the driveway and 1 on the street at night .

Thanked! Flag
You thanked Holly

~~(P) (R) (M)~~

from Gladstone

13 May

For those that have asked that I do this different next time, I will. Just learning :)
For now I would like to thank those that have responded, I have gotten a HUGE start on the information I need.

Edit Delete
Sarah thanked you

~~(P) (R) (M)~~

from Gladstone

13 May

I kinda like reading all the responses. They're pretty interesting.

Thanked! Flag
You thanked Stacy

Write a reply...



Search

(/news_feed/)

Nextdoor Gladstone works best when all your neighbors are members. **Invite your neighb**

[Home \(/news_feed/\)](#)

[Inbox \(/message_in... 1](#)

[Neighbors \(/directory/\)](#)

[Map \(/map/\)](#)

[Events Calendar \(/ev...](#)

[Invite \(/invitation_em...](#)

Inbox (/message_inbox/inbox) / Car survey

Conversation between you and

Angela

I'm curious to know what the survey is for. We have two car here at night and the other is here on weekends only.

LOCAL

[Gladstone \(/neighborhoo...](#)

[Nearby Neighborhoods \(/...](#)

CATEGORIES

[Classifieds \(/classifieds/\)](#)

[Crime & Safety \(/crime_a...](#)

[Documents \(/documents/\)](#)

[Free items \(/free/\)](#)

[General \(/general/\)](#)

[Lost & Found \(/lost_and_...](#)

[Recommendations \(/reco...](#)

YOUR GROUPS

[WHO'S MINDING THE S...](#)

[Browse all 7 groups \(/gro...](#)

[\(/profile/4090857\)](#)

Write a reply...

REPLY

© Nextdoor 2015

[About \(/about_us/\)](#) [Blog](#)

<http://blog.nextdoor.com>

[Guidelines](#)

[\(/neighborhood_guidelines/#guidelines\)](#)

[Help \(/help/\)](#) [Jobs \(/jobs/\)](#) [Privacy](#)

[\(/privacy/#privacy\)](#) [Press \(/press/\)](#)

[Safety \(/about_safety/#safety\)](#)

414

Search

(/news_feed/)

Nextdoor Gladstone works best when all your neighbors are members. **Invite your neighb**

[Home \(/news_feed/\)](#)

[Inbox \(/message_in... 1](#)

[Neighbors \(/directory/\)](#)

[Map \(/map/\)](#)

[Events Calendar \(/ev...](#)

[Invite \(/invitation_em...](#)

LOCAL

[Gladstone \(/neighborhoo...](#)

[Nearby Neighborhoods \(/...](#)

CATEGORIES

[Classifieds \(/classifieds/\)](#)

[Crime & Safety \(/crime_a...](#)

[Documents \(/documents/\)](#)

[Free items \(/free/\)](#)

[General \(/general/\)](#)

[Lost & Found \(/lost_and_...](#)

[Recommendations \(/reco...](#)

YOUR GROUPS

[WHO'S MINDING THE S...](#)

[Browse all 7 groups \(/gro...](#)

[Inbox \(/message_inbox/inbox\) / Re: How many cars in](#)

Conversation between you and

Carol

4

M E Garlington

Thank you.

[\(/profile/4090857\)](#)

Write a reply...

REPLY

© Nextdoor 2015

[About \(/about_us/\)](#) [Blog](#)

<http://blog.nextdoor.com>

[Guidelines](#)

[\(/neighborhood_guidelines/#guidelines\)](#)

[Help \(/help/\)](#) [Jobs \(/jobs/\)](#) [Privacy](#)

[\(/privacy/#privacy\)](#) [Press \(/press/\)](#)

[Safety \(/about_safety/#safety\)](#)

4-15

Search

(/news_feed/)

Nextdoor Gladstone works best when all your neighbors are members. **Invite your neighbors**

[Home \(/news_feed/\)](#)

[Inbox \(/message_inbox/inbox\)](#) 1

[Neighbors \(/directory/\)](#)

[Map \(/map/\)](#)

[Events Calendar \(/events/\)](#)

[Invite \(/invitation_email/\)](#)

LOCAL

[Gladstone \(/neighborhood/gladstone/\)](#)

[Nearby Neighborhoods \(/nearby/\)](#)

CATEGORIES

[Classifieds \(/classifieds/\)](#)

[Crime & Safety \(/crime_and_safety/\)](#)

[Documents \(/documents/\)](#)

[Free items \(/free/\)](#)

[General \(/general/\)](#)

[Lost & Found \(/lost_and_found/\)](#)

[Recommendations \(/recommendations/\)](#)

YOUR GROUPS

[WHO'S MINDING THE STREET \(/whos_minding_the_street/\)](#)

[Browse all 7 groups \(/groups/\)](#)

© Nextdoor 2015

[About \(/about_us/\)](#) [Blog](#)

<http://blog.nextdoor.com>

[Guidelines](#)

[\(/neighborhood_guidelines/#guidelines\)](#)

[Help \(/help/\)](#) [Jobs \(/jobs/\)](#) [Privacy](#)

[\(/privacy/#privacy\)](#) [Press \(/press/\)](#)

[Safety \(/about_safety/#safety\)](#)

Inbox (/message_inbox/inbox) / Car question

Conversation between you and

Jennifer

4 cars

[\(/profile/4090857\)](#)
Write a reply...

REPLY

(/news_feed/)

Nextdoor Gladstone works best when all your neighbors are members. **Invite your neighb**

- Home (/news_feed/)
- Inbox (/message_in... 1**
- Neighbors (/directory/)
- Map (/map/)
- Events Calendar (/ev...
- Invite (/invitation_em...

LOCAL

- Gladstone (/neighborhoo...
- Nearby Neighborhoods (/...

CATEGORIES

- Classifieds (/classifieds/)
- Crime & Safety (/crime_a...
- Documents (/documents/)
- Free items (/free/)
- General (/general/)
- Lost & Found (/lost_and_...
- Recommendations (/reco...

YOUR GROUPS

- WHO'S MINDING THE S...
- Browse all 7 groups (/gro...

© Nextdoor 2015

- About (/about_us/) Blog (http://blog.nextdoor.com)
- Guidelines (/neighborhood_guidelines/#guidelines)
- Help (/help/) Jobs (/jobs/) Privacy (/privacy/#privacy) Press (/press/)
- Safety (/about_safety/#safety)

Inbox (/message_inbox/inbox) / Number of cars

Conversation between you and

Sarah

Hi. Didn't want to reply publicly. We have three cars on the driveway (one is occasionally in the garage) and then a nei parking spot behind the house. Hope that helps.

M E Garlington
Thank you.

(/profile/4090857)
Write a reply...

REPLY

