



Staff Report

To: Planning Commission

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

From: Dan Handel, AICP, Planner

Meeting Date: August 10, 2023 (Prepared August 3, 2023)

Item: DR 23-06, RSS 23-01, SA 23-03, & VAR 23-03 "3rd Street Quadplex" at 1123 & 1125 N. 3rd Street

Tax Lot: 051W07DB04400

Issue before the Planning Commission

Action on a land use application package:

- Type I Design Review (DR 23-06),
- Type II Architectural Standard Substitution (RSS 23-01),
- Type III Street Adjustment (SA 23-03), and
- Type III Variance (VAR 23-03).

Because the applications have been consolidated into a single review, the review process is that of the highest type level included (Type III).

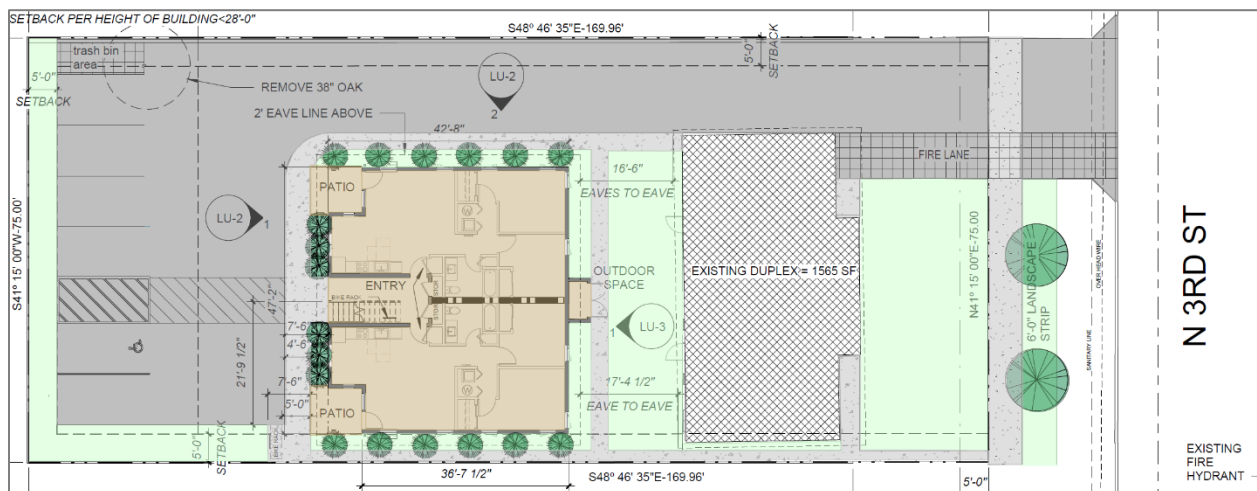
Executive Summary

The subject property is 1123 & 1125 N. 3rd Street, a 0.29-acre property in the Medium Density Residential (RM) zoning district. It is already developed with an existing duplex.



Aerial view of the subject property

The proposal before the Planning Commission is a Design Review application to construct a two-story quadplex building in the rear of the property. An Architectural Standard Substitution application is included with a request to substitute certain design features related to the architectural design requirements. A Street Adjustment application is included to request a modified cross-section for the future Yew Street extension. A Variance application is also included, requesting to modify the width and setback requirements for the driveway.



Proposed site plan



Artistic Rendering

Recommendation

Approval with conditions: Staff recommends that the Planning Commission consider the staff report and its attachments and approve the application with the conditions recommended by staff. The conditions are included as Attachment 101.

Actions

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

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

Staff will prepare a final decision based on the action taken by the Planning Commission.

Attachment List

101. Recommended Conditions of Approval
102. Public Works Conditions
103. Analyses & Findings
104. City of Portland Tree Protection Rules
105. Tax Map, marked
106. Site Plans

Recommended Conditions of Approval

Staff recommends the following conditions of approval. Section references throughout the conditions are to the Woodburn Development Ordinance (WDO).

1. **Substantial Conformance:** The applicant or successor shall develop the property in substantial conformance with the final plans submitted and approved with this application, except as modified by these conditions of approval. Were the applicant to revise plans other than to meet conditions of approval or meet building code, even if Planning Division staff does not notice and signs off on building permit issuance, Division staff retains the right to obtain restoration of improvements as shown on an earlier land use review plan set in service of substantial conformance.
2. **Addressing:** Prior to building permit issuance, the applicant shall submit an [Address Assignment Request Form](#), with accompanying fee payment and materials, to the Community Development Department to begin the process of getting addresses assigned.
3. **Fence permit:** To demonstrate conformance with 2.06.02 and 5.01.03, submit application for and obtain approval of a Fence Permit for any new fencing.
4. **N. 3rd Street improvements:** Minimum right-of-way (ROW) improvements to N. 3rd Street along the frontage of the subject property shall conform to 3.01.03C2. The following are due prior to building permit final inspection:
 - a. **Streetside PUE:** To meet 3.02.01B & F2, grant a streetside public utility easement (PUE) along the frontage of N. 3rd Street. Minimum width is 5 feet, maximum width is 8 feet.
 - b. **Sidewalk:** Construct a 6-foot wide sidewalk along the frontage, with a 1-foot buffer between the ROW boundary and sidewalk.
 - c. **Landscape strip:** To meet 3.01.04B and 3.06.03A, plant a 6-foot wide landscape strip adjacent to the sidewalk with at least 2 small size street trees and lawn grass. Small size trees are defined in Table 3.06B as having a height of 18-40 feet at maturity. Prohibited street tree species are outlined in Table 3.06C.
 - d. **Access:** To meet 3.01.02C, the driveway approach shall comply with applicable Public Works Department standard drawings and specifications.
5. **Future Yew Street extension:**
 - a. The developer shall pay a fee-in-lieu for improvements along the southwest property line of the subject property. Improvements to be considered for the fee include a 6-foot sidewalk, 6-foot landscape strip, and 5 small street trees. To determine the fee, the applicant shall submit a cost estimate for the improvements prepared by a licensed civil engineer. The cost estimate shall be vetted by the Public Works Director prior to acceptance. Fee payment is due prior to building permit issuance.

- b. Prior to building permit issuance, the property owner shall record a restrictive covenant on the property stating that the property owner shall grant to the City a 5-foot-wide public utility easement along the southwest property line at such time when the existing duplex no longer encroaches into this area. The owner shall provide a draft copy of the covenant to the City for review prior to recordation.
6. Street lighting: Pursuant to 3.02.03A, adjacent street lighting for N. 3rd Street shall comply with City of Woodburn and Portland General Electric (PGE) standards and specifications. The applicant shall either provide documentation to the attention of the Public Works Department indicating that existing illumination complies with the standards or install new lighting to conform. This is due prior to building permit issuance, unless a performance guarantee is approved by the City pursuant to 4.02.08.
7. Underground utilities: Pursuant to 3.02.04, all utility services to and within the development shall be underground.
8. Tree preservation: The applicant shall make a reasonable effort to design site improvements to protect and preserve the existing significant trees on the property throughout the entire construction process for the development. These trees may only be removed if the applicant provides an arborist report documenting why and how preservation is not physically possible. If it is determined that a tree cannot be preserved, the applicant shall pay a tree mitigation fee of \$250 per tree. If it is determined that a tree can be preserved, follow the City of Portland Tree Protection Rules (Attachment 104) throughout the entire construction process. The arborist report and, if applicable, any tree mitigation fees, are due prior to building permit issuance.
9. Variance vesting: The subject Variance approval is vested only for the scope of development work approved through this Design Review. Any future development or redevelopment of the property would be required to meet the applicable requirements at that time.

Notes to the Applicant

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

1. Permits: Permits are applied for using the [Oregon ePermitting](#) online permit system. The City Building Division administers building and mechanical permits; Marion County Public Works administers plumbing and electrical permits.
2. Records: Staff recommends that the applicant retain a copy of the subject approval.
3. Fences, fencing, & free-standing walls: The approval excludes any new fences, fencing, & free-standing walls, which are subject to WDO 2.06 and the permit process of 5.01.03.
4. Signage: The approval excludes any signage, which is subject to WDO 3.10 and the permit process of 5.01.10.
5. Other Agencies: The applicant, not the City, is responsible for obtaining permits from any county, state and/or federal agencies, which may require approval or permit, and must obtain all applicable City and County permits for work prior to the start of work and that the work meets the satisfaction of the permit-issuing jurisdiction. The Oregon Department of Transportation (ODOT) might require highway access, storm drainage, and other right-of-way (ROW) permits. All work within the public ROW or easements within City jurisdiction must conform to plans approved by the Public Works Department and must comply with a Public Works Right-of-Way permit issued by said department. Marion County plumbing permits must be issued for all waterline, sanitary sewer, and storm sewer work installed beyond the Public Right-of-Way, on private property.
6. Inspection: The applicant shall construct, install, or plant all improvements, including landscaping, prior to City staff verification. Contact Planning Division staff at least three (3) City business days prior to a desired date of planning and zoning inspection of site improvements. This is required and separate from and in addition to the usual building code and fire and life safety inspections. Note that Planning staff are not primarily inspectors, do not have the nearly immediate availability of building inspectors, and are not bound by any building inspector's schedule or general contractor convenience.
7. Stormwater management: The storm sewer system and any required on-site detention for the development must comply with the City Storm Water Management Plan, Oregon Department of Transportation (ODOT), Public Works storm water practices and the Storm Drainage Master Plan. The applicant shall provide a final hydraulic analysis for the development and collection system, including the downstream capacity of the proposed storm sewer system. All required on-site detention area for the runoff from this site will need

to be provided in accordance with the hydraulic analysis. The detention system is to be maintained by the applicant in perpetuity.

8. Public Works Review: Staff performs final review of the civil plans (within City right-of-way jurisdiction) during the building permit stage. Public infrastructure must be constructed in accordance with plans approved by the City, ODOT, as well as current Public Works construction specifications, Standard Drawings, Standard Details, and General Conditions. All improvements/work within the right-of-way shall be completed prior to final building inspection.
9. ODOT review: Applicant is required to obtain a permit from ODOT for all work within ODOT jurisdiction. Applicant to provide a copy of the ODOT permit approval prior to building permit issuance.
10. Franchises: The applicant provides for the installation of all franchised utilities and any required easements.
11. Water: All water mains and appurtenances must comply with Public Works, Building Division, and Woodburn Fire District requirements. Existing water services lines that are not going to be use with this new development must be abandoned at the main line. The City performs required abandonment of existing water facilities at the water main with payment by the property owner. All taps to existing water mains must be done by a "Hot Tap" method and by approved City of Woodburn Contractors. The applicant shall install the proper type of backflow preventer for all domestic, lawn irrigation and fire sprinkler services. The backflow devices and meters shall be located near the city water main within an easement, unless approved otherwise by Public Works. Contact Byron Brooks, City of Woodburn Water Superintendent, for proper type and installation requirements of the backflow device at (503) 982-5380.
12. Grease Interceptor/Trap: If applicable, a grease trap would need to be installed on the sanitary service, either as a central unit or in the communal kitchen/food preparation area. Contact Marion County Plumbing Department for permit and installation requirements, (503) 588-5147.
13. Fire: Fire protection requirements must comply with the Woodburn Fire District standards and requirements. Place fire hydrants within the public ROW or public utility easement and construct them in accordance with Public Works Department requirements, specifications, standards, and permit requirements. Fire protection access, fire hydrant locations and fire protection issues must comply with current fire codes and Woodburn Fire District standards. See City of Woodburn Standard Detail No. 5070-2 Fire Vault. The fire vault must be placed within the public right-of-way or public utility easement.
14. SDCs: The developer pays System Development Charges prior to building permit issuance.



**3rd Street Quadplex
1123 3rd Street
DR 23-06, RSS 23-01, SA 23-03, & VAR 23-03
TAX LOT 051W07DB04400
Public Works Comments
Land Use Application
August 2, 2023**

CONDITIONS OF LAND USE APPROVAL:

1. The Applicant, not the City, is responsible for obtaining permits from state, county and/or federal agencies that may require such permit or approval.
2. Marion County plumbing permits must be issued for all storm sewer, sanitary sewer, and waterline work installed beyond the Public Right-of-Way, on private property.
3. Provide a final storm drainage analysis for detention and conveyance system. The storm drainage hydraulic analysis shall comply with the City's requirements. The Applicant, by this Development, shall not cause storm water runoff to be impounded on adjacent properties.
4. The property owner shall maintain all on-site detention areas in perpetuity.
5. All public improvements or restoration improvements shall be deemed complete prior to final building permit inspection.
6. Provide and record the required right-of-way and public utility easements dedications prior to final building permit inspection.
7. Applicant to provide street lighting in accordance with street lighting plan approved by the City and conforming to Portland General Electric installation and plan under option B, if applicable.
8. Fire protection access, fire hydrant locations and fire protection issues shall comply with current fire codes and Woodburn Fire District standards.
9. Final review of the Civil Plans will be done during the building permit application. Public infrastructure will be constructed in accordance with plans approved by the City of Woodburn public works.
10. System Development fees shall be paid at the time of building permit issuance.

Analyses & Findings

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

<i>Symbol</i>	<i>Category</i>	<i>Indication</i>
✓	Requirement (or guideline) met	No action needed
✗	Requirement (or guideline) not met	Correction needed
⊖	Requirement (or guideline) not applicable	No action needed
▲	<ul style="list-style-type: none"> Requirement (or guideline) met with condition of approval Other special circumstance benefitting from attention 	Modification or condition of approval required
■	Deviation from code: Architectural Standard Substitution, Street Adjustment, or Variance	Request to modify, adjust, or vary from a requirement

Location

<i>Addresses</i>	1123 & 1125 N. 3 rd Street
<i>Tax Lot</i>	051W07DB04400
<i>Nearest intersection</i>	N. 3 rd Street / Yew Street

Land Use & Zoning

<i>Comprehensive Plan Land Use Designation</i>	Medium Density Residential
<i>Zoning District</i>	Medium Density Residential (RM)
<i>Overlay Districts</i>	n/a
<i>Existing Use</i>	Duplex

For context, the subject property and adjacent zoning are illustrated and tabulated on the following page.



Zoning map excerpt

<i>Cardinal Direction</i>	<i>Adjacent Zoning</i>
North	RM
East	RM
South	RM
West	RM

The subject property is Lot 6 of Block 2 of the Tooze’s First Addition subdivision plat, recorded on March 20, 1891, therefore it is a legal lot of record.

Section references throughout this staff report are to the [Woodburn Development Ordinance \(WDO\)](#).

Statutory Dates

The application was submitted on May 23, 2023 and deemed complete as of June 22, 2023, making the 120-day decision deadline October 20, 2023.

Applicable Provisions

2.02 Residential Zones

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

4. The Medium Density Residential (RM) zone provides for multi-family dwellings and care facilities at up to 16 dwelling units per net acre.

B. Approval Types (Table 2.02A)

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

Uses Allowed in Residential Zones Table 2.02A						
Use		Zone				
Accessory Uses (A) Conditional Uses (CU) Permitted Uses (P) Special Permitted Uses (S) Specific Conditional Uses (SCU)		RS	RSN	R1S	RM	RMN
A	Dwellings					
2	Duplexes	P	P	P	P	P
4	Quadplexes	P	P	P	P	P

The subject property is already developed with a duplex towards the front of the lot. The proposal is to maintain the duplex and build a quadplex in the rear of the lot, both of which are permitted outright in the RM zone (highlighted in green in the table).

✓ The requirement is met.

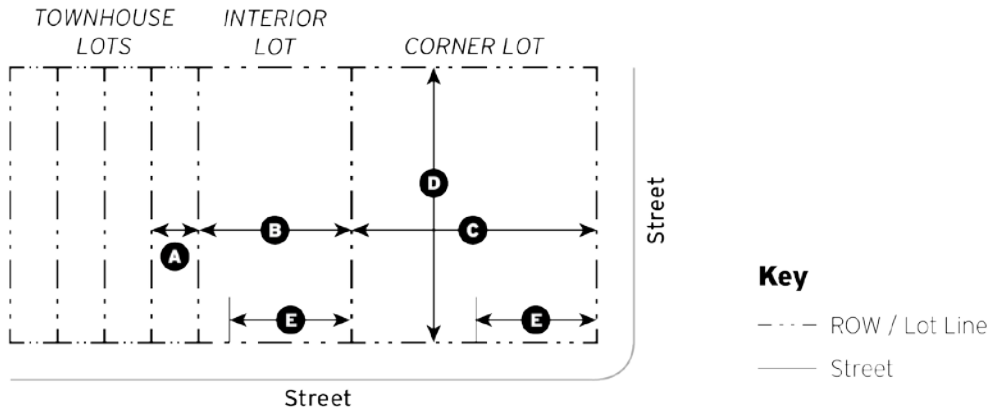
C. Development Standards (Tables 2.02B-F)

Medium Density Residential (RM) – Site Development Standards Table 2.02E			KEY (See Figure 2.02E)	
Lot Area, Minimum (square feet) ¹	Townhouse lot	1,500		
	Interior, flag or cul-de-sac lot	Single-family dwelling, duplex, or triplex	6,000	
		Quadplex or cottage cluster	7,000	
		Any other use	Not specified	
	Corner lot	Single-family dwelling, duplex, triplex, quadplex, cottage cluster, child care facility, or group home ²	8,000	
Any other use ³		Not specified		
Lot Width,	Townhouse lot	15	A	

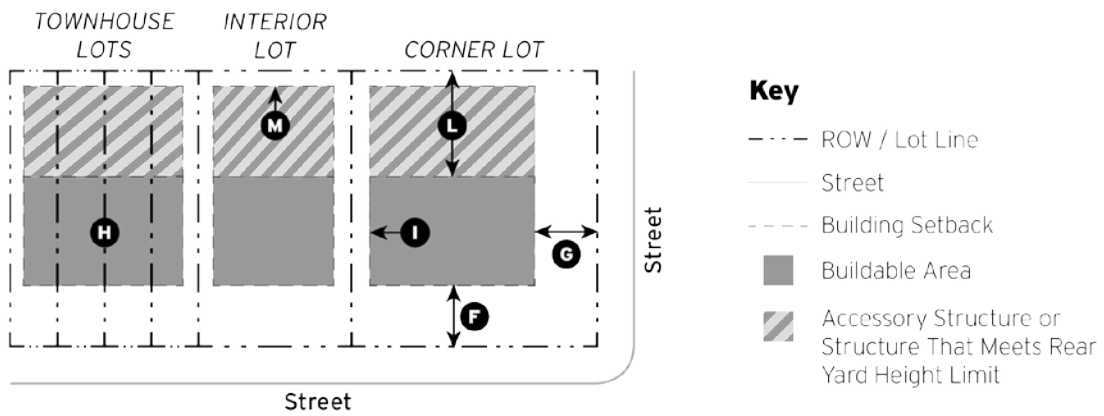
Medium Density Residential (RM) – Site Development Standards Table 2.02E			KEY (See Figure 2.02E)	
Minimum (feet)	Interior, flag or cul-de-sac lot		30	B
	Corner lot		40	C
Lot Depth, Average (feet)	All lots		90	D
Street Frontage Minimum (feet)	Townhouse lot		15	E
	Interior lot		30	
	Corner lot		40	
	Cul-de-sac lot		24	
	Flag lot ⁴		24-30	
Residential Density (units per net acre)	Minimum	Single-family dwelling or duplex	5.2	
		Any other use	12.8	
	Maximum	Multiple-family dwelling	16	
		Child care facility, group care facility or nursing home ³	32	
		Manufactured dwelling park	12	
		Any other use	Not specified ⁷	
Front Setback and Setback Abutting a Street, Minimum (feet)			Per Table 2.02G	F G
Side Setback, Minimum (feet)	Townhouse lot	Common wall	Zero	H
		End unit exterior wall	5	
	Primary structure ⁵	Single-family dwelling, duplex, triplex, quadplex, cottage cluster, multiple-family dwelling, child care facility or group home ²	5	I
		Any other use ⁷	Same as rear	
	Accessory structure		5	
Rear Setback, Minimum (feet)	Primary structure ⁵	Cottage cluster	10	
		Dwelling, child care facility, or group home	Same as Table 2.02B (RS) ¹¹	J K L

Medium Density Residential (RM) – Site Development Standards Table 2.02E				KEY (See Figure 2.02E)
		Any other use, except nonresidential use, abutting DDC, MUV, NNC, CG, CO, IP, SWIR, or IL Zone	Same as Table 2.02B (RS)	J, K, L
		Nonresidential use abutting DDC, MUV, NNC, CG, or CO zone ⁷	10	
		Nonresidential use abutting IP, SWIR, or IL zone ⁷	15	
	Accessory structure ¹⁰		Same as Table 2.02B (RS)	M
	Any use or structure, regardless of building height: To an alley or shared rear lane		Zero	
Setback to a Flag Lot Development Vehicular Shared Access Easement, Minimum (feet)			1	
Lot Coverage, Maximum (percent)	Single-family dwelling, dwellings other than multiple-family, child care facility or group home ²	Primary building height 16 feet or less	40	
		Primary building height more than 16 feet	35	
	Any other use		Not specified ⁶	
Building Height, Maximum (feet)	Primary structure		35	N
	Features not used for habitation		70	
	Accessory structure ¹⁰		15	
<ol style="list-style-type: none"> 1. In flag lot development, excluding vehicular shared access easement area (See Section 1.02, Lot area) 2. Child care facility for 12 or fewer children, group home for five or fewer persons 3. Child care facility for 13 or more children, group home for six or more persons 4. See Table 3.04A, Flag Lot Access Width 5. Except for flag lots under the option that all setbacks are 12 feet 6. The minimum lot dimensions, maximum density, and maximum lot coverage are determined by setbacks, off-street parking, and landscaping requirements. 7. A house of worship shall be set back at least 20 feet from a property line abutting a residential zone or use. 8. Infill lots between developed lots: average of abutting residential buildings, plus or minus 5 feet, but not less than 10 feet 9. Garage or carport minimum setback from a street shall be the same as per Table 3.07A. 10. Accessory Dwelling Units are subject to specific development standards (see Section 2.07, Special Uses). 11. Zoning Adjustment permissible. 				

Lot Dimensions



Building Setbacks



Building Height

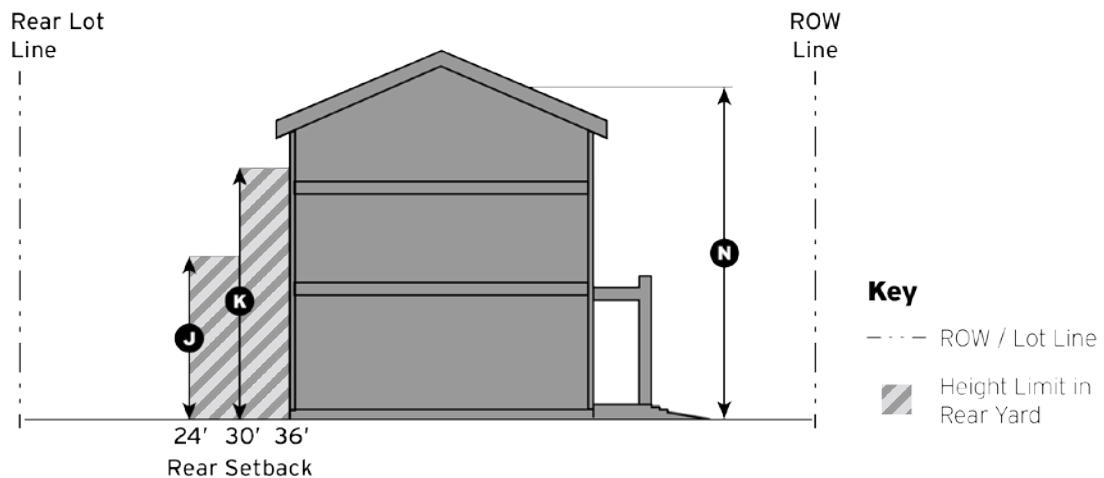


Figure 2.02E: RM Development Standards Key Diagrams

Residential Single-Family (RS) – Site Development Standards Table 2.02B					KEY (See Figure)
Rear Setback, Average (feet)	Cottage cluster			10	
	Any other use: Primary structure	Building height (feet) ^{6, 13}	16 or less	24	Ⓚ
			more than 16 and less than 28	30 ¹¹	Ⓛ
			28 or more	36 ¹²	Ⓜ
	Accessory structure			5	Ⓝ
	Any use or structure, regardless of building height: To an alley or shared rear lane			Zero	
<p>6. With a maximum deviation of five feet from the setback standard</p> <p>11. Applies to the story or stories of the building within this height tier, not the ground story, per Figure 2.02B.</p> <p>12. Applies to the story or stories of the building within this height tier, not the lower and ground stories, per Figure 2.02B.</p> <p>13. Zoning Adjustment permissible.</p>					

All Residential Zoning Districts – Front Setback & Setback Abutting a Street Table 2.02G					
Use or Building Type	Boundary Street Functional Class	Lot	Whether Alley or Shared Rear Lane	Feet (ft) (Minimum unless specified maximum)	
Dwelling other than multiple-family and other than cottage cluster	Major Arterial ²	Interior		20	
		Corner	Where alley or shared rear lane		20
			Where vehicular access via street only	To Major Arterial	20
				To second frontage if lower than Major Arterial class	18
	Any other class	Interior	Where alley or shared rear lane		13
			Where vehicular access via street only		18
		Corner	Where alley or shared rear lane		13
			Where vehicular access via street only	From the access frontage	18
				From the other frontage	13

**All Residential Zoning Districts –
Front Setback & Setback Abutting a Street
Table 2.02G**

1. Measured from the Street Widening Setback (Section 3.03.02), if any
2. Per the Transportation System Plan (TSP) adopted 2019, Figure 2, Oregon Highways 99E, 211, 214, & 219 are Major Arterial class.
3. This table is applicable to primary buildings.
4. Garage or carport minimum setback from a street shall be per Table 3.07A.
5. Accessory Dwelling Units are subject to specific development standards per Section 2.07.20.

The subject property is 12,747 square feet; no changes are proposed to lot area, width, depth, or street frontage. There is no maximum density limit for duplex and quadplex dwellings. The quadplex is proposed in the rear of the property, behind the existing duplex, therefore no change is proposed to the front setback. Site plans illustrate and note the proposed quadplex will meet the 5-foot side setback and 30-foot rear setback. Maximum lot coverage allowed is 35 percent, the proposal would result in a lot coverage of 31 percent. The quadplex is proposed to be 22 feet 3 inches tall, well below the maximum height of 35 feet.

✓ The requirements are met.

2.05 Overlay Districts

⊖ None apply.

2.06 Accessory Structures

2.06.02 Fences and Walls

Site plans illustrate and note a 6-foot-tall cedar fence around the site. Because fences are reviewed separately from a Design Review, staff adds *Condition of Approval 3* to obtain a Fence Permit for this fence.

▲ The provisions are met with *Condition 3*.

2.07 Special Uses

⊖ None apply.

2.08 Specific Conditional Uses

⊖ None apply.

3.01 Streets, Greenways & Other Off-Street Bicycle/Pedestrian Corridors, and Bus Transit

3.01.01 Applicability

A. Right-of-way standards apply to all public streets and public alleys.

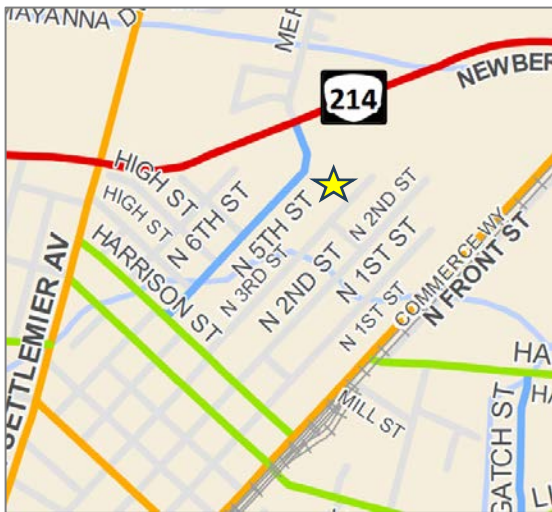
B. Improvement standards apply to all public and private streets, public alleys, sidewalks, landscape strips, and on and off-street public bicycle pedestrian corridors. Standards do not exclude conformance with the public works construction code that the Public Works Department administers.

C. The Woodburn Transportation System Plan (TSP) designates the functional class of major thoroughfares and local streets.

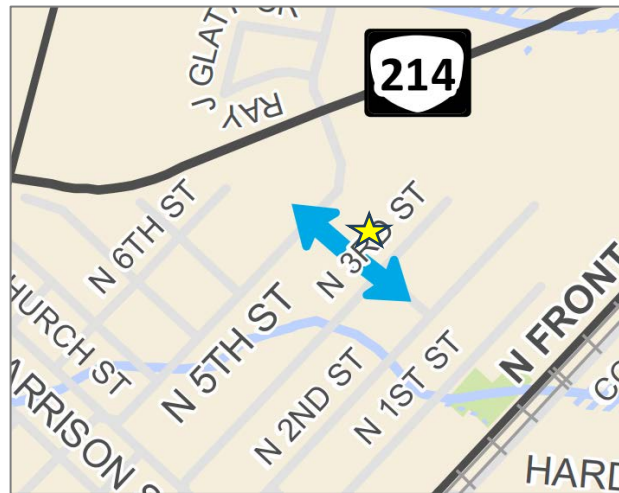
D. This applies to all development as Section 1.02 defines, and is not limited to partitions, subdivisions, multi-family, commercial or industrial construction, or establishment of a manufactured dwelling or recreational vehicle park; however, a lesser set of standards applies to infill residential development of 4 or fewer dwellings and where no land division or Planned Unit Development is applicable, including construction of a single-family dwelling or placement of a manufactured dwelling on an infill lot. See Section 3.01.03C.2.

The proposal is new construction of a quadplex residential building, which is “development” per 3.01.01D, therefore the provisions within 3.01 apply. As noted in subsection D, there are specific standards for infill development of a quadplex outlined in 3.01.03C.2.

The subject property has frontage along N. 3rd Street, which TSP Figure 2 illustrates is a local residential street. TSP Figure 6 illustrates a future northwesterly extension of Yew Street along the southwest property line.



TSP Figure 2: Functional Roadway Classification



TSP Figure 6: Local Street Connectivity Plan

3.01.02 General Provisions

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

C. Materials and construction shall comply with specifications of the City of Woodburn.

D. The standards of this Section may be modified, subject to approval of a Street Adjustment, Planned Unit Development, Zoning Adjustment, or Variance. Other sections restrict where and how these application types apply.

E. When all public improvements are due: The construction of all public improvements, their passing City inspections, and acceptance by the City are due no later than by either 5.01.06B in the context of land division final plat application to the City or by building permit issuance, except if (1) the developer applies to the City through the Public Works Department for deferral and (2) the City Administrator or designee issues a document approving and describing a bond or performance guarantee pursuant to Section 4.02.08. Administration of bonding and performance guarantees for improvements that are public defaults to the Public Works Department, and the department shall notify the Community Development Director of deferral applications and any approvals and conditions of approval.

F. Fees in-lieu: Per Section 4.02.12.

Pursuant to subsection A, staff adds *Condition of Approval 4* to outline street improvement requirements for N. 3rd Street and note when they are due.

Pursuant to subsection D, the applicant submitted a Street Adjustment application with a request to modify the applicable street cross-section for the future Yew Street extension.

▲ The provisions are met with *Condition 4*.

3.01.03 Improvements Required for Development

A. With development, the Internal, Boundary, and Connecting streets shall be constructed to at least the minimum standards set forth below.

C. Boundary Streets

2. Infill residential development of 4 or fewer dwellings and where no land division or Planned Unit Development is applicable, per Section 3.01.01D: A developer shall:

- a. Dedicate ROW per the required cross section;
- b. Dedicate one or more streetside PUEs per Section 3.02.01B;
- c. Either construct sidewalk per the required cross section or pay fee in-lieu per Section 4.02.12;
- d. Plant a street tree or trees per Section 3.06.03A and specifically sited to conform with where a landscape strip would be per the required cross section, or pay fee in-lieu per Section 4.02.12; and
- e. Provide minimum access per Section 3.04, and where a driveway approach, apron, curb cut, or ramp within ROW is relevant, have it meet the public works construction code.

E. When the Director determines that a required improvement of a Boundary Street would not be timely, such as due to pending development of properties in the immediate vicinity or the area for Boundary Street ROW being wholly on adjacent property outside a developer's control, the developer shall pay fees in-lieu per Section 4.02.12.

F. When the Director determines that a required improvement of a Boundary or Connecting Street would not be feasible, due to physical constraints of properties in the immediate vicinity or an inability to obtain right-of-way dedication from property outside a developer's control, the

developer shall pay fees in-lieu per Section 4.02.12, the Director may approve construction of a partial-width street to the minimum standards set forth above, or a combination of both.

G. ADA: The minimum standards of this Section 3.01 apply to development such that implementation includes constructing new or upgrading existing public improvements to be ADA-compliant.

I. TSP and other adopted long-range plans: Where such plans identify improvements within a Boundary Street, on the subject property of a development, or abutting a side or rear boundary of the subject property, the improvement or a proportional share of the improvement shall apply as a public improvement standard for the development. Applying a proportionate share may necessitate a developer applying to modify, adjust, or vary from a standard where and as the WDO allows.

3.01.04 Street Cross-Sections

A. These standards are based on the functional classification of each street as shown in the Woodburn TSP. The street right-of-way and improvement standards minimize the amount of pavement and right-of-way required for each street classification, consistent with the operational needs of each facility, including requirements for pedestrians, bicycles, and public facilities.

B. All public streets under the jurisdiction of the City of Woodburn shall comply with the cross-sections depicted in this Section, unless the developer obtains approval of Street Adjustment, modification through Planned Unit Development, Zoning Adjustment, or Variance as the WDO allows them to be applicable.

1. For local residential streets, the standard cross section is Figure 3.01G. Another among local cross section figures, or a custom cross section, may apply through Street Adjustment or Planned Unit Development.

Landscape or planter strips shall have area remaining after street tree plantings landscaped with lawn grass or, if the Public Works Director in writing allows, a species of groundcover.

Cobblestones, gravel, pebbles, and rocks are prohibited. Bark dust, mulch, or wood chips are permissible only within the immediate vicinity of a street tree trunk. The developer shall install landscape strip irrigation, and shall provide temporary irrigation during construction, per the public works construction code.

3.01.05 Street Layout

F. Local street connectivity plan:

2. **Applicability:** Applicable to a development where TSP Figure 6 indicates a future street corridor into, through, along, or near a development. The Director may determine what the word “near” means.

3. **Standards:**

a. **Cross section:** Based on Section 3.01.04B.1, the presumptive minimum width shall be 70 feet for a full width future street corridor or 35 feet for a half-street corridor.

The Director may establish a wider standard if more than a half-street width but less than full width is within the development.

b. **Extent:** The presumptive minimum extent begins at an existing street and either connects to a different street or protects future connection. The Director may determine extent of a street connection by considering factors including:

(1) TSP Figures 2, 8 & 9;

(2) An applicable off-street bicycle/pedestrian facility in or adjacent to a development;

- (3) Access management per Section 3.04;
- (4) Existing and future bus transit;
- (5) Proximity to parks and public schools;
- (6) Context of developments in the vicinity;
- (7) Whether a development is in a region within the UGB that has a sparse street network;
- (8) The layout of regional public potable water, sanitary sewer, and drainage and stormwater management lines and facilities; and
- (9) Where applicable, the ability of development to conform to subsection D above regarding two means of public access.
- (10) Where applicable, the RCWOD that Section 2.05.05 regulates.

4. Implementation: The City may implement this section in concert with Section 3.01 at large by using any of full, wider than half-street, half-street, or narrower than half-street ROW dedication. The City may instead or also use any of off-street PUE dedication or dedication of other types of public easements to identify, memorialize, and reserve future street corridors in place of ROW dedication. Where an easement or easements substitute for ROW, a public easement as a street reservation easement shall include text that identifies and memorializes the future street corridor and makes apparent the easement purpose. The Director may apply this subsection F when administering a street reservation for a street that TSP Figure 2 classifies as higher than local.

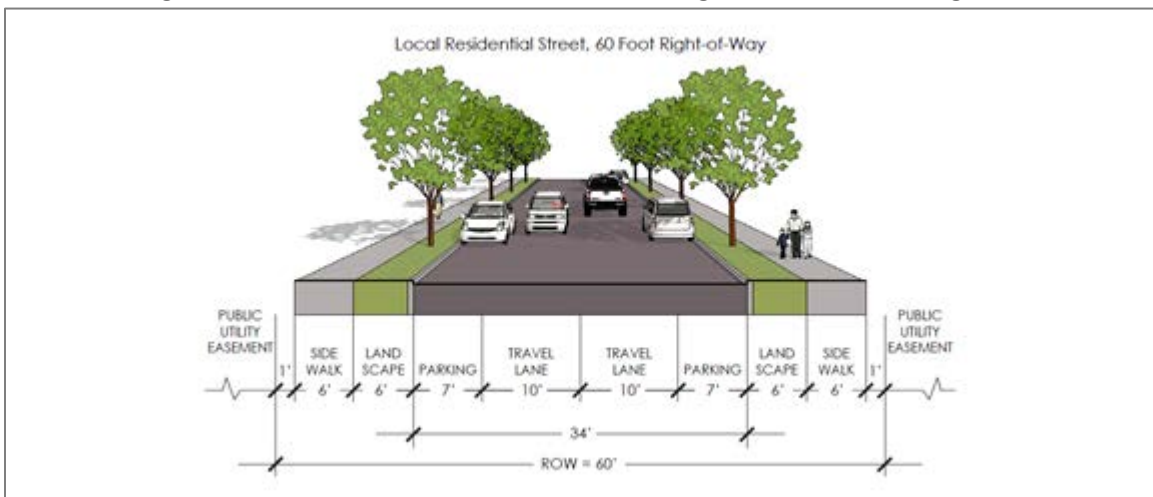


Figure 3.01G – Local Residential Street with Parking Both Sides, 60 Foot Right-of-Way

N. 3rd Street

The subject property has frontage along N. 3rd Street, which TSP Figure 2 illustrates is a local residential street. The default cross-section for local residential streets is Figure 3.01G. Existing conditions of N. 3rd Street along the property include:

- 60 feet of right-of-way;
- Approximately 24 feet of pavement;
- Curb and drainage facilities;
- No landscape strip with street trees; and
- No sidewalk.

The proposal is a quadplex, for which there are specific street improvement requirements outlined in 3.01.03C2. Existing right-of-way is 60 feet, exactly what the cross-section requires. Because there is no existing streetside public utility easement, no sidewalk, and no landscape strip with street trees, staff adds *Condition of Approval 4* to construct these improvements and grant this easement. Access is discussed further under the analysis for section 3.04.

▲ The provisions for N. 3rd Street are met with *Condition 4*.

Yew Street: Future Local Street Connection

TSP Figure 6 illustrates a northwesterly extension of Yew Street along the southwest property line. The default cross-section for local residential streets is Figure 3.01G.

Pursuant to 3.01.03I and 3.01.05F, the minimum improvement requirements outlined in 3.01.03C2 apply to this project: right-of-way dedication, streetside public utility easement, landscape strip with street trees, and sidewalk. The applicant submitted a Street Adjustment application with a request to modify the applicable cross-section to be one with a 50-foot right-of-way width.

■ The applicant submitted a Street Adjustment request for the future Yew Street extension. The request is analyzed and discussed further the Street Adjustment provisions.

3.02 Utilities and Easements

3.02.01 Public Utility Easements & Public Access Easements

A. The Director shall require dedication of specific easements for the construction and maintenance of municipal water, sewerage and storm drainage facilities located on private property.

B. Streetside: A streetside public utility easement (PUE) shall be dedicated along each lot line abutting a public street at minimum width 5 feet. Partial exemption for townhouse corner lot: Where such lot is 18 to less than 20 feet wide, along the longer frontage, streetside PUE minimum width shall be 3 feet; or, where the lot is narrower than 18 feet, the longer side frontage is exempt from streetside PUE.

C. Off-street: The presumptive minimum width of an off-street PUE shall be 16 feet, and the Public Works Director in writing may establish a different width as a standard.

E. As a condition of approval for development, including property line adjustments, partitions, subdivisions, design reviews, Planned Unit Developments (PUDs), Street Adjustments, Zoning Adjustments, or Variances, the Director may require dedication of additional public easements, including off-street public utility easements and other easement types such as those that grant access termed any of bicycle/pedestrian access, cross access, ingress/egress, public access, or shared access, as well as those that identify, memorialize, and reserve future street corridors in place of ROW dedication.

F. Streetside PUE maximum width:

2. Standards: Exempting any lot or tract subject to Figure 3.01B “Major Arterial”, the following standards are applicable to a lot or tract with:

a. No alley or shared rear lane: 8 feet streetside.

There are no public utility lines located on private property therefore no off-street PUEs are required.

Plans illustrate a proposed 5-foot wide streetside PUE along N. 3rd Street. Staff adds *Condition of Approval 4a* to memorialize the requirement for this streetside PUE and identify a due date for its recordation. Maximum width of the streetside PUE is 8 feet per subsection F2a.

▲ The provisions are met with *Condition 4a*.

3.02.03 Street Lighting

A. Public Streets:

Public streets abutting a development shall be illuminated with street lights installed to the standards of the City and the electric utility. A developer shall provide documentation to the attention of the Public Works Director indicating that any needed illumination complies with the standards. A developer is to refer to Illuminating Engineering Society (IES) of North America Recommended Practice 8, Roadway Lighting (RP-8) or other source as the public works construction code specifies.

Staff adds *Condition of Approval 6* to provide the appropriate documentation, or install new lighting, to meet this requirement.

▲ The provision is met with *Condition 6*.

3.02.04 Underground Utilities

B. Street: All permanent utility service within ROW resulting from development shall be underground, except where overhead high-voltage (35,000 volts or more) electric facilities exist as the electric utility documents and the developer submits such documentation.

1. Developments along Boundary Streets shall remove existing electric power poles and lines and bury or underground lines where the following apply:

- a. A frontage with electric power poles and lines is or totals minimum 250 feet; and**
- b. Burial or undergrounding would either decrease or not increase the number of electric power poles. The developer shall submit documentation from the electric utility.**

Where the above are not applicable, a developer shall pay a fee in-lieu, excepting residential development that has 4 or fewer dwellings and involves no land division.

2. Fees in-lieu: Per Section 4.02.12.

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

There are overhead power lines running along the N. 3rd Street frontage of the subject property however the frontage is less than 250 feet long and the proposal is for a residential quadplex therefore the undergrounding provisions do not apply. Pursuant to subsection C, staff adds *Condition of Approval 7* to require all utility service to and within the site be underground.

▲ The provision is met with *Condition 7*.

3.03 Setbacks and Open Space

As analyzed for 2.02, the development complies with setback requirements. Regarding the Street Widening Setbacks provisions in 3.03.02, the applicant has submitted a Street Adjustment application with respect to the future Yew Street extension along the southwest property line (identified within TSP Figure 6 “Local Street Connectivity Plan”) to apply an alternative cross-section with a 50-foot right-of-way width.

Applicant’s response to 3.03.02 (page 22 in the narrative):

Per the Street Adjustment request to use the alternate 50ft ROW local street cross-section for future Yew Street extension, the street widening setback along the west property line is no longer required. Refer to Section 5, response to 5.02.04 Street Adjustment for additional information.

The proposed quadplex does not encroach into vision clearance areas.

■ The provisions are met with approval of the Street Adjustment request.

3.04 Vehicular & Bicycle/Pedestrian Access

3.04.01 Applicability and Permit

A. Street Access

Every lot and tract shall have minimum access per subsection 1. or 2.:

- 1. Direct access to an abutting public street, alley, or shared rear lane; or**
- 2. Access to a public street by means of a public access easement and private maintenance agreement to the satisfaction of the Director, revocable only with the concurrence of the Director, and that is recorded. The easement shall contain text that pursuant to Woodburn Development Ordinance (WDO) 3.04.03B.3, the public shared access (ingress and egress) right of this easement is revocable only with the written concurrence of the Community Development Director.**

The subject property has direct access to N. 3rd Street, a public street.

✓ The requirement is met.

3.04.03 Access Management: Driveway Guidelines and Standards

B. Number of Driveways

1. For residential uses, along streets the maximum number of driveways per lot frontage shall be as follows and if and as subsection D further limits:

a. Single-family dwelling and dwelling other than multiple family and other than townhouse:

One driveway for every 100 feet of lot frontage. For a corner lot wider than 25 feet, the Director may prohibit a driveway on one of the frontages based on the factors of street functional class and whether the required street cross section includes on-street parking.

D. Access management:

1. Residential development other than multiple-family dwellings: The Director may require that two or more dwellings across two or more lots within a partition, subdivision, or Planned Unit Development to share driveways, for example, by requiring detached houses on adjoining lots to share a driveway along a common lot line.

E. Interconnected Parking Facilities

1. All uses on a lot shall have common or interconnected off-street parking and circulation facilities.

Access Requirements Table 3.04A				
		1 to 4 Dwellings, Living Units or Individual Lots ⁶	5 or More Dwelling or Living Units, School, ⁶ or House of Worship	Commercial or Industrial Use
Paved Width of Driveway (feet) ^{3, 4, 7, 8}	1-way	8 minimum	10 minimum 20 maximum	10 minimum 20 maximum
	2-way	14 minimum 16 maximum ⁷	20 minimum 24 maximum* *(Add 6 ft maximum if a turn pocket is added)	Commercial/Mixed-Use: 20 minimum 24 maximum* *(Add 12 ft maximum if a turn pocket is added) Industrial: 22 minimum 36 maximum* *(Add 8' if a turn pocket is added)
	Manufactured Dwelling Park	10 minimum	n/a	n/a
Throat Length (feet) ⁵	Major Arterial, Minor Arterial, Service Collector	n/a	36 minimum	Commercial: 36 minimum; Industrial: 50 minimum
	Access or Local Street	n/a	18 minimum	18 minimum
Corner Clearance (feet) Guidelines ¹ (See Figure 3.04B)	Access or Local Street	30 minimum	30 minimum	30 minimum
	Service Collector	50 minimum	50 minimum	50 minimum
	Minor Arterial	245 minimum	245 minimum	245 minimum
	Major Arterial	300 minimum	300 minimum	300 minimum
Driveway	Driveway on the same parcel	22 minimum	50 minimum	50 minimum

Separation Guidelines (feet) (See Figure 3.04B) ^{1,2}	Access or Local Street	none	none	none
	Service Collector	50 minimum	50 minimum	50 minimum
	Minor Arterial	245 minimum	245 minimum	245 minimum
	Major arterial	300 minimum	300 minimum	300 minimum
Turnarounds ⁹	Access to a Major or Minor Arterial	Required	Required	Required
	Access to any other street	Required if the driveway length to the lot located furthest from the street exceeds 150 feet	Requirements per the Woodburn Fire District	Requirements per the Woodburn Fire District
<ol style="list-style-type: none"> 1. The separation should be maximized. 2. Driveways on abutting lots need not be separated from each other, and may be combined into a single shared driveway. 3. Driveways over 40 feet long and serving one dwelling unit may have a paved surface minimum 8 feet wide. 4. Notwithstanding the widths listed in this table, the minimum clearance around a fire hydrant shall be provided (See Figure 3.04D). 5. Throat length is measured from the closest off-street parking or loading space to the right-of-way. A throat applies only at entrances (See Figure 3.05B). 6. Maximum of 4 individual lots can be served from single shared driveway (See Figure 3.04A) except where and as Section 3.04.03D.3 "Flag Lots" supersedes. 7. It is permissible that the Oregon Fire Code (OFC) as administered by the independent Woodburn Fire District may cause driveway widths to exceed minimums and maximums. It is a developer's responsibility to comply with the OFC. 8. Width measurement excludes throat side curbing, if any. 9. Refer to OFC Appendix D, Figure D103.1. 				

There is an existing driveway on the northeast side of the duplex, it is approximately 12 feet wide. The applicant proposes to widen the driveway to 16 feet and extend it back behind the duplex to serve the quadplex as well. Because Table 3.04A requires a driveway serving 6 dwellings to be at least 20 feet wide, the applicant submitted a Variance request to allow the 16-foot driveway.

In response to direction from the Woodburn Fire Marshal, the applicant has also proposed an additional 8 feet of driveway in front of the duplex to provide a fire turnaround on-site. This brings the total width in front of the duplex up to 24 feet.

■ The provisions are met with approval of the Variance request.

3.04.04 Driveway & Drive Aisle Improvement Standards

The portion of a driveway on private property shall be paved. Asphalt, brick, poured concrete, concrete pavers, and square or rectangular cobblestone pavers are allowed. Particularly within emergency-only fire lanes and lanes for maintenance vehicle access to private drainage and stormwater management facilities, but also anywhere on private property, reinforced cellular concrete (cast on-site) grass paving surface (“grasscrete”) is allowed also. Gravel is allowed only for property with residential zoning, where no land division is involved, and for existing development other than multiple-family dwelling. Gravel must be minimum 10 feet from the ROW of a street.

The site plans illustrate the driveway paved with asphalt to meet this standard.

✓ The provision is met.

3.04.05 Traffic Impact Analysis

B. A transportation study known as a transportation impact analysis (TIA) is required for any of the following:

1. Comprehensive Plan Map Change or Zone Change or rezoning that is quasi-judicial, excepting upon annexation designation of zoning consistent with the Comprehensive Plan.
2. A development would increase vehicle trip generation by 50 peak hour trips or more or 500 average daily trips (ADT) or more.
3. A development would raise the volume-to-capacity (V/C) ratio of an intersection to 0.96 or more during the PM peak hour.
4. Operational or safety concerns documented by the City or an agency with jurisdiction, such as ODOT or the County, and submitted no earlier than a pre-application conference and no later than as written testimony entered into the record before the City makes a land use decision.
5. A development involves or affects streets and intersections documented by ODOT as having a high crash rate, having a high injury rate of persons walking or cycling, having any cyclist and pedestrian deaths, or that partly or wholly pass through school zones that ODOT recognizes.
6. Where ODOT has jurisdiction and ORS or OAR, including OAR 734-051, compels the agency to require.

A developer shall submit a traffic impact letter or memo when the City or an agency with jurisdiction does not require a TIA. A development within the Downtown Development and Conservation (DDC) zoning district is exempt from TIA submittal.

The applicant provided a traffic impact memo from a registered professional engineer that indicates a full TIA is not required.

✓ The provisions are met.

3.04.06 Bicycle/Pedestrian Access between Sidewalk and Building Entrances

C. Walkway: Minimum 1 per frontage except where a wide walkway supersedes. Minimum width 6 feet and may have stairs.

For residential development of other than multiple-family dwellings, each lot shall have a walkway minimum 2 feet wide of minimum length such that it connects sidewalk with an entrance to each and every dwelling on a given lot. The walkway shall not overlap a driveway, and where a walkway is flush with a driveway, it shall either (1) be raised minimum 3 inches, have curbing which may be mountable, and be minimum 3 feet and 3 inches wide, or (2) be dyed, patterned, stamped or

otherwise treated or of a different paving material than the driveway to visually distinguish it from the adjacent driveway.

Site plans illustrate a 2-foot concrete walkway along the southwest property line connecting the proposed quadplex to the proposed sidewalk within N. 3rd Street right-of-way. Similarly, the existing duplex is connected to the proposed sidewalk via the driveway, through an 8-foot wide striped area.

✓ The provisions are met.

3.05 Off-Street Parking and Loading

3.05.01 Applicability

The provisions of this Section shall apply to the following types of development:

A. All requirements and standards of Section 3.05 shall apply to any new building or structure constructed after the effective date of the Woodburn Development Ordinance (WDO).

B. Any additional parking or loading required to accommodate a change in use, or expansion of an existing use, shall conform to all parking, loading and landscaping standards of the WDO.

Marion County Assessor records indicate the existing duplex was constructed in 1957, well before the effective date of the WDO. Pursuant to subsection A, the requirements within 3.05 apply only to the proposed quadplex.

3.05.02 General Provisions

E. Setback

2. Parking, loading, and circulation areas shall be set back from a property line a minimum of five feet, excepting any of (a) interior lot lines of lots in a development that have the same owner or that have outbuildings as part of a complex of buildings sited amid parking, such as in an office or industrial park or strip mall, (b) a shared access and use agreement between or among landowners per Section 3.04, and (c) shared access in the specific context of residential development of other than multiple-family dwellings.

The proposal meets the General Provisions within 3.05.02, except for the 5-foot setback requirement under subsection E2. The proposed driveway and drive aisle are illustrated to have a setback of less than one foot to the northeast property line. The applicant has submitted a Variance request to allow this setback encroachment.

■ The provisions are met with approval of the Variance request.

3.05.03 Off-Street Parking

A. Number of Required Off-Street Parking Spaces

1. Off-street vehicle parking spaces shall be provided in amounts not less than those set forth in this Section (Table 3.05A).

2. Off-street vehicle parking spaces shall not exceed two times the amount required in this Section (Table 3.05A).

B. ADA: Accessible parking shall be provided in amounts not less than those that ORS 447.233 requires. The number of accessible spaces shall be included as part of total required vehicle parking spaces.

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

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

E. A developer shall provide off-street bicycle parking per the minimums and standards in Tables 3.05D & G and the additional standards in Section 3.05.06.

Off-Street Parking Ratio Standards Table 3.05A	
Use ^{1, 2}	Parking Ratio - spaces per activity unit or square feet of gross floor area
1b. Duplexes, triplexes, quadplexes, townhouses, and cottage clusters	1/ dwelling unit ⁴
<p>1. The Director may authorize parking for any use not specifically listed in this table. The applicant shall submit an analysis that identifies the parking needs, and a description of how the proposed use is similar to other uses permitted in the zone. The Director may require additional information, as needed, to document the parking needs of the proposed use.</p> <p>2. There is no required parking ratio for non-residential uses and residential units above first floor commercial uses in the DDC zone (See Section 3.07.07.C.12).</p> <p>3. See Tables 3.05C & E for minimum carpool/vanpool and electric vehicle parking and Table 3.05D for minimum bicycle parking.</p> <p>4. In compliance with OAR 660-046-0220(2)(e).</p>	

Parking Space and Drive Aisle Dimensions Table 3.05B							
Parking Angle	Type of Space	Stall Width (feet)	Curb Length (feet)	Stripe Length (feet)	Stall to Curb (feet)	Drive Aisle Width (feet)	
						1-way	2-way
A		B	C	D	E	F	G
90° (Perpendicular)	Standard	9.0	9.0	18.0	18.0	24.0	24.0 ⁸
	Compact	7.5	7.5	15.0	15.0	22.0	
	Car Accessible Aisle	6.0	6.0	18.0	18.0	24.0	
	Van Accessible Aisle	8.0	8.0	18.0	18.0		

Parking Space and Drive Aisle Dimensions Table 3.05B							
Parking Angle	Type of Space	Stall Width (feet)	Curb Length (feet)	Stripe Length (feet)	Stall to Curb (feet)	Drive Aisle Width (feet)	
						1-way	2-way
A		B	C	D	E	F	G
<ol style="list-style-type: none"> 1. A parking space other than compact may occupy up to 1.5 feet of a landscaped area or walkway as measured from face of curb. Compact may occupy up to six inches. At least 4.5 feet clear width of a walkway must be maintained. 2. Space width is measured from the midpoint of the double stripe. 3. Curb or wheel stops shall be utilized to prevent vehicles from encroaching on abutting properties, rights-of-way, or wide walkways. 4. The access aisle must be located on the passenger side of the parking space, except that two adjacent parking spaces may share a common access aisle. 5. Where the angle of parking stalls differ across a drive aisle, the greater drive aisle width shall be provided. 6. In the context of residential development of other than multiple-family dwellings, parking space minimum dimensions shall be 8 feet wide by 18 feet long, including within a carport or garage. See also Section 3.05.03F.1. 7. The Oregon Fire Code (OFC) as administered by the independent Woodburn Fire District may cause drive aisle widths to exceed the minimum and maximums in this table. 8. Zoning Adjustment permissible. 							

The proposal is a quadplex, which has a minimum parking requirement of four stalls per Table 3.05A row 1b. Because the proposal involves repurposing the existing driveway into a drive aisle, thus eliminating two existing parking stalls for the duplex, the site plans illustrate a total of six standard parking stalls provided (taking advantage of footnote 1 within Table 3.05B) to accommodate both the duplex and quadplex.

Regarding bicycle parking, plans illustrate a bike rack adjacent to the parking lot and an additional stall underneath the staircase in the exterior stairwell.

✓ The provisions are met.


3.05.04 Off-Street Loading & Unloading

⊖ The provisions do not apply.

3.05.05 Shared Parking

No shared parking is proposed.

- The provisions do not apply.

Off-Street Bicycle Parking Table 3.05D			
			
Development or Use	Description		Stall Minimum Number, Percent, or Ratio
1. Residential development	b. Dwellings other than multiple-family	3 or 4 dwellings	2 stalls total
1. Standard applies even if the site is not zoned P/SP. 2. Each modular classroom counts as a classroom. 3. The Director may authorize off-street bicycle parking for any use that the Development or Use column does not clearly include. 4. See Section 3.05.06 for bicycle parking development standards.			

3.05.06 Bicycle Parking Standards

B. Applicability: Applies to total minimum required bicycle parking per Table 3.05D and any excess.

C. Standards: Developers shall install parking in lockers or racks that meet the following:

1. **Surface:** The area devoted to bicycle parking shall be paved if outdoors or otherwise hard surfaced if enclosed or indoors. Outdoor pavement shall be asphalt, bricks, cobblestone rectangular pavers, concrete pavers, poured concrete, structurally supported fiber cement or wood planking, or combination.

2. **Facility:** Where bicycle parking is provided with racks, they shall meet the following:

- a. The rack shall be designed so that the bicycle frame and one wheel can be locked to a rigid portion of the rack with a U-shaped shackle lock, when both wheels are left on the bicycle;
- b. If the rack is a horizontal rack, it shall support the bicycle at two points, including the frame; and
- c. The rack must be securely anchored with tamper-resistant hardware.

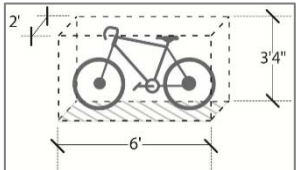
3. **Dimensions:** Bicycle parking spaces, aisles and clearances shall be per Table 3.05G, which Figures 3.05E, F, & G illustrate.

4. **Signage:** If bicycle parking is not visible from sidewalk, wide walkway, or the main entrance of the building(s), a developer must install a permanent sign, minimum 1 by 1.5 feet, at the main entrance of each primary building indicating the location of bicycle parking. Figure 3.05H illustrates examples.

5. **Proximity:** A developer shall construct or install bicycle parking within maximum 50 feet of the main entrance and per Figures 3.05J-L.

6. **Covered/sheltered:** A developer shall cover or shelter from precipitation among the total required bicycle parking minimum 50 percent of any and all parking that is outdoors.

8. Plan review: The developer or contractor shall submit the following information with applications for any of land use or building permit review:
- Location; where not obvious, access route(s) to; and number of bicycle parking stalls;
 - Notated dimensions of all stalls, aisles, maneuvering areas, and clearances; and
 - If applicable, information adequate to illustrate the racks and stalls that meet a particular set of standards.

Bicycle Parking Stall Minimum Dimensions			
Table 3.05G			
			
Dimension	Conventional Horizontal ¹ (feet)	Alternative (feet) ²	
		Horizontal as Wall-Attached ³	Vertical or Wall-Mounted ^{1, 4, 5}
Length	6	6	3 ft, 4 inches
Width	2	2	1 ft, 5 inches
Height	3 ft, 4 inches	3 ft, 4 inches	6
Maneuvering width ⁷	5	5	5
Clearance	0.5 ⁸	1 ⁹	n/a
<p>1. See Figure 3.05E.</p> <p>2. The purpose of alternatives primarily is to allow multiple-family dwelling developments to include more easily a number of stalls through any of communal storage rooms and sheds and on building, freestanding, and trash and recycling enclosure walls.</p> <p>3. See Figure 3.05F.</p> <p>4. See Figure 3.05G.</p> <p>5. Vertical or wall-mounted maximums:</p> <ol style="list-style-type: none"> Where the total minimum required bicycle parking is fewer than 4 stalls, vertical and wall-mounted stalls are prohibited. Where the total minimum required bicycle parking is 4 or more stalls, of the subtotal that is outside a building, maximum 50 percent may be vertical stalls. <p>6. See Figure 3.05H.</p> <p>7. Sidewalk: Where a bicycle parking stall is adjacent to a sidewalk, off-street bicycle/pedestrian facility, walkway, or access way, the maneuvering area may overlap it.</p> <p>8. Measured to stall length or width boundary.</p> <p>9. Measured to centerline of outermost bar of facility.</p>			

Site plans illustrate a bike rack adjacent to the parking lot and an additional stall underneath the staircase in the exterior stairwell.

✓ The provisions are met.

3.06 Landscaping

3.06.01 Applicability

B. Dwellings other than multiple-family need comply only with the street tree and significant tree provisions of this Section.

The proposal is a quadplex residential development therefore only the street tree and significant tree provisions within section 3.06 apply.

3.06.03 Landscaping Standards

A. Street Trees

The purpose of the street tree provisions is to get and preserve street trees, to shade those walking and provide them psychological protection from passing vehicles, to calm those driving, to help spatially define streets through canopy, to absorb stormwater and pollutants, to reduce the urban heat island effect, and to raise value of adjacent property.

Within the public street right-of-way abutting a development, street trees shall be planted to City standards, prior to final occupancy or earlier if conditioned.

1. A number of trees equal to one tree per every 30 feet of street frontage within a block face, shall be planted within the right-of-way.

2. Street trees shall be planted according to the Boundary Street classification per the Transportation System Plan:

c. Small trees shall be planted along all other streets.

Refer to Table 3.06B below for the definition of size categories at maturity.

3. Root barriers: The developer shall install root barriers per the public works construction code.

4. Fee in-lieu: Per Section 4.02.12.

Plant Unit (PU) Value Table 3.06B		
Material	Plant Unit (PU) Value	Minimum Size
1. Significant tree ¹	15 PU each	24" Diameter
2. Large tree (60-120 feet high at maturity) ¹	10 PU each	10' Height or 2" Caliper
3. Medium tree (40-60 feet high at maturity) ¹	8 PU each	10' Height or 2" Caliper
4. Small tree (18-40 feet high at maturity) ¹	4 PU each	10' Height or 2" Caliper
1. Existing vegetation that is retained has the same plant unit value as planted vegetation.		

The subject property has 75 feet of frontage along N. 3rd Street, a local street. The street tree planting requirement is therefore 2 small street trees within the landscape strip. Street trees must not be a species listed within Table 3.06C. Staff adds *Condition of Approval 4c* to memorialize this requirement and identify a due date for their planting.

▲ The street tree provisions are met with *Condition 4c*.

3.06.07 Significant Trees on Private Property

B. The provisions of this Section apply to the removal of any significant tree and the replacement requirements for significant tree removal.

D. The issuance of a significant tree removal permit requires the property owner to replace each tree removed with one replacement tree. Each replacement tree shall be at least two inches in caliper. Each replacement tree shall be of a species not prohibited by this Section. The replacement tree shall be of the same size range at maturity as the significant tree replaced.

E. A tree required by the development standards of this ordinance (Section 3.1) or as a condition of permit or land use approval shall qualify as a replacement tree. In the Neighborhood Conservation Overlay District (NCOD), the replacement tree shall be planted on the same property as the significant tree replaced. In other zones, the property owner shall choose the method of replacement. Replacement shall be accomplished by:

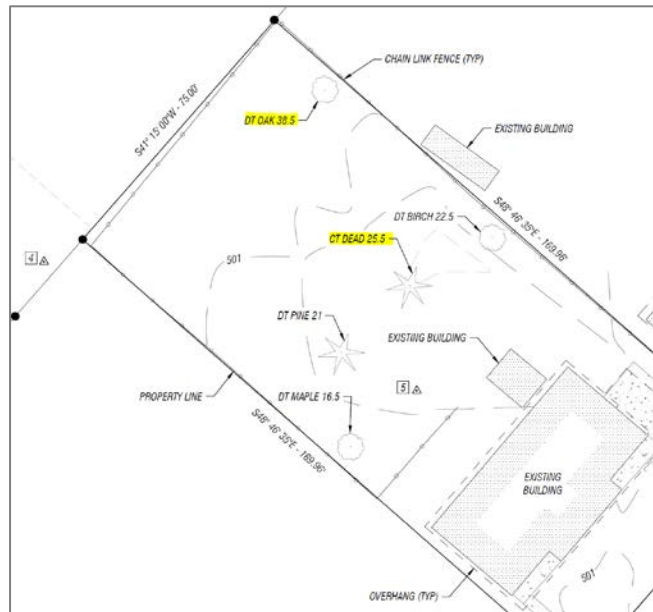
- 1. Planting one tree on the subject property;**
- 2. Planting one tree at a location determined by the Woodburn Community Services Department;**
- or**
- 3. Paying a fee-in-lieu to the Woodburn Community Services Department for the planting of one tree at a future time by the City.**

F. The property owner shall pay a mitigation fee for each required replacement tree that is not planted pursuant to this Section. The applicant shall pay the mitigation fee into the City’s tree fund. The amount of the mitigation fee shall be established by the City Council in the Master Fee Schedule, based on the average value of a two inch caliper tree available from local nurseries, plus planting costs.

There are three significant trees on the property – one in front of the duplex and two behind.



Google Street View (July 2023) of significant tree in front yard.



Sheet 2 "Existing Conditions" within civil plans, significant trees in rear yard highlighted.

The applicant proposes to remove all three of these significant trees to accommodate the proposed quadplex and associated driveway and parking lot. Staff adds *Condition of Approval 8* to have the applicant demonstrate a reasonable effort to design improvements in a manner that protects and preserves these significant trees. If it is found that a tree can be preserved, the applicant will preserve said tree(s) throughout the entire construction process for the development using the City of Portland tree protection rules (Attachment 104).

▲ The significant tree provisions are met with *Condition 8*.

3.07 Architectural Design

3.07.01 Applicability of Architectural Design Standards and Guidelines

A. For a Type I review, the criteria of this Section shall be read as “shall” and shall be applied as standards. For a Type II or III review, the criteria of this Section shall be read as “should” and shall be applied as guidelines.

B. The following are exempt from the provisions of this Section:

- 1. Any single-family, duplex, or manufactured dwelling that existed prior to October, 2005, except such dwellings located within the Neighborhood Conservation Overlay District (NCOD).**

The proposal is for a new quadplex residential building on the property, there are no changes proposed to the existing duplex. The architectural design requirements within 3.07 apply to the quadplex.

For reference regarding the existing duplex, Marion County Assessor records indicate it was constructed in 1957, which is well before October 2005.

3.07.02 Single-Family Dwellings, Manufactured Dwellings, & Dwellings Other Than Multiple-Family (“Middle Housing”) on Individual Lots

A. Applicability

This Section shall apply to all new single-family dwellings, dwellings other than multiple-family, and manufactured dwellings on individual lots. It shall apply also to subdivisions and Planned Unit Developments approved on or before August 12, 2013.

Manufactured dwellings have different standards for roofing; otherwise, all standards in this Section apply to manufactured dwellings.

B. Minimum Requirements

- 1. Design Standards. Each single-family dwelling, duplex, triplex, quadplex, townhouse project, or manufactured dwelling shall meet all the design standards identified in Table 3.07A as required standards and a minimum number of points per subsection (2.) below.**
- 2. Design Options. Each single-family dwelling, duplex, triplex, quadplex, townhouse project, or manufactured dwelling shall meet enough of the menu options identified in Table 3.07A as providing optional points to total 16 points. Totalling 16 or more points is a requirement, and the choice of any particular menu option is optional.**

C. Architectural and Design Standards (Table 3.07A)

**Architectural & Design Standards for Single-Family Dwellings,
Manufactured Dwellings ¹, and Dwellings other than Multiple-Family,
on Individual Lots
Table 3.07A**

Design Standard		Required (X)	Optional Points
Building Massing			
M1	Maximum Facade Width: Exempting townhouses, the max width for any street-facing facade located within 25 ft of a street lot line shall be as follows. The portions of a facade subject to this standard must be separated 10 ft min. See Figure 3.07A. Max facade width of:	-	-
	• 100 ft	X	-
	• 80 ft	-	1
	• 60 ft	-	2
M2	<p>Facade Articulation: The front elevation of large buildings shall be divided into smaller areas or planes. When the front elevation of a building is more than 500 square ft in area, the elevation shall be divided into distinct planes of 500 square ft or fewer. See Figure 3.07C. This division can be done by:</p> <ul style="list-style-type: none"> • A porch; a dormer min 4 ft wide and placed min 3 ft from any building side wall; or a balcony that is at least 2 ft deep and is accessible from an interior room; • A bay, box, or oriel window that projects min 2 ft, encloses a width min 5 ft (for angled sides measured at closest corners) and a height min 6.5 ft; or • Recessing a section of the facade by min 2 ft, recess being min 6 ft wide. <p>The requirement applies also to an elevation that adjoins a tract or off-street bicycle/pedestrian corridor.</p>	X	-
M3	<p>Privacy Transition Area: The street-facing ground floor is either elevated above sidewalk grade min 1.5 ft or has its main wall plane set back min 10 ft from sidewalk edge.</p> <p>Note M3: If elevated, any front covered porch or roofed patio also is elevated and below floor level has the front elevation either patterned or stamped if concrete or masonry wall or covered with lattice if a void.</p>	-	2

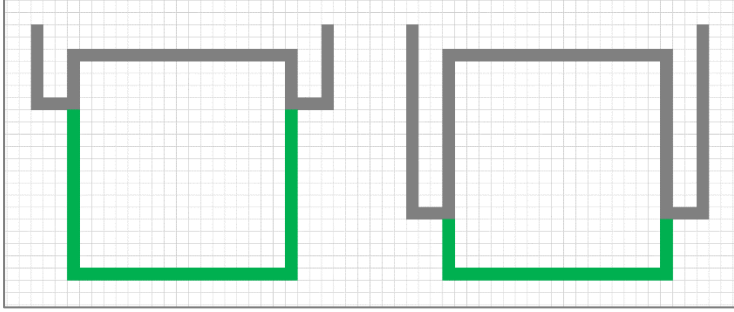
**Architectural & Design Standards for Single-Family Dwellings,
Manufactured Dwellings ¹, and Dwellings other than Multiple-Family,
on Individual Lots
Table 3.07A**

Design Standard		Required (X)	Optional Points
Roofs			
R1	Roof Pitch: Manufactured dwellings shall have a min roof pitch of 3/12. All other buildings shall have min roof pitch as follows:	-	-
	• 6/12	X	-
	• 8/12	-	1
	• 9/12	-	2
R2	Dormer(s): The roof includes a gable, dormer min 4 ft wide and placed min 3 ft from any building side wall, or eyebrow at least 3 ft wide and 3 ft above eave. Total width of all dormers shall not exceed 50 percent of the width of the facade that they parallel.	-	1
R3	Eaves: Roof eaves, overhangs, and rakes shall project from the building wall the following min inches on all elevations:	-	-
	• 12	X	-
	• 18	-	1
	• 24	-	2
R4	Material: Roofing material shall be composition shingles, clay or concrete tile, metal, cedar or slate shingles or shakes. Composition shingles shall be architectural style.	X	-
	• Roofing material is clay, concrete tile, or cedar or slate shingles.	-	1
Entrances			
E1	Entrance Orientation: For every 40 lineal ft of street-facing facade, at least one entrance shall meet the following standards. For lots with two or more street frontages, this standard applies to min one frontage: <ul style="list-style-type: none"> • The entrance must be within 8 ft of the longest street-facing wall of the building; • Have any of a door with either peephole or incorporated window, or, a door side lite (a tall narrow window to the side of the door); and 	X	-

**Architectural & Design Standards for Single-Family Dwellings,
Manufactured Dwellings ¹, and Dwellings other than Multiple-Family,
on Individual Lots
Table 3.07A**

Design Standard	Required (X)	Optional Points
<ul style="list-style-type: none"> • The entrance must any of: <ul style="list-style-type: none"> ○ Face the street, ○ Be at an angle of up to 45° from the street, ○ Face a common open space that is adjacent to the street and is abutted by buildings on min two sides, or ○ Open onto a porch or recessed entry meeting the E2 requirements below. 		
<p>E2 Front Porch or Patio: On lots wider than 25 ft, each dwelling entrance shall meet the below. For lots with two or more street frontages, the standards apply to min one frontage.</p> <ul style="list-style-type: none"> • A recessed entry, min 72 square ft, with min dimension 8.5 ft biased towards one side of the entry. A recess serving two entries, one each for two attached dwellings, shall be min 119 square ft; or • A covered porch or roofed patio, min 72 square ft with min dimension 8.5 ft. A porch or patio serving two entries, one each for two attached dwellings, shall be min 119 square ft. • Height: Min ceiling or clearance height 8 ft. <p>Where a lot is 25 ft or narrower and a street-facing recessed entry, covered porch, or roofed patio would be infeasible, then one of the G4 options instead shall be a standard: above a street-facing garage, as either interior living area, or, a covered balcony or deck.</p> <p>Where a lot is 25 ft or narrower and it adjoins a tract or off-street bicycle/pedestrian corridor, the porch/patio requirement may be met on the adjoining facade instead of the street-facing facade.</p>	X	-
<ul style="list-style-type: none"> • A covered porch or roofed patio at minimums per above and with min width 14 ft facing the street. 	-	1
<ul style="list-style-type: none"> • The covered porch or roofed patio by min 2 ft either recesses into or projects from the main wall plane along min 6.5 ft of the width of the porch or patio. 	-	2

**Architectural & Design Standards for Single-Family Dwellings,
Manufactured Dwellings ¹, and Dwellings other than Multiple-Family,
on Individual Lots
Table 3.07A**

Design Standard	Required (X)	Optional Points
 <p align="center">Figure 3.07A –Minimum Porch/Patio Recess & Projection Example Plans</p>		
<p>E3 Porch/Patio Delineation: Includes any of balustrade, fall protection, wood fencing, and metal or wood railings and is required. 3.5 ft high max. 4 ft wide max gap as passage allowed. Fencing or railing with top member flat and min 3 inches wide. A second horizontal member below the top member (to allow affixing, hanging, or threading items below the top member).</p>	X	-
<p>E4 Columns: Ornamental columns. If the streetside porch or roofed patio provides one or more columns as supports, columns shall be divided visually into clear areas of capital, shaft, and base. Shaft min 8 inches square or diameter. Wrought iron style porch supports do not meet this requirement.</p>	X	-
Garages		
<p>G1 Garage Orientation: Garages shall face away from the street on lots abutting an alley or shared rear lane. On a corner lot with no alley or shared rear lane, a garage may face one frontage as the Director determines. On any lot with no alley or shared rear lane, any garage that faces away from the street frontage of the main pedestrian entry, at a min angle of 90°, is exempt from garage setback, width, and design standards (G2-G4).</p>	X	-
<p>G2 Minimum Garage Setback: The front of a garage shall be set back from street right-of-way either (a) the same distance as the dwelling main wall plane that encloses living area or (b) 20 ft,</p>	X	-

**Architectural & Design Standards for Single-Family Dwellings,
Manufactured Dwellings¹, and Dwellings other than Multiple-Family,
on Individual Lots
Table 3.07A**

Design Standard	Required (X)	Optional Points
<p>whichever is deeper. Garages set back farther or recessed are eligible for optional points:</p> <ul style="list-style-type: none"> • Garages either recessed behind the main wall plane min 2 ft or set back 21 ft. • Garages either recessed behind the main wall plane min 3 ft or set back 22 ft. 	-	1
<p>• Garages either recessed behind the main wall plane min 3 ft or set back 22 ft.</p>	-	2
<p>G3 Maximum Garage Width: Excepting a lot with alley or shared rear lane access, the combined width of all attached garages shall not exceed a max per the below. Where in place of a garage there is a carport, or, a vehicular passage dividing the ground floor and serving parking area at the rear, then the max width shall be 10 ft for a one-car wide carport, 18 ft for a two-car wide carport, or 20 ft for a passage.</p> <p>A detached garage behind the dwelling building may exceed max width if the dwelling building in elevation view partly screens the detached garage such that the visible remainder of the garage is within the max width.</p> <p>For trapezoidal lots along cul-de-sacs or bends in streets where a street frontage width is narrower than the lot width, the applicable standard applies based on lot width instead of street frontage width.</p> <p>Garages and parking and circulation areas that are narrower than the max are eligible for optional points:</p>	X:	-
<p>a. For a lot up to 25 ft wide: Max one garage door opening at max width 9 ft.</p>	X;	-
<p>b. For a lot wider than 25 ft or less than 60 ft wide: Max width 18 ft total of garage door or doors.</p>	X;	-

**Architectural & Design Standards for Single-Family Dwellings,
Manufactured Dwellings ¹, and Dwellings other than Multiple-Family,
on Individual Lots
Table 3.07A**

Design Standard	Required (X)	Optional Points
<p>c. For a lot 60 ft wide or wider: Either (1) max width 18 ft total of garage door or doors for house or duplex, 27 ft total for triplex, or 36 ft total for quadplex; or (2) garage width max 45 percent of lot street frontage width, whichever of (1) or (2) is less restrictive.</p>	X;	-
<p>Garages and parking and circulation areas that are narrower than the above applicable max are eligible for optional points:</p>	-	
<ul style="list-style-type: none"> • Garage width total max is either 40 percent or less instead of 45. 	-	1
<ul style="list-style-type: none"> • Street frontage has a single garage door max width 9 ft. 	-	2
<p>G4 Garage Design: Street-facing garages that incorporate design features intended to minimize the prominence of the garage and integrate it into the primary structure are eligible for optional points as follows:</p>	-	-
<ul style="list-style-type: none"> • Interior living area above the garage is provided. The living area may adjoin or incorporate a garage rooftop balcony or deck, but the living area shall have its wall plane set back max 8.5 ft from the street-facing garage wall and shall be min width 8.5 ft. 	-	1
<ul style="list-style-type: none"> • A covered balcony or deck above the garage is provided. The covered balcony or balcony min 8.5 ft wide across the garage and accessible from the interior living area of the dwelling unit. Coverage min 55 square ft. 	-	1
<ul style="list-style-type: none"> ○ The above covered balcony or deck projects min 2 ft beyond the street-facing garage wall and for min width 9 ft. 	-	2
<ul style="list-style-type: none"> • Windows are min 15 percent of garage door area. 	-	1
<ul style="list-style-type: none"> • Two one-car wide garage doors, max 9 ft wide each, serve a two-car wide garage. 	-	1

**Architectural & Design Standards for Single-Family Dwellings,
Manufactured Dwellings ¹, and Dwellings other than Multiple-Family,
on Individual Lots
Table 3.07A**

Design Standard	Required (X)	Optional Points	
Windows			
W1	Window Area: Min 15 percent of the area of all facades that face streets, tracts other than shared rear lane tracts, or off-street bicycle/pedestrian corridors, shall include windows and an entrance door or doors.	X	-
W2	Window Design: Building facades facing streets, tracts other than shared rear lane tracts, or off-street bicycle/pedestrian corridors, and which incorporate the following are eligible for optional points:	-	-
	<ul style="list-style-type: none"> Window trim around all windows min 3 inches wide and 5/8 inches deep. 	-	1
	<ul style="list-style-type: none"> Window recesses, in all windows, min 3 inches as measured horizontally from the face of the building facade. 	-	1
	<ul style="list-style-type: none"> For all street facing single or double-hung windows, what is described by any of divided lites, grids, or muntins are min 2 in at least the upper half of each window. 	-	1
W3	Proportion: On facades facing streets, tracts other than shared rear lane tracts, or off-street bicycle/pedestrian corridors, each window must be square, round, or vertically proportioned. Operable windows shall have insect screens. Casement windows shall have symmetrical arrangement of lites.	X	-
Exterior Finish Materials			
F1	Permitted Finish Materials: The exterior finish of a dwelling shall have the appearance of either horizontal or vertical fiber cement, vinyl, or wood lap siding; shake or scallop shingles; batt and board; stone; brick; or stucco. Where horizontal lap siding is used, it shall appear to have a reveal of 3 to 6 inches. Plain concrete, corrugated metal, plywood and press board are prohibited as exterior finish material. Window shutters, if provided, shall be operable and able to cover the window when closed.	X	-
	<ul style="list-style-type: none"> For a dwelling of one story, shakes, shingles, brick, stone or other similar decorative materials are applied as a band on 	-	1

**Architectural & Design Standards for Single-Family Dwellings,
Manufactured Dwellings ¹, and Dwellings other than Multiple-Family,
on Individual Lots
Table 3.07A**

Design Standard	Required (X)	Optional Points
<p>the street-facing facade horizontally from grade upwards min either 3 ft or to bottoms of ground floor windows, and wrap around each side elevation for min distance 2 ft. If one of the side elevations also faces a street or faces either a tract other than a shared rear lane tract or an off-street bicycle/pedestrian corridor, the wrap-around shall extend along the whole width of the side elevation.</p> <p>F1b: If one of the side elevations also faces a street or faces either a tract other than a shared rear lane tract or an off-street bicycle/pedestrian corridor, the wrap-around shall extend along the whole width of the side elevation.</p>		
<ul style="list-style-type: none"> For a dwelling of two or more stories, shakes, shingles, brick, stone or other similar decorative materials are applied as a band on the street-facing facade horizontally from grade upwards min either 7 ft or to tops of ground floor windows and doors, and wrap around each side elevation for min distance 2 ft. Same as F1b. 	-	2
<p>F2 Foundation: Plain poured concrete may be used as foundation material if the foundation material is not revealed more than 3 ft above the finished grade level adjacent to the foundation wall and if the concrete is stamped or patterned to resemble rusticated or cut stone or wood or if decorative materials are applied per an F1 option.</p>	X	-
Additional Off-Street Parking		
<p>P1 A development of dwellings other than detached single-family dwellings and other than multiple-family dwellings opts to provide off-street parking that exceeds the min parking ratio per Table 3.05A:</p>	-	-
<ul style="list-style-type: none"> Off-street parking ratio min 1.5 spaces per dwelling 	-	1
<ul style="list-style-type: none"> Off-street parking ratio min 2 spaces per dwelling 	-	2
Cottage Cluster		
<p>CC Along with a house among those within a cottage cluster, a one-time option of 2 points is available if the common courtyard width is 24 feet wide or wider and with two walkways, one min 8 feet</p>	-	2

**Architectural & Design Standards for Single-Family Dwellings,
 Manufactured Dwellings ¹, and Dwellings other than Multiple-Family,
 on Individual Lots**
Table 3.07A

Design Standard	Required (X)	Optional Points
wide and the other min 5 feet, and the area between walkways is min 8 feet wide. See Section 2.07.21 for cottage cluster provisions.		
1. Zoning Adjustment permissible for manufactured dwelling.		

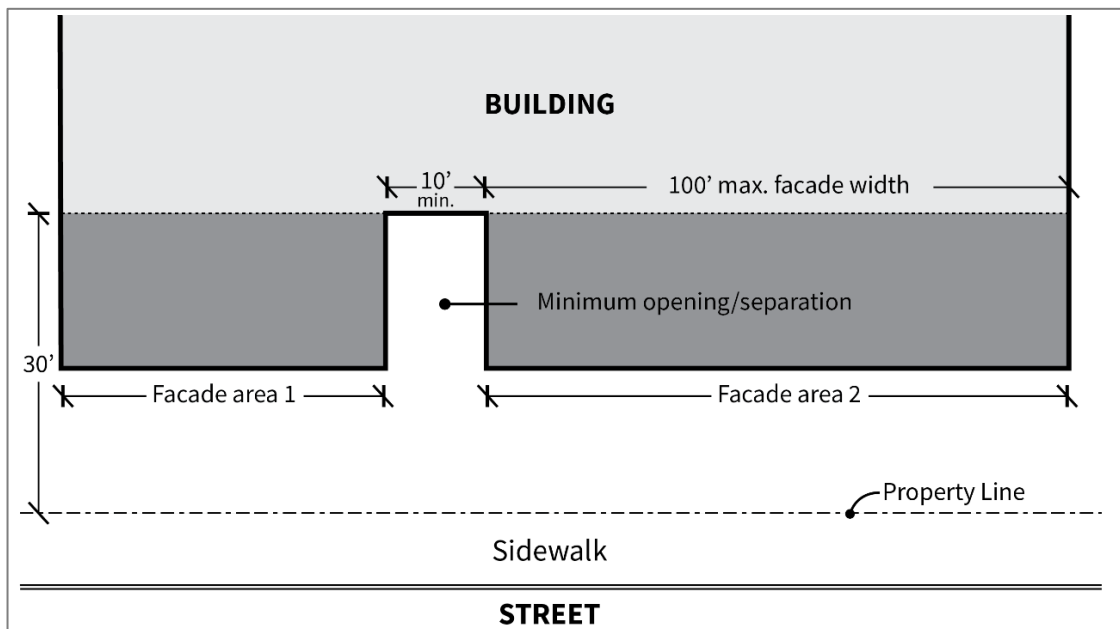


Figure 3.07A: Maximum Facade Width

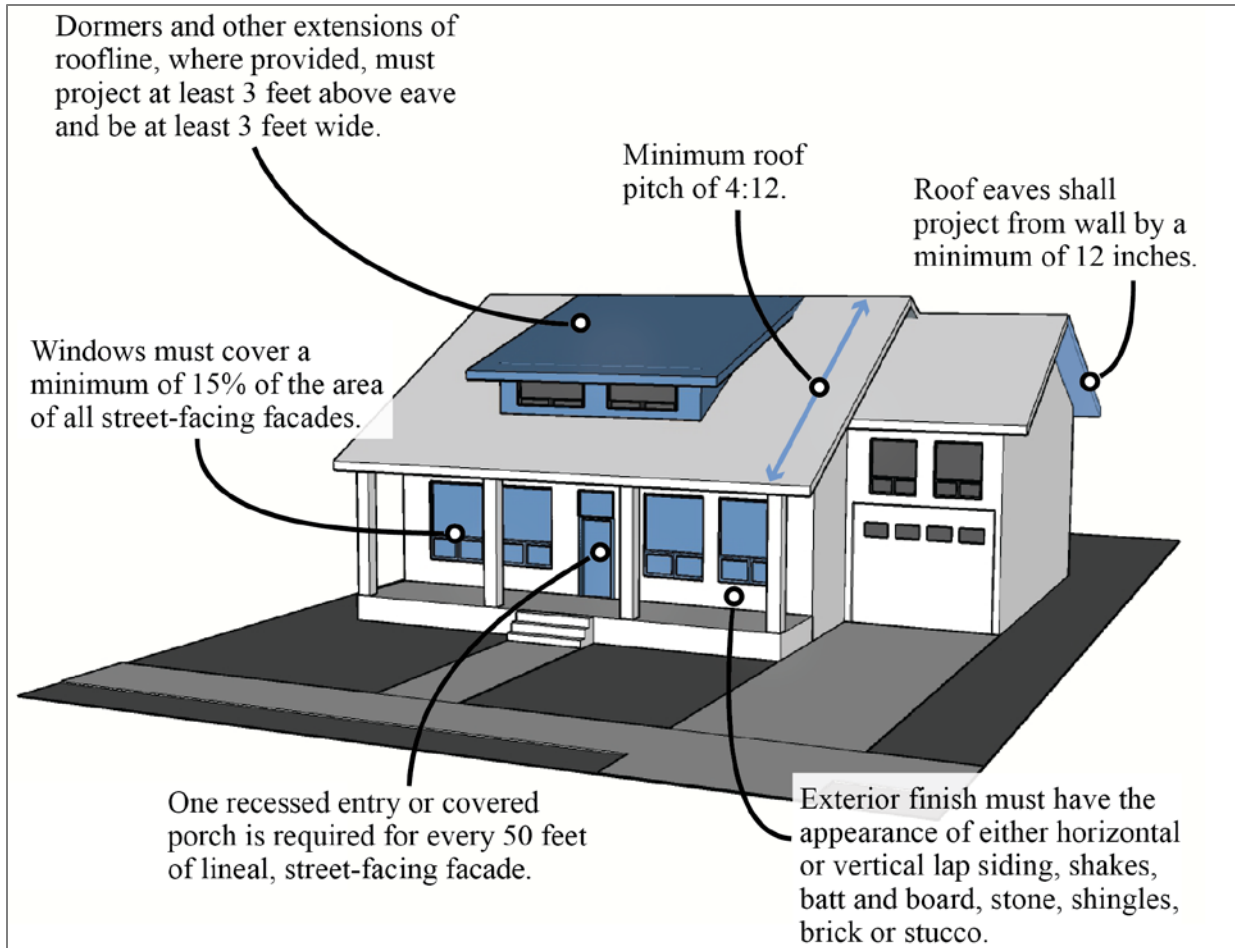


Figure 3.07C: Facade Articulation and Garage Design Standards

As proposed, the quadplex meets all required architectural standards and the design totals 15 optional points (highlighted in green). Because the minimum requirement for optional points is 16 total, the applicant submitted an Architectural Standard Substitution application.

Applicant’s response (page 35 in the narrative):

The applicant proposes the following design features in order to reach the minimum 16 point option requirement. The proposed meet the overall intent of Section 3.07, reflect custom design and result in a greater design quality.

- Expand requirement F1 for two story structures by wrapping the entire lower level horizontally with decorative cladding material as mentioned in F1. Material to extend from grade to second floor datum or horizontal belly band trim. This project proposes using 7” fiber cement shingles on the lower level and 6” fiber cement lap siding to clad the upper floor and gable to achieve a greater visual interest and custom design character.
- Expand W2 provision to allow an additional point for providing divide lites at all windows through building regardless of window type. This provision

provides design consistency, character, visual interest and breaks down scale to the all the façade, not just the main elevation. All windows on this project will have divided lites.

Further discussion is provided under the analysis of the Architectural Standard Substitution provisions.

■ The provisions are met with approval of the Architectural Standard Substitution request.

3.08 Partitions and Subdivisions

⊖ The proposal does not include a partition or subdivision.

3.09 Planned Unit Developments

⊖ The proposal does not include a Planned Unit Development.

3.10 Signs

⊖ The proposal does not include signage.

3.11 Lighting

3.11.01 Purpose and Applicability

B. Applicability: Applies outside ROW to all permanent exterior lighting for all development and uses, excepting residential that is other than multiple-family dwelling. Application includes the contexts of building exteriors, walkways and wide walkways, parking areas, signage, and off-street bicycle/pedestrian facilities. Where Section 3.11 might conflict with nuisance Ordinance No. 2338 (2003), Section 5A "Light Trespass" as is or as amended, the more stringent provision shall supersede. Strands of small electric lights known as any of holiday lights, mini lights, or twinkle lights are exempt.

The proposal is a new residential quadplex building therefore the provisions do not apply.

⊖ The provisions do not apply.

4.01 Decision-Making Procedures

4.01.07 Consolidated Applications

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

The application package consists of a Type I Design Review, a Type II Architectural Standard Substitution, a Type III Street Adjustment, and Type III Variance. Pursuant to 4.01.07, these applications have been consolidated and reviewed at the Type III level.

✓ The provision is met.

5.01 Type I (Administrative) Decisions

5.01.02 Design Review, Type I

B. Applicability: The Type I Design Review is applicable to the following:

1. Residential Buildings

a. Single family dwellings, manufactured dwellings, or dwellings other than multiple-family, in any residential zone, except where subject to an architectural design review process approved by the Planned Unit Development (PUD) (Chapter 3.09).

The proposal is a new quadplex residential building in the RM zone therefore the Design Review is a Type I.

✓ The requirement is met.

5.02 Type II (Quasi-Administrative) Decisions

5.02.02 Architectural Standard Substitution

B. Criteria: The suitability of the substitute architectural standards shall be based on consideration of how each substitute standard:

1. Incorporates design elements and materials that reflect a custom design;

2. Incorporates materials, that in substance and visual appeal, are of equal or greater quality;

3. For residential development:

a. Reflects the character of the existing housing within the subject subdivision and/or surrounding area within 250 feet of subject property;

b. Ensures that needed housing is not discouraged through unreasonable cost, pursuant to ORS 197.307.

As discussed in the analysis of 3.07.02, the proposed quadplex provides all minimum architectural design requirements but is one point short of meeting the minimum 16 optional design points. The applicant therefore submitted an Architectural Standard Substitution application and proposed two additional design elements in order to meet the minimum 16 points.

Applicant's response (page 35 in the narrative):

The applicant proposes the following design features in order to reach the minimum 16 point option requirement. The proposed meet the overall intent of Section 3.07, reflect custom design and result in a greater design quality.

- Expand requirement F1 for two story structures by wrapping the entire lower level horizontally with decorative cladding material as mentioned in F1. Material to extend from grade to second floor datum or horizontal belly band trim. This project proposes using 7" fiber cement shingles on the lower

level and 6" fiber cement lap siding to clad the upper floor and gable to achieve a greater visual interest and custom design character.

- Expand W2 provision to allow an additional point for providing divide lites at all windows through building regardless of window type. This provision provides design consistency, character, visual interest and breaks down scale to the all the façade, not just the main elevation. All windows on this project will have divided lites.

Applicant's response (page 36 in the narrative):

The applicant requests approval of the proposed Architectural Standard Substitution for the following design features in order to reach the minimum 16 points required per Table 3.07A. Based on the Table 3.07 the only available point the project can utilize to meet the 16 point requirement is option R4. This option requires upgrading roofing material from architectural composition shingles to clay, concrete tile, or cedar or slate shingles. This is not feasible for 3 reasons.

1. The material costs and the expense of upsizing the structure to support the increased loads is not financially feasible. The upgrade to roof material listed in Table 3.07 per item R4 as clay, concrete tile, or cedar or slate shingles are more than double the price and four times the weight per square foot compared to architectural style composition shingles.
2. The neighborhood is a mixture of very modest one story and two-story houses with composite shingle roofing. Higher end roofing materials don't align contextually nor make sense with the surrounding housing stock.
3. The cost is prohibitive for a small market value rentals located in a modest level neighborhood. This material cost increase would be reflected in the rent cost which would not match the market rate rental costs for this area, in effect discouraging needed housing through unreasonable cost.

Staff generally concurs with the applicant. Because the project does not include garages, the opportunities for obtaining additional optional design points are significantly limited. Instead of pursuing a design that might increase the scale of the development or cause compatibility conflicts with the surrounding homes, the applicant has submitted this Architectural Standard Substitution request to focus upgrades to the siding and windows. Staff is supportive of the request and considers the proposal a high-quality design that will fit in with the character of the neighborhood.

✓ The provisions are met.

5.03 Type III (Quasi-Judicial) Decisions

5.03.03 Adjustment to Street Improvement Requirements ("Street Adjustment")

Same as Section 5.02.04 except that land use review is Type III.

5.02.04 Adjustment to Street Improvement Requirements (“Street Adjustment”)

A. Purpose: The purpose of a Type II Street Adjustment is to allow deviation from the street standards required by Section 3.01 for the functional classification of streets identified in the Woodburn Transportation System Plan. The Street Adjustment review process provides a mechanism by which the regulations in the WDO may be adjusted if the proposed development continues to meet the intended purposes of Section 3.01. Street Adjustment reviews provide discretionary flexibility for unusual situations. They also allow for alternative ways to meet the purposes of Section 3.01. They do not serve to except or exempt from or to lessen or lower minimum standards for ROW improvements, with exceptions of subsections B & H. A Street Adjustment is for providing customized public improvements that substitutes for what standards require, while a Variance is for excepting or exempting from, lessening, or lowering standards, with exceptions of subsections B & H. A Street Adjustment for a development reviewed as a Type I or II application shall be considered as a Type II application, while development reviewed as a Type III application shall be considered a Type III application.

B. Applicability: Per the Purpose subsection above about improvements, and regarding ROW Street Adjustment may be used to narrow minimum width. Regarding alleys or off-street bicycle/pedestrian corridor or facility standards, see instead Zoning Adjustment.

C. Criteria:

1. The estimated extent, on a quantitative basis, to which the rights-of-way and improvements will be used by persons served by the building or development, and whether the use is for safety or convenience;
2. The estimated level, on a quantitative basis, of rights-of-way and improvements needed to meet the estimated extent of use by persons served by the building or development;
3. The estimated impact, on a quantitative basis, of the building or development on the public infrastructure system of which the rights-of-way and improvements will be a part;
4. The estimated level, on a quantitative basis, of rights-of-way and improvements needed to mitigate the estimated impact on the public infrastructure system.
5. The application is not based primarily on convenience for a developer or reducing civil engineering or public improvements construction costs to a developer.
6. The application is not based primarily on the existence of adjacent or nearby nonconforming Boundary Street frontages.
7. Narrowing of ROW minimum width, if proposed, is not to a degree more than necessary to meet other criteria. In no case shall ROW total fewer than 35 feet, whether or not the total is allocated across centerline or to its side, except that this base requirement would not apply if subsection H below applies.
8. A Street Adjustment would provide a customized cross section alternative to the standard or standards and that meets the relevant purposes of Section 3.01, or the City reasonably can condition approval to achieve such.

D. Minimum Standards: To ensure a safe and functional street with capacity to meet current demands and to ensure safety for vehicles, bicyclists and pedestrians, as well as other forms of non-vehicular traffic, the minimum standards for rights-of-way and improvements for Boundary and Connecting Streets per Sections 3.01.03C & D continue to apply. Exempting from or lessening or lowering those standards shall require a Variance. Deviation from applicable public works

construction code specifications would be separate from the WDO through process that the Public Works Department might establish.

E. Factors: Street Adjustment applications, where and if approved, shall have conditions that customize improvements and secure accommodations for persons walking and cycling, not only driving, that meet the purposes of Section 3.01. The City may through approval with conditions require wider additional ROW dedication along the part or the whole of an extent of the subject frontage to accommodate either adjusted improvements or improvements that vary from standards.

F. Bicycle/pedestrian facility: If and where a Street Adjustment application requests to substitute or omit one or more required bicycle facilities, such as bicycle lanes, and the City approves the application, then the following should apply: For each substitute or omitted facility, the developer would construct a minimum width 8 feet bicycle/pedestrian facility on the same side of street centerline as the substituted or omitted facility. The City may condition wider.

G. Landscape strip: If and where a Street Adjustment application requests to adjust one or more required landscape strips from between curb and sidewalk, and the City approves the application, then the list below should apply. This subsection is not applicable to bridge / culvert crossing.

1. Sidewalk: Construction of sidewalk minimum width 8 feet on the same side of street centerline as the adjusted landscape strip. The City may condition wider.

2. Planting corridor: For each landscape strip that is relocated, delineation and establishment of a street tree planting corridor along the back of sidewalk in such a way as to allow newly planted trees to not conflict with any required streetside PUE to the extent that the Public Works Department Engineering Division in writing defines what constitutes a conflict. To give enough room for root growth, the corridor minimum width would be either 6 feet where along open yard or 7 ft where it would be flush with a building foundation. This would include installation of root barriers between the trees and street centerline to public works construction code specification.

3. ROW: Where necessary to meet the above standards, dedication of additional ROW even if the additional is more than the minimum additional dedication that Section 3.01 requires.

4. Planting in ROW required: Street trees would not be planted in the yard outside ROW.

H. If the applicable Boundary Street minimums are the lesser minimums for residential development of 4 or fewer dwellings and where no land division is applicable, as Section 3.01.03C.2 allows, then allowed adjustment is:

1. ROW: Relating to Section 3.01.03C.2a, to lower ROW minimum dedication either (a) from a number greater than 5 feet to no fewer than 5 feet or (b) from a number equal to or fewer than 5 feet to no dedication. Greater deviation requires Variance.

2. PUE, streetside: Relating to Section 3.01.03C.2b, to lower streetside PUE minimum dedication to no fewer than 3 feet. Greater deviation requires Variance.

This subsection is not relevant to deviation from improvements.

I. Plan review: An applicant shall submit among other administratively required application materials scaled drawings, including plan and cross section views, of proposed street improvement widths, extents, and details as well as existing conditions and proposed development site plans that include property and easement lines and physical features some distance beyond the boundaries of the subject property for fuller context.

Applicant's response (pages 17-18 of the narrative):

Southwest side of property sits adjacent to the future Yew Street Extension. The existing portion of Yew Street located to the south of the proposed development is currently only 50'-0" wide although it is designated as a 60' ROW. The existing Duplex is located 5'-0" from the property line which would prohibit Yew Street from expanding to its full 60' ROW width without removing the existing structure. A Street Adjustment is requested to apply an alternative 50' ROW local cross section to the future Yew Street extension. The alignment of Yew St would continue through the adjacent property to the west and connect with 5th Street. The 50' ROW is consistent with 1220 5th project to the northwest of the site which accounted for a 25' future half street improvement with a 5' PUE. No PUE will be provided at this time. However, a restrictive covenant shall be recorded, such that, when the existing Duplex is removed a 5'-0" public utility easement will be granted.

Applicant's response (page 42 of the narrative):

The application is not based on convenience or cost; it is based on a practical assessment of the right of way extension. Recent developments, 1220 5th Street, have dedicated access easements, totaling 30 feet (25 feet for the future right of way and 5 feet for the future public utility easement), to facilitate a future 50-foot right of way extension of Yew Street, though it is classified as a 60-foot local street. Additionally, the existing structure on the property is situated within 5 feet of the southerly property line. To facilitate a dedication of 5 feet to future right of way, the existing structure would have to be removed, placing undue burden on the applicant. It is proposed therefore, that the applicant be allowed to treat the future extension of Yew Street as a 50-foot right of way, requiring no dedication from the applicant.

...

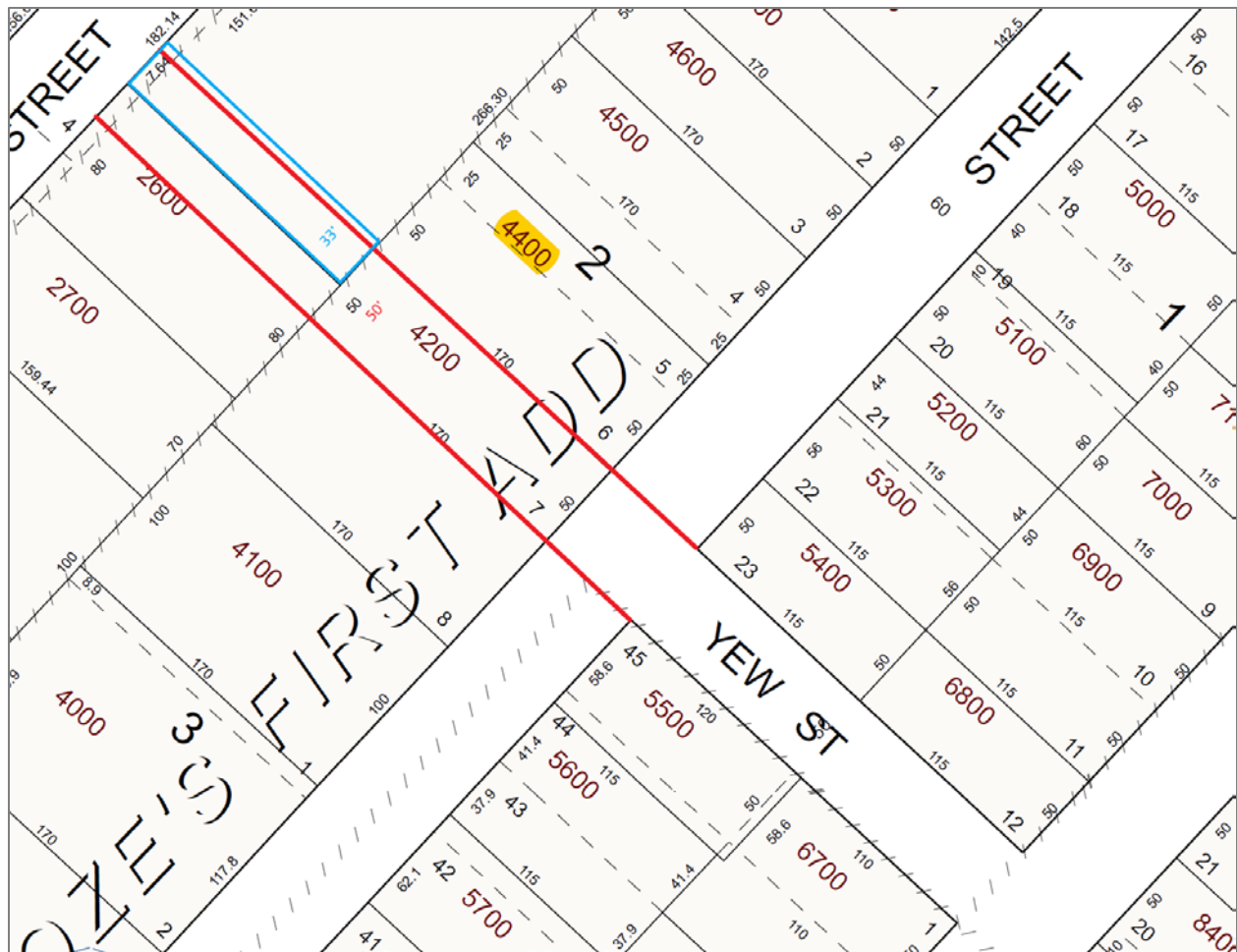
The existing structure on the property is situated within 5 feet of the southerly property line. Dedication of a 5-foot public utility easement would encompass part of the existing structure. It is proposed, therefore, that the applicant record a restrictive covenant that would grant the easement in the event that the existing structure is ever removed from the property. The proposed development is situated outside of the public utility easement corridor and would comply with the restrictive covenant.

The applicant submitted a Street Adjustment application with a request to modify the applicable street cross-section for the future Yew Street extension that is illustrated on TSP Figure 6 "Local Street Connectivity Plan". The default cross-section for local streets is Figure 3.01G. The applicant is requesting to instead apply a 50-foot right-of-way cross-section such as Figure 3.01K or Figure 3.01L.

By applying a 50-foot-wide cross-section, the alignment of the future Yew Street extension would match that of the existing Yew Street right-of-way to the east (see the red lines on the image

below). Considering the function of Yew Street within the context of the neighborhood, it serves to break up two very long residential blocks between 5th Street and N. 2nd Street, it is not planned to provide further connectivity beyond these streets. Furthermore, considering the properties that abut the future Yew Street extension, a 60-foot-wide right-of-way would be impractical due to the locations of existing multifamily residential developments at 1188 & 1220 5th Street, the existing single-family home at 1121 N. 3rd Street, and the existing duplex at 1123 N. 3rd Street. The likely scenario for this future street extension would be an improvement that looks more like an alley with curbtight sidewalks simply due to the space constraints and the functional purpose of the street.

It is also worth noting that the recent multifamily residential development of 1220 5th Street (DR 2019-04) was required to grant a 33-foot-wide street reservation easement along their southwest property boundary (see the blue box on the image below). The width of this easement further supports a lesser right-of-way width because it would allow for a 25-foot half-street improvement and up to an 8-foot streetside public utility easement.



Marion County Assessor Tax Map excerpt. The red lines illustrate where a 50-foot right-of-way would be located. The blue box illustrates an existing 33-foot street reservation easement that was required as part of the development of 1220 5th Street (DR 2019-04).

The most obvious benefit to the applicant is that the right-of-way boundary would be fully outside of their property, thus they would not be responsible for any dedication nor construction of any improvements. To account for this, staff adds *Condition of Approval 5a* to require the applicant pay a fee-in-lieu for the sidewalk, landscape strip, and street tree requirements for Yew Street that would otherwise be required by 3.01.03C2 if the right-of-way were there. Additionally, as offered by the applicant, staff adds *Condition of Approval 5b* to grant a 5-foot public utility easement along the southwest property line at such time that the existing duplex no longer encroaches into this area.

The reasons listed on the following pages support approval of the Street Adjustment request, therefore staff recommends approval with conditions.

▲ The Street Adjustment provisions are met with *Condition 5*.

5.03.12 Variance

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

The subject property is developed with a duplex. The proposal includes maintaining the duplex and building a quadplex in the rear yard, complete with driveway and parking lot improvements to serve the site. The applicant submitted a Variance application with requests related to the minimum paved width of the driveway (Table 3.04A) and the minimum drive aisle and parking area setback (3.05.02E2).

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

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

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

1. The variance is necessary to prevent unnecessary hardship relating to the land or structure, which would cause the property to be unbuildable by application of this Ordinance. Factors to consider in determining whether hardship exists, include:
 - a. Physical circumstances over which the applicant has no control related to the piece of property involved that distinguish it from other land in the zone, including but not limited to, lot size, shape, and topography.

where the existing driveway is located. It is worth noting that the future extension of Yew Street would provide a secondary point of access to the subject property, and the proposed parking lot is designed to facilitate access in this way, however the property is stuck waiting for the adjacent property to the south to dedicate right-of-way for this future street extension to be possible.

Because the location of the existing duplex limits the width of a driveway accessing N. 3rd Street and the fact that the Yew Street extension involves right-of-way dedication from the adjacent property to the south, strict adherence to the driveway width and setback standards within the Woodburn Development Ordinance imposes an excessive burden on the property.

Approval of the variance would not exacerbate any existing impacts to neighboring properties because there is already an existing driveway in this location. Any stormwater accumulated on the additional impervious area created by this project would be routed to the public stormwater system through on-site catch basins. The surrounding properties are all zoned Medium Density Residential, so a higher density of dwelling units is anticipated for this area.

The proposed variances are the minimum deviations necessary, and they do not conflict with the Comprehensive Plan.

Staff therefore recommends approval of the variance request with *Condition of Approval 9* to clarify that this variance approval only applies to this proposed scope of work. Any future redevelopment of the site would be required to meet the applicable requirements at that time.

▲ The Variance provisions are met with *Condition 9*.

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

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

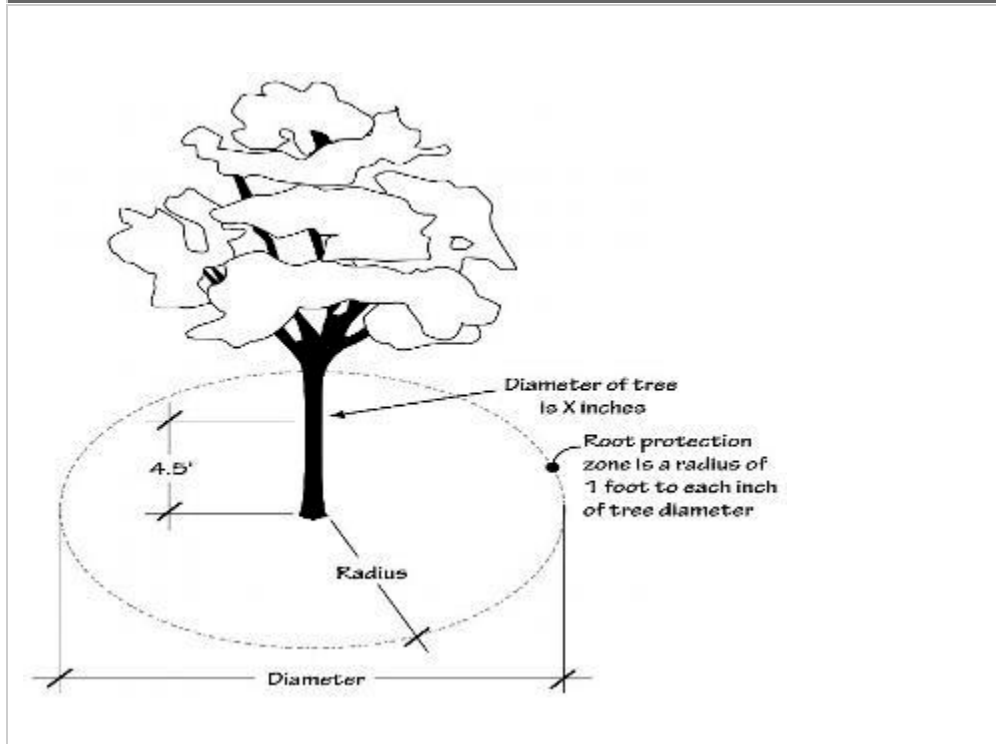
1. Clear & Objective Path.

a. A root protection zone is established as follows:

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

Figure 80-2

Root Protection Zone

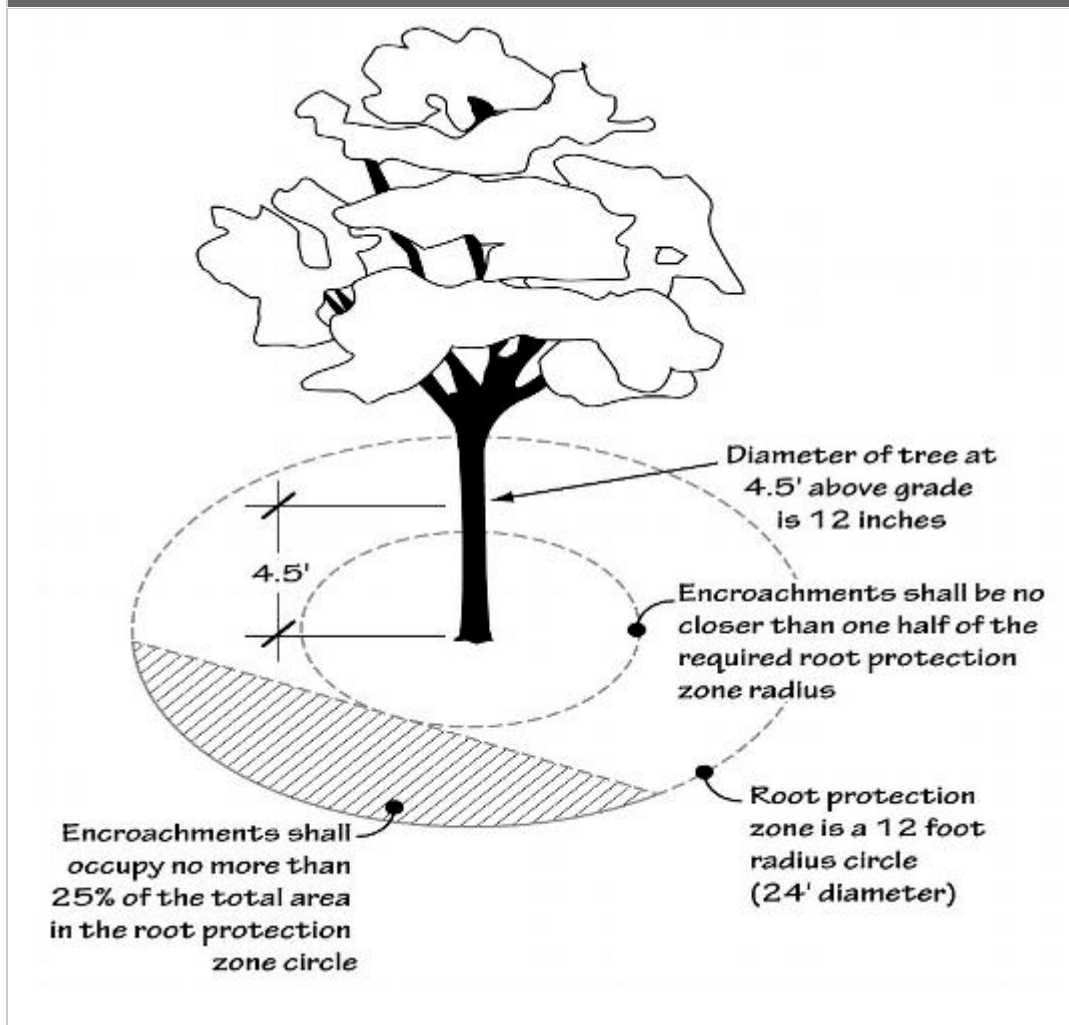


(3) Existing encroachments into the root protection zone, including structures, paved surfaces and utilities, may remain. New encroachments into the root protection zone are allowed provided:

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

Figure 60-1

Permissible RPZ Encroachments



b. Protection fencing

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

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

e. The following is prohibited within the root protection zone of each tree or outside the limits of the development impact area: ground disturbance or construction activity including vehicle or equipment access (but excluding access on existing streets or driveways), storage of

equipment or materials including soil, temporary or permanent stockpiling, proposed buildings, impervious surfaces, underground utilities, excavation or fill, trenching or other work activities; and

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

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

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

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

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

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

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

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



PROJECT INFORMATION

PROJECT DESCRIPTION:

PROPOSED TWO STORY QUADPLEX APARTMENT BUILDING SITED BEHEND AN EXISTING DUPLEX TO REMAIN. LOT SIZE IS 12,747 SQUARE FEET.

ADDRESS:

1123 N 3RD STREET
WOODBURN, OREGON 97071

CONTACT INFORMATION

APPLICANT:

ATLAS MANAGEMENT, LLC
JACKSON BUSINESS CENTER
07800 SW DURHAM RD, SUITE 300, PORTLAND, OR 97111
ANDY LABUNSKY, PRESIDENT / 971.801.3765

ARCHITECT:

MOORE ARCHITECTURE & DESIGN LLC
2327 SW MARKET STREET DRIVE, PORTLAND, OR 97201
LINDA CAMERON, AIA , LEED BD+C / 503.784.5070

STRUCTURAL:

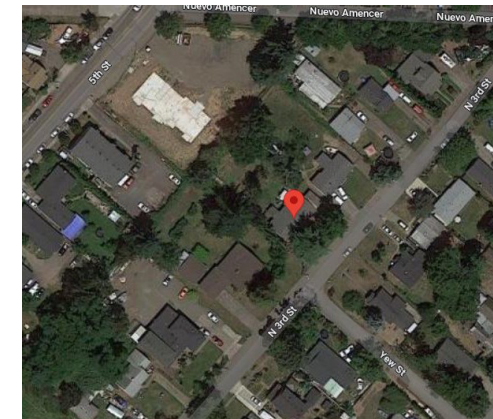
TM RIPPEY CONSULTING ENGINEERS
7650 BEVELAND STREET, STE 100, TIGARD, OR 97223
JOSH HENRY, PE / 503.443.3900

CIVIL:

LEI ENGINEERING & SURVEYING OF OREGON
2564 19TH SE, SALEM, OREGON 97302
JAMIE VANAGTMAEL, PLS / 503.399.3828 EXT.104

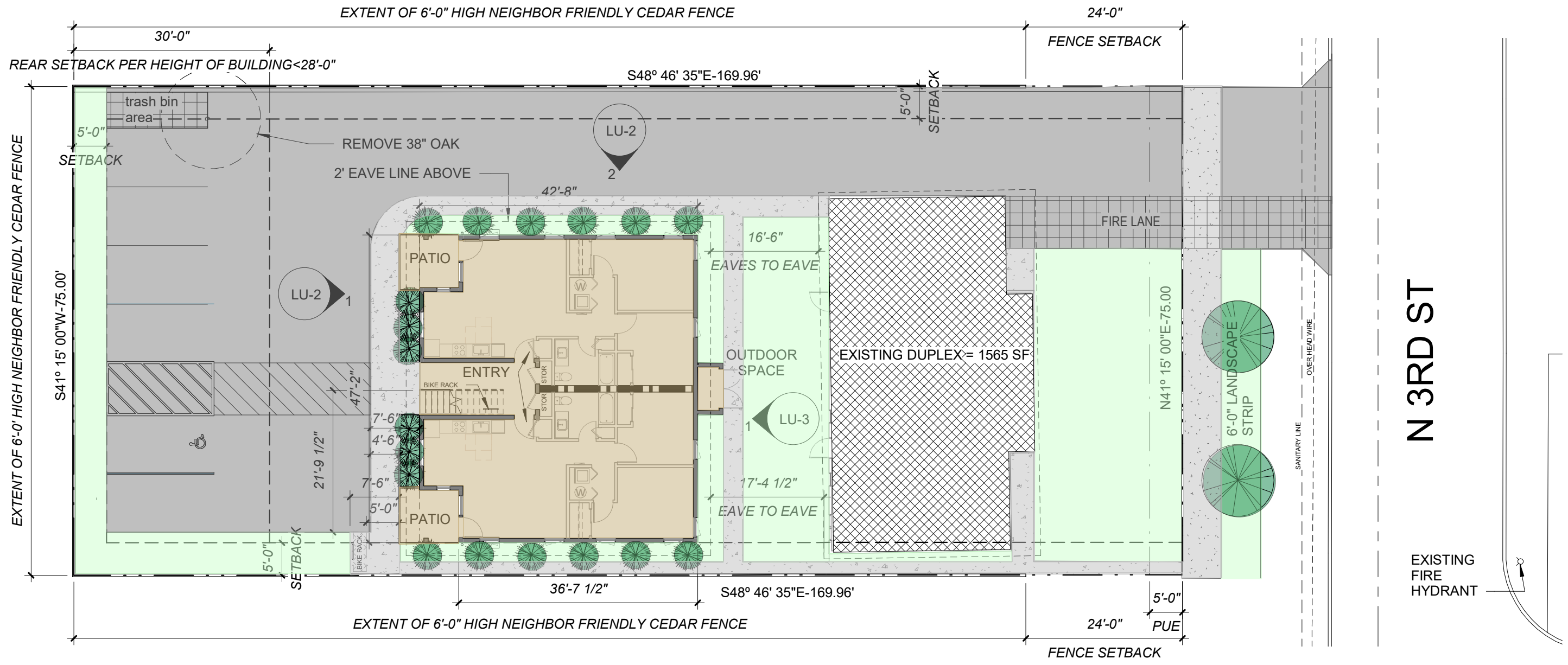
DRAWING INDEX

SHEET #:	SHEET TITLE
ARCH:	
LU-0	COVER SHEET
LU-1	ARCHITECTURAL SITE PLAN
LU-2	BUILDING ELEVATIONS
LU-3	BUILDING ELEVATION
LU-4	PERSPECTIVES
CIVIL:	
1	COVER SHEET
2	EXISTING CONDITIONS
3	SITE PLAN
4	COMPOSITE UTILITY PLAN
5	GRADING PLAN
6	FIRE ACCESS PLAN



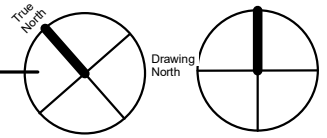
VICINITY MAP - NTS

ATTACHMENT 106

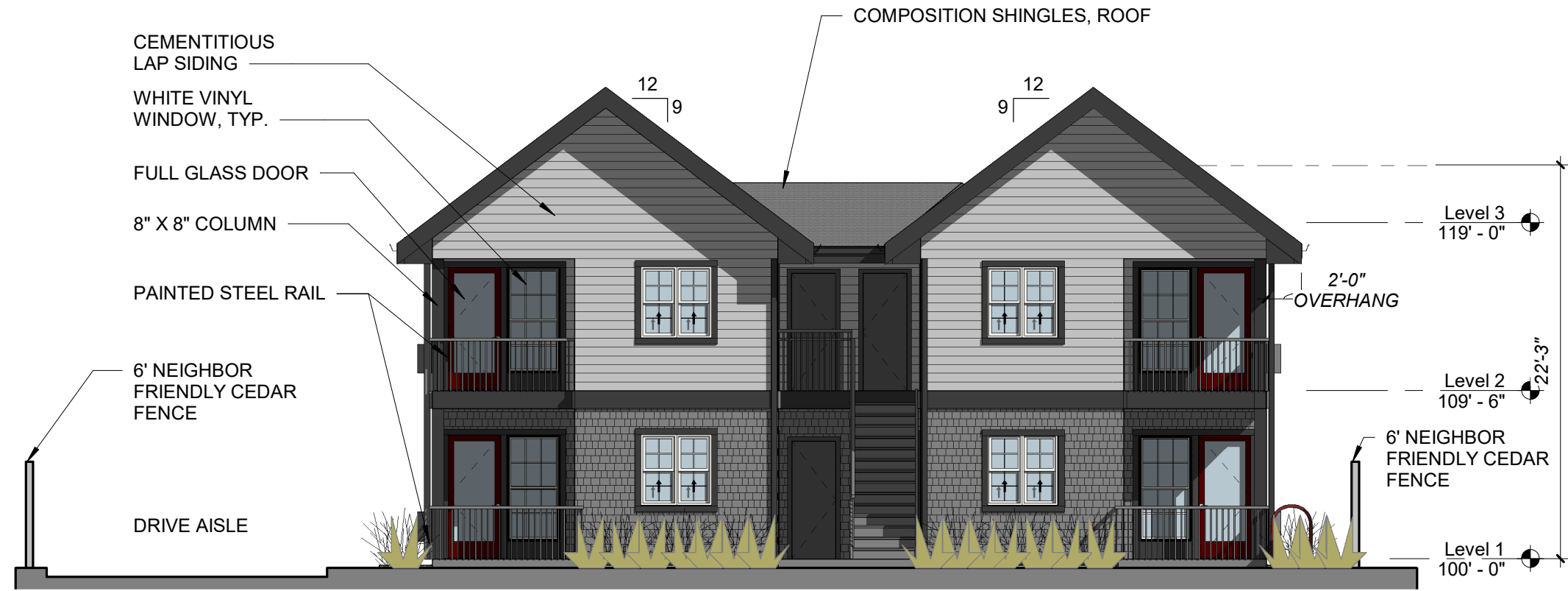


SITE PLAN

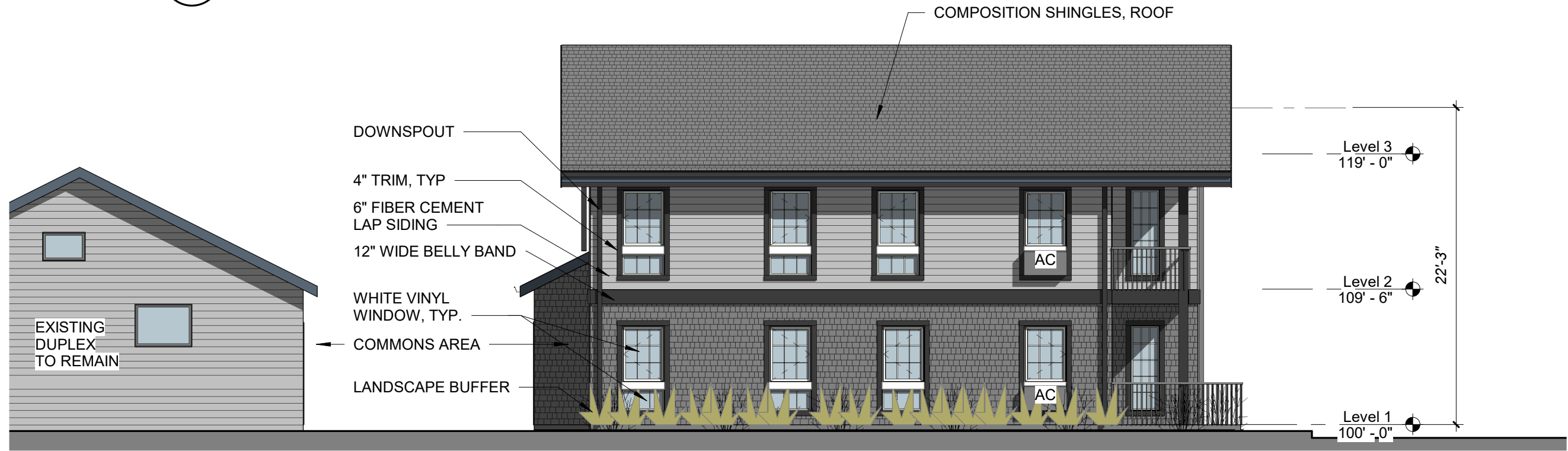
1/16" = 1'-0"



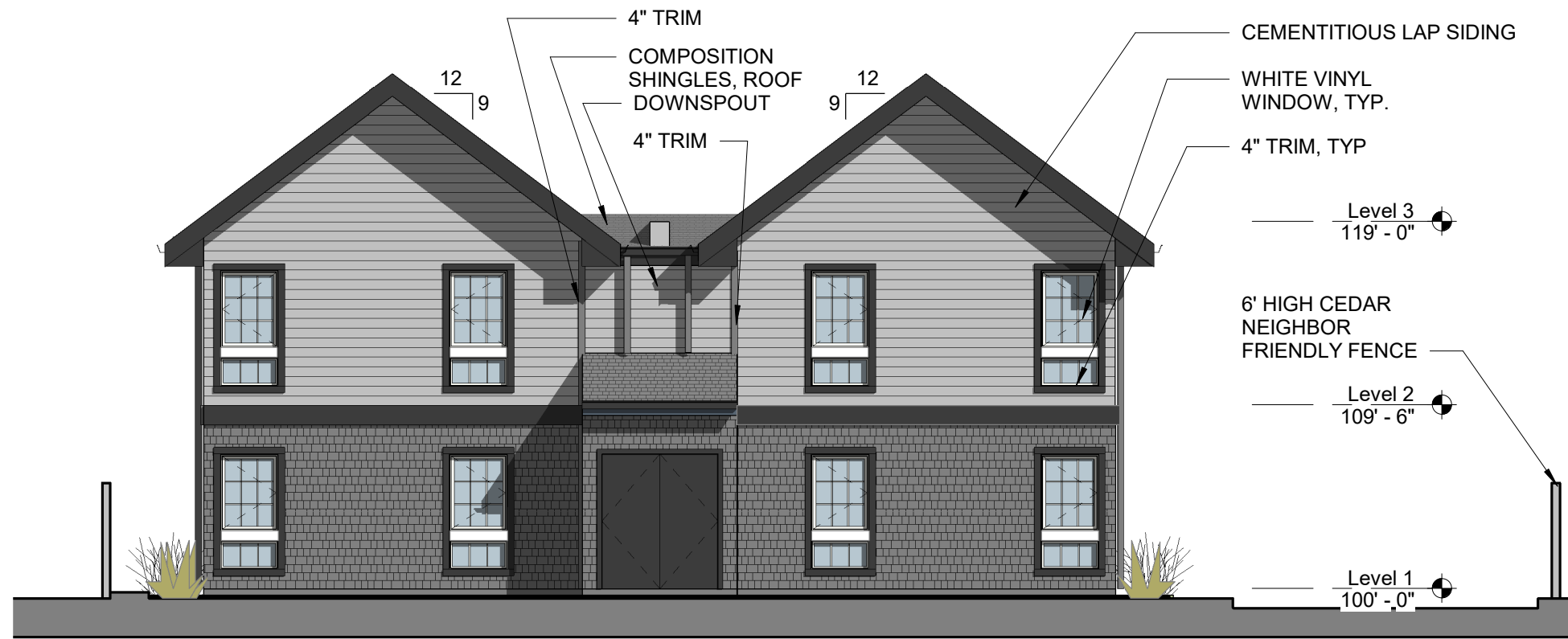
NOTE: APARTMENT LAYOUT ON LEVEL 2 IS THE SAME AS LEVEL 1



1 North Elevation
1/8" = 1'-0"



2 East Elevation (WEST ELEVATION MIRRORED OPPOSITE)
1/8" = 1'-0"



1 South Elevation
 1/8" = 1'-0"



Northeast Corner



Southeast Corner



Northwest Corner

3RD STREET MULTI-FAMILY

ASSESSOR'S MAP 05 1W 07DB TAX LOT 04400
MARION COUNTY, WOODBURN, OREGON

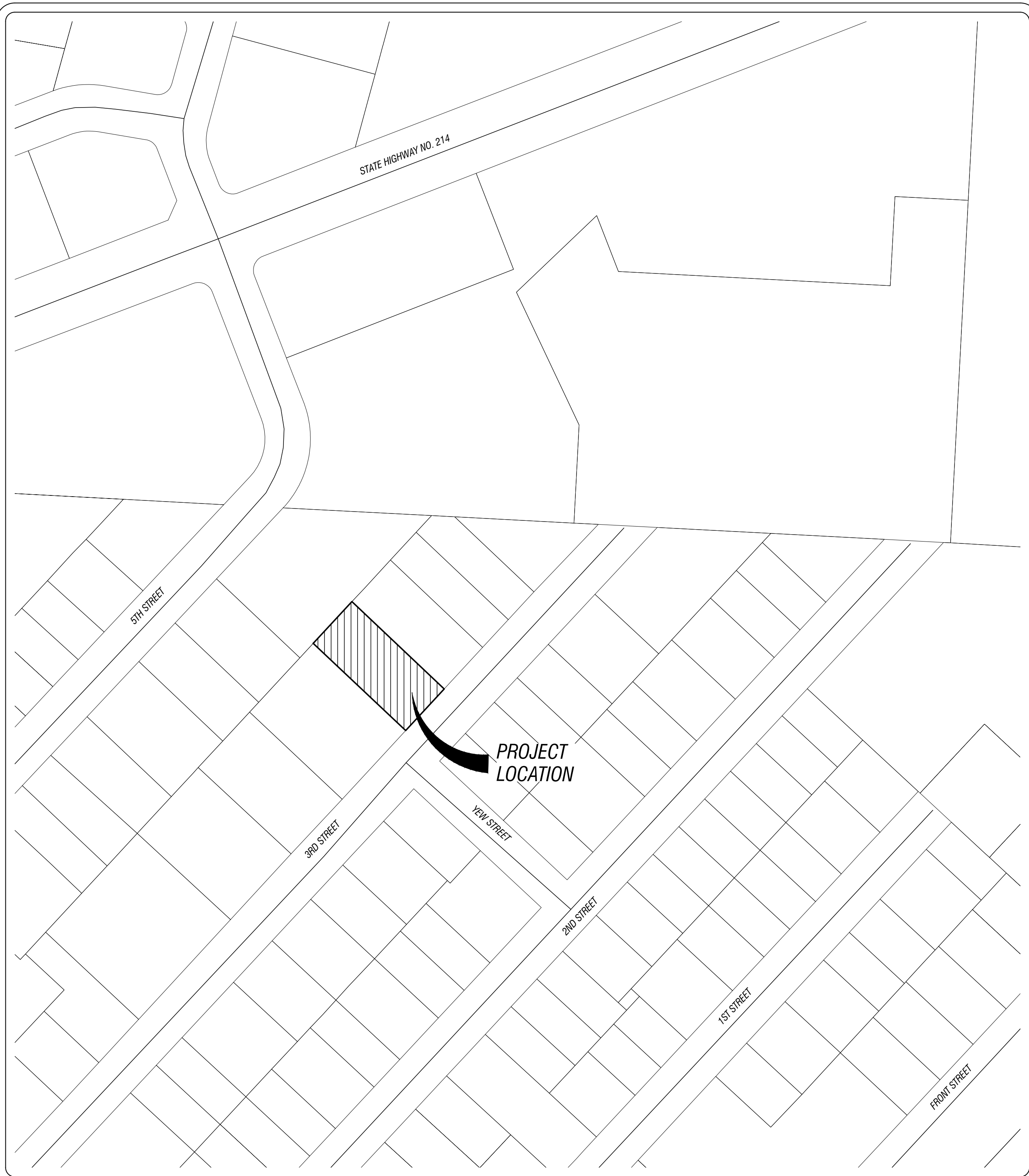
PRELIMINARY

EXPIRES 6-30-2024

NO.	DATE	BY	REVISION

EXISTING		PROPOSED	
DECIDUOUS TREE			STORM SEWER CLEANOUT
CONIFEROUS TREE			STORM SEWER CATCH BASIN
FIRE HYDRANT			STORM SEWER MANHOLE
WATER BLOWOFF			GAS METER
WATER METER			GAS VALVE
WATER VALVE			GUY WIRE ANCHOR
DOUBLE CHECK VALVE			POWER POLE
AIR RELEASE VALVE			POWER VAULT
SANITARY SEWER CLEANOUT			POWER JUNCTION BOX
SANITARY SEWER MANHOLE			POWER PEDESTAL
SIGN			COMMUNICATIONS VAULT
STREET LIGHT			COMMUNICATIONS JUNCTION BOX
MAILBOX			
RIGHT OF WAY LINE			
BOUNDARY LINE			
PROPERTY LINE			
CENTERLINE			
DITCH			
CURB			
EDGE OF PAVEMENT			
EASEMENT			
FENCE LINE			
GRAVEL EDGE			
POWER LINE			
OVERHEAD WIRE			
COMMUNICATIONS LINE			
FIBER OPTIC LINE			
GAS LINE			
STORM SEWER LINE			
SANITARY SEWER LINE			
WATER LINE			

LEGEND



SITE MAP SCALE: NO SCALE

PROJECT TEAM:

OWNER/APPLICANT:
ATLAS MANAGEMENT
7800 SW DURHAM RD, SUITE 300
PORTLAND, OREGON 97224

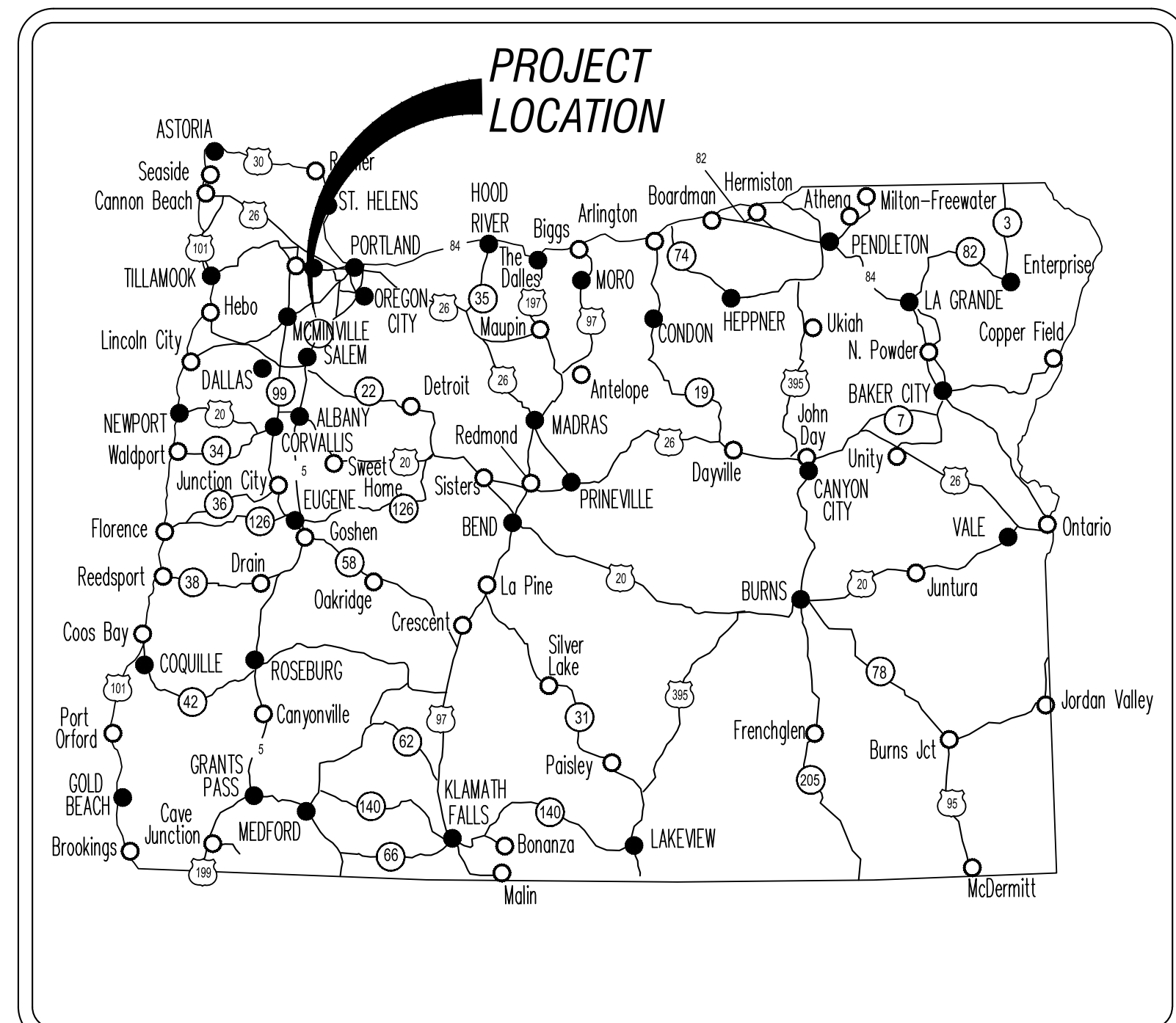
ENGINEER:
GREG J. ZARTMAN, PE
LEI ENGINEERING & SURVEYING
OF OREGON, LLC
2564 19TH ST. SE
SALEM, OREGON 97302

SURVEYOR:
LARRY M. ALLEN, PLS
LEI ENGINEERING & SURVEYING
OF OREGON, LLC
2564 19TH ST. SE
SALEM, OREGON 97302

ARCHITECT:
MOORE ARCHITECTURE + DESIGN, LLC
2327 SW MARKET ST DR
PORTLAND, OR 97201

PROPERTY DESCRIPTION:
TAX LOT 04400, MARION COUNTY TAX
MAP 05 1W 07DB. LOCATED IN SE 1/4
OF SECTION 7, TOWNSHIP 5 SOUTH,
RANGE 1 WEST, WILLAMETTE
MERIDIAN, MARION COUNTY, OREGON.

BENCHMARK:
VERTICAL AND HORIZONTAL DATUM:
LOCAL ASSUMED.



VICINITY MAP

SHEET LIST TABLE	
SHEET #	SHEET TITLE
1	COVER SHEET
2	EXISTING CONDITIONS
3	SITE PLAN
4	COMPOSITE UTILITY PLAN
5	GRADING PLAN
6	FIRE ACCESS PLAN

3RD STREET MUTLI-FAMILY

ATLAS MANAGEMENT

2564 19TH STREET SE
SALEM, OREGON 97302
(503) 399-3828
www.leiengineering.com

LEI ENGINEERING & SURVEYING
OF OREGON

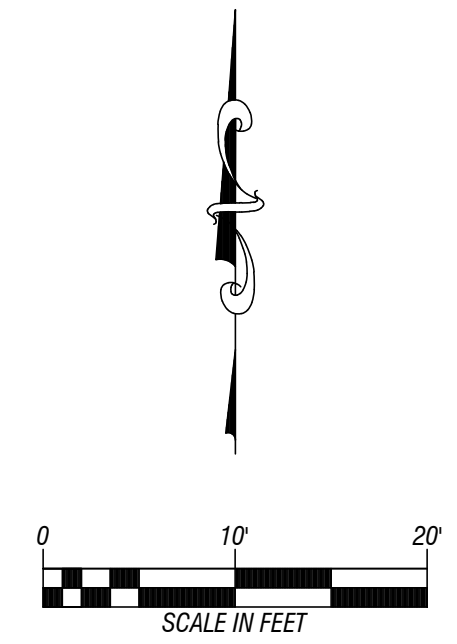
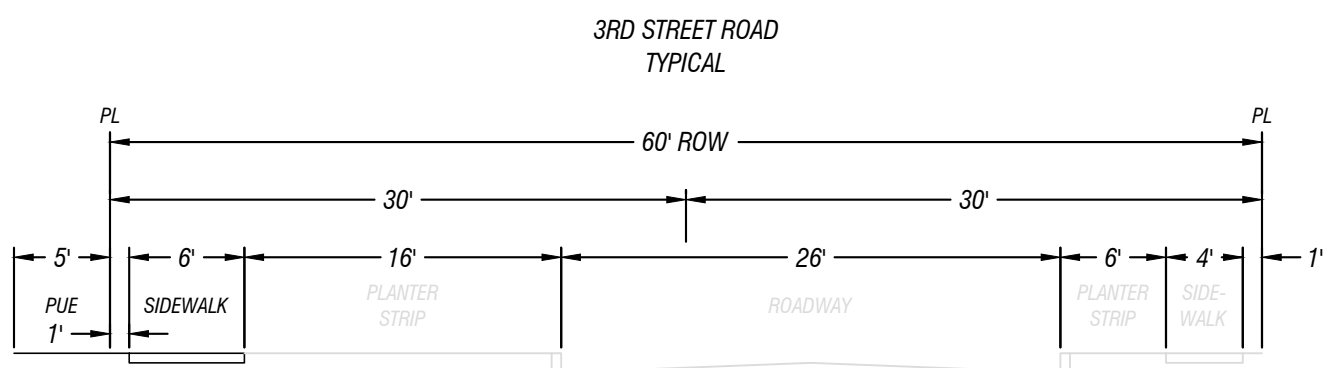
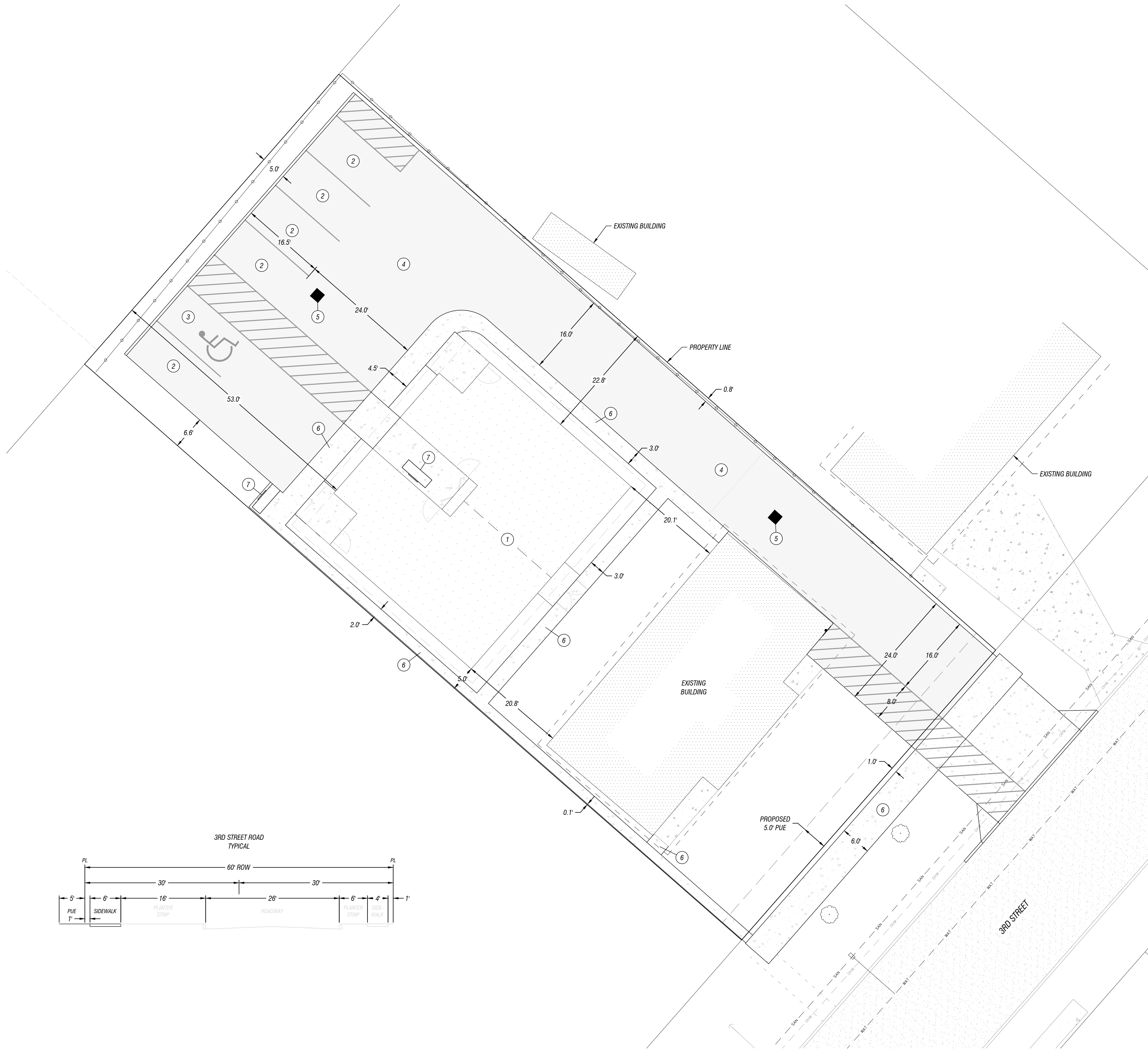
COVER SHEET

SCALE	NO SCALE
PROJECT NO.	68-01
TOTAL SHEET	6
	1

C:\PROJECTS\68-01\68-01-01\68-01-01.dwg
 6/21/2024 10:00 AM
 LAYOUT
 C:\PROJECTS\68-01\68-01-01\68-01-01.dwg
 6/21/2024 10:00 AM
 LAYOUT
 C:\PROJECTS\68-01\68-01-01\68-01-01.dwg
 6/21/2024 10:00 AM
 LAYOUT

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C:\Users\jle\OneDrive\Documents\68-01\68-01.dwg
 2554.1974 STREET SE
 Salem, Oregon 97302
 (503) 399-3828
 www.leiengineering.com



- CONSTRUCTION NOTES:**
- 1 PROPOSED FOURPLEX BUILDING
 - 2 PROPOSED STANDARD PARKING STALLS, TYP. DIM. 9' X 16.5'
 - 3 PROPOSED ADA PARKING STALL, TYP. 9' X 16.5'
 - 4 PROPOSED ASPHALT DRIVEWAY
 - 5 PROPOSED CATCH BASIN LOCATION, TYP.
 - 6 PROPOSED SIDEWALK
 - 7 PROPOSED BIKE RACK
- NOTES:**
- REFERENCE ARCHITECTURAL PLANS FOR DIMENSIONS AND DETAILS PERTAINING TO SITE LAYOUT.

PRELIMINARY

EXPIRES 6-30-2024

NO.	DATE	REVISION	BY	APP'D

3RD STREET MUTLI-FAMILY

ATLAS MANAGEMENT

PREPARED FOR:

LEI ENGINEERING & SURVEYING OF OREGON
 2554.1974 STREET SE
 Salem, Oregon 97302
 (503) 399-3828
 www.leiengineering.com

SITE PLAN	
SCALE: 1" = 30'	3
PROJECT NO. 68-01	
TOTAL SHEET 6	

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DATE: 08/11/2023 10:00 AM PROJECT: 68-01 3RD STREET MUTLI-FAMILY GRADING PLAN SHEET 5 OF 5



- CONSTRUCTION NOTES:**
- PROPOSED SPOT ELEVATION

 EXISTING GROUND SPOT ELEVATION
 AC = ASPHALT CONCRETE
 BOW = FRONT OF WALK
 FF = FINISH FLOOR ELEVATION
 RIM = RIM ELEVATION
 - PROPOSED PERCENT SLOPE
 - (AC)** CONTRACTOR SHALL CONSTRUCT TYPICAL ASPHALT SECTION, AS SHOWN, PURSUANT TO CITY OF WOODBURN STANDARDS.
 - (CB)** CONTRACTOR SHALL INSTALL STEEL CATCH BASIN, AS SHOWN, PURSUANT TO MANUFACTURERS SPECIFICATIONS. REFERENCE STORM SHEETS FOR PIPING INFORMATION.
 - (CS)** CONTRACTOR SHALL CONSTRUCT 4" TYPE "C" CURB, AS SHOWN, PURSUANT TO CITY OF WOODBURN STANDARD DETAIL NO. 4100-2.
 - (GB)** CONTRACTOR SHALL SET GRADE BREAK, AS SHOWN.
 - (SW)** CONTRACTOR SHALL CONSTRUCT STANDARD SIDEWALK, AS SHOWN, PURSUANT TO CITY OF WOODBURN STANDARD DETAIL NO. 4150-8.
 - (DA)** CONTRACTOR SHALL CONSTRUCT DRIVEWAY APPROACH, AS SHOWN, PURSUANT TO CITY OF WOODBURN STANDARD DETAIL NO. 4150-1.

PRELIMINARY

NO.	DATE	REVISION	BY	APPROVED

3RD STREET MUTLI-FAMILY
 ATLAS MANAGEMENT

PREPARED FOR:
 ATLAS MANAGEMENT

LEI ENGINEERING & SURVEYING OF OREGON
 2564 19TH STREET SE
 SEASIDE, OREGON 97132
 (503) 399-3828
 www.leiengineering.com

SCALE	1" = 10'
PROJECT NO.	68-01
TOTAL SHEET	5
SHEET NO.	5

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