Willamette Christian Church

Tax Lot 3S102BA00100
West Linn, Oregon

An Application For:
Conditional Use Permit, Class I Design Review, and
Non-Conforming Structure Review

Resubmitted January 24, 2011

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I. INTRODUCTION

General Information

Applicant:	Willamette Capital Investments LLC 24979 SW Quarryview Drive Wilsonville, Oregon 97070 (503) 407-8957 Contact: Pat Hanlin
Applicant's Representative	Cardno WRG 5415 SW Westgate Drive; Suite Portland, Oregon 97221 (503) 419-2500 phone (503) 419-2600 fax Contact: Mimi Doukas *Mimi.Doukas@cardno.com*
Tax Lot Information:	Tax Map 3S102BA00100
Location:	2014 Willamette Falls Drive
Current Zoning:	Mixed Use Transition, MU, Willamette Commercial Historic Overlay Zone
Project Site Area:	0.94 Acres
Pre-application Date:	March 4, 2010, and September 9, 2010

SUMMARY OF PROPOSAL

Willamette Capital Investments LLC would like to obtain land use approvals to allow a proposed change of use for the existing Willamette Christian Church located at 2014 Willamette Falls Drive for a new office use. The new tenant is a very specialized technology support team, with three shifts between 6am and 10pm results in off-peak hour trips for the majority of the employees. This center provides phone support for clients across the country.

The support center plans to employ 42 staff members and 12 contract-to-hire staff, and plans to operate from 6:00 a.m. to 10:00 p.m. Four shifts will be used to cover the hours of operation: 6:00 a.m. – 2:00 p.m., 8:00 a.m. – 5:00 p.m., 10:00 a.m. – 6:00 p.m., and 2:00 p.m. – 10:00 p.m. It is estimated that 10 to 20 employees will be scheduled for each shift. The table below describes the employee breakdown assumed for each shift:

WORK SHIFT BREAKDOWN

Shift	Number of Employees & Employee Type
6:00 am – 2:00 pm	15 Support oriented staff members (computer and phone support resources)
8:00 am – 5:00 pm	10 non-support oriented staff members (accounting, managerial, human resources, etc.)
10:00 am – 6:00 pm	15 – 20 Support oriented staff members (computer and phone support resources)
2:00 pm – 10:00 pm	10 Support oriented staff members (computer and phone support resources)

This proposal will require a Conditional Use Permit, Class I Design Review, Non-Conforming Structure permit. Very minimal changes are proposed for the site, as required by the City for the change in use. The access drive on the north side of the property is proposed to be relocated to the west to provide more distance from the intersection of 10th Street and 8th Avenue, as requested by ODOT.

The requested applications include:

- a "Change of Conforming Use in a Non-Conforming Structure" 66.060, subject to upgrades to the off-street parking and loading requirements of Chapter 46, and the access & circulation requirements of Chapter 48, and landscape standards, with PC review;
- Conditional Use Permit for Professional Services in the Willamette -Neighborhood Mixed Use Transitional Zone;
- Class I Design Review to shift the 8th Avenue access drive to the west.

Ultimately, this site is expected to redevelop as envisioned by the Willamette Neighborhood plan, but the transportation system presents significant short term barriers in this corridor that cannot be resolved by a single property owner. The City is working with ODOT to develop a long term, comprehensive solution for the transportation network. This proposed change-in-use will allow this property to bring jobs and vitality back to West Linn today. As shown in the Neighborhood Meeting Documentation in Exhibit E, feedback from the neighborhood association was very positive for this use.

SITE DESCRIPTION

Surrounding Uses

Table A: SURROUNDING LAND USE

Location	*Zoning Designation*	*Land Use*
North	GC	Shopping Center
South	MU	Single Family
East	GC	Gas Station
West	GC, MU	Retail

II. WEST LINN COMMUNITY DEVELOPMENT CODE

DIVISION 2. ZONING PROVISIONS

Chapter 42 – Clear Vision Areas

42.020 CLEAR VISION AREAS REQUIRED, USES PROHIBITED

A. A clear vision area shall be maintained on the corners of all property adjacent to an intersection as provided by CDC 42.040 and 42.050.

Response: Clear vision areas are shown on the Site Plan in Exhibit A. No improvements are proposed at the intersections of Willamette Falls Drive and 10th Street or 8th Avenue and 10th Street. The new proposed access on 8th Avenue will contain one large existing tree, which is permitted by 42.020(B).

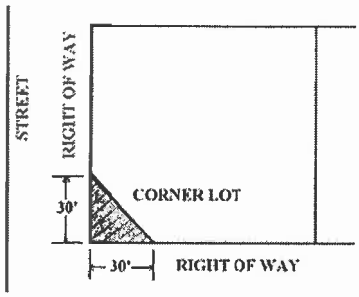
B. A clear vision area shall contain no planting, fence, wall, structure or temporary or permanent obstruction (except for an occasional utility pole or tree) exceeding three feet in height, measured from the top of the curb, or, where no curb exists, from the street centerline grade, except that trees exceeding this height may be located in this area, provided all branches below eight feet are removed.

Response: Clear vision areas are shown on the Site Plan in Exhibit A. No improvements are proposed at the intersections of Willamette Falls Drive and 10th Street or 8th Avenue and 10th Street. The new proposed access on 8th Avenue will contain one large existing tree, which is permitted by 42.020(B).

42.040 COMPUTATION; STREET AND ACCESSWAY 24 FEET OR MORE IN WIDTH

The clear vision area for all street intersections and street and accessway intersections (accessways having 24 feet or more in width) shall be that triangular area formed by the right-of-way or property lines along such lots and a straight line joining the right-of-way or property line at points which are 30 feet distant from the intersection of the right-of-way line and measured along such lines.

Clear vision area for corner lots and driveways 24 feet or more in width:



Response: Clear vision areas are shown on the Site Plan in Exhibit A. No improvements are proposed at the intersections of Willamette Falls Drive and 10th Street or 8th Avenue and 10th Street. The new proposed access on 8th Avenue will contain one large existing tree, which is permitted by 42.020(B).

42.050 COMPUTATION; ACCESSWAY LESS THAN 24 FEET IN WIDTH

The clear vision area for street and accessway intersections (accessways having less than 24 feet in width) shall be that triangular area whose base extends 30 feet along the street right-of-way line in both directions from the centerline of the accessway at the front setback line of a single-family and two-family residence, and 30 feet back from the property line on all other types of uses.

Clear vision area for corner lots and driveways less than 24 feet in width:...

Response: No accessways are existing or proposed that are less than 24 feet in width; therefore this section does not apply.

DIVISION 3. SUPPLEMENTAL PROVISIONS AND EXCEPTIONS

Chapter 44 – Fences

44.020 SIGHT-OBSCURING FENCE; SETBACK AND HEIGHT LIMITATIONS

A. A sight- or non-sight-obscuring fence may be located on the property line or in a yard setback area subject to the following:...

Response: No fences are proposed; therefore this criterion is not applicable.

B. Fence or wall on a retaining wall. When a fence is built on a retaining wall or an artificial berm, the following standards shall apply:...

Response: No fences or walls are proposed; therefore this criterion is not applicable.

44.030 SCREENING OF OUTDOOR STORAGE

A. All service, repair, and storage activities carried on in connection with any commercial, business or industrial activity and not conducted within an enclosed building shall be screened from view of all adjacent properties and adjacent streets by a sight-obscuring fence.

B. The sight-obscuring fence shall be in accordance with provisions of Chapter 42 CDC, Clear Vision Areas, and shall be subject to the provisions of Chapter 55 CDC, Design Review.

Response: No new service, repair or storage activities are proposed; therefore this criterion does not apply.

44.040 LANDSCAPING

Landscaping which is located on the fence line and which impairs sight vision shall not be located within the clear vision area as provided in Chapter 42 CDC.

Response: No fences or walls are proposed; therefore this criterion is not applicable.

44.050 STANDARDS FOR CONSTRUCTION

A. The structural side of the fence shall face the owner's property; and

B. The sides of the fence abutting adjoining properties and the street shall be maintained.

Response: No fences or walls are proposed; therefore this criterion is not applicable.

Chapter 46 – Off-Street Parking, Loading, and Reservoir Areas

46.020 APPLICABILITY AND GENERAL PROVISIONS

A. At the time a structure is erected or enlarged, or the use of a structure or parcel of land is changed within any zone, off-street parking spaces, loading areas and reservoir areas shall be provided in accordance with the requirements of this chapter unless other requirements are otherwise established as a part of the development approval process.

Response: CDC 46.140 exempts land within the Willamette Falls Drive Commercial District/Overlay zone from the requirements for off-street parking in Section 46. All parking provided must meet the dimensional standards of the code. This site is within the Willamette Falls Drive Commercial District/Overlay zone; therefore this proposal is exempt from the parking standards.

B. The provision and maintenance of off-street parking and loading spaces are the continuing obligation of the property owner.

Response: This provision can be implemented through a condition of approval.

C. No building or other permit shall be issued until plans are approved that show the property that is and will remain available for exclusive use as off-street parking and loading space as required by this chapter. The use of property for which the building permit is issued shall be conditional upon the unqualified continuance and availability of the amount of parking and loading space required by this chapter.

Response: This provision can be implemented through a condition of approval.

D. Required parking spaces and loading areas shall be improved to the standards contained in this chapter and shall be available for use at the time of the final building inspection except as provided in CDC 46.150.

Response: No new parking is proposed; therefore this criterion does not apply.

46.040 APPROVAL STANDARDS

Approval shall be based on the standards set forth in this chapter and Chapter 48 CDC, Access, Egress and Circulation; Chapter 52 CDC, Signs; and Chapter 54 CDC, Landscaping.

Response: This narrative provides responses for the criteria in Chapters 46, 48, 52, and 54.

46.050 JOINT USE OF A PARKING AREA

A. Owners of two or more uses, structures, or parcels of land may agree to utilize jointly the same parking and loading spaces when the hours of operation of the proposed uses do not overlap, and a finding can be made that parking can be accommodated for all uses provided that satisfactory legal

evidence is presented to the City in the form of deeds, leases, and/or contracts to establish the joint use. The applicant shall agree to pay all reasonable legal costs incurred by the City for review.

B. If a joint use arrangement is subsequently terminated, the requirements of this chapter will thereafter apply to each use separately.

Response: No joint parking is proposed in this application; therefore this criterion does not apply.

46.060 STORAGE IN PARKING AND LOADING AREAS PROHIBITED

Required parking spaces shall be available for the parking of passenger automobiles of residents, customers, patrons and employees only, and the required parking spaces shall not be used for storage of vehicles or materials or for the parking of trucks connected with the business or use with the exception of small (under one-ton) delivery trucks or cars.

Response: No storage is proposed within the parking or loading areas for this application; therefore this criterion does not apply.

46.070 MAXIMUM DISTANCE ALLOWED BETWEEN PARKING AREA AND USE

A. Off-street parking spaces for single- and two-family dwellings shall be located on the same lot with the dwelling.

Response: No residential development is proposed in this application; therefore this criterion does not apply.

B. Off-street parking spaces for uses not listed in subsection A of this section shall be located not farther than 200 feet from an entryway to the building or use they are required to serve, measured in a straight line from the building, with the following exceptions:...

Response: All existing parking is located within 200 feet of an entryway to the existing building; therefore this criterion is met.

46.080 COMPUTATION OF REQUIRED PARKING SPACES AND LOADING AREA

A. Where several uses occupy a single structure or parcel of land or a combination of uses are included in one business, or a combination of uses in the same or separate buildings share a common parking area as in the case of a shopping center, the total off-street parking spaces and loading area shall be the sum of the requirements of the several uses, computed separately. For example, parking for an auto sales and repair business would be calculated using the "retail-bulky" calculation for the sales area and the "service and repair" calculation for the repair area. In another example, parking for a shopping center with a grocery store, a restaurant, and a medical office would be calculated using the "general retail store" calculation for the grocery store, the "restaurant" calculation for the restaurant, and the "medical/dental clinics" calculation for the medical office. The total number of required parking spaces may be reduced by up to 10 percent to account for cross-patronage (when a customer visits several commercial establishments during one visit to the commercial center) of adjacent businesses or services in a commercial center with five or more separate commercial establishments.

Response: Only one use is proposed for the existing building; therefore this section does not apply.

B. To calculate building square footage as a basis for determining how many parking spaces are needed, the area measured shall be gross floor area under the roof measured from the faces of the structure, including all habitable floors and excluding only space devoted to covered off-street parking or loading.

Response: The existing building contains 12,000 square feet of usable office space.

C. Where employees are specified, the employees counted are the persons who work on the premises including proprietors, executives, professional people, production, sales, and distribution employees, during the largest shift.

Response: As shown in Section 46.090, parking has been calculated for general "office" use for the entire structure. The property is exempt from parking requirements by Section 46.140.

D. Fractional space requirements shall be counted as a whole space.

Response: Fractions have been rounded.

E. Parking spaces in the public street shall not be eligible as fulfilling any part of the parking requirement except open space/park areas with adjacent street frontage.

Response: Parking along public streets have not been included in the parking calculations.

F. When an office or commercial development is proposed which has yet to identify its tenants, the parking requirement shall be based upon the "office" or "general retail" categories, respectively.

Response: As shown in Section 46.090, parking has been calculated for general "office" use for the entire structure. The property is exempt from parking requirements by Section 46.140.

G. As permitted uses are replaced with new permitted uses within an existing commercial or business center, modification of the number of parking spaces relative to the new mix of uses is not required unless other modifications of the site which require design review approval pursuant to Chapter 55 CDC are proposed.

Response: Only office uses are proposed for the existing building. No changes of use are possible without additional land use review. This section does not apply.

46.090 MINIMUM OFF-STREET PARKING SPACE REQUIREMENTS

[Full space requirement list omitted from this narrative, see City Code for actual use list]

C	Commercial	
5	Professional Offices, Banks and saving and loans, and government offices	One space for every 350 sf of gross area

Response: The existing building contains 12,000 square feet of space, but only 54 total employees are expected for the proposed use, with three separate shifts. This section requires 34 parking spaces (12,000/350 = 34.29). The site currently contains 40 spaces (including two accessible stalls), and with the access modification the site will remain with 40 spaces, which exceeds the minimum of 34 spaces.

F. Maximum parking. While it is important to establish minimum standards to ensure that adequate parking is available, it is equally important to establish maximum parking standards to reduce paved impermeable areas, to reduce visual impact of parking lots, and to encourage alternate modes of transportation. For these reasons, parking spaces (except for single-family and two-family residential uses) shall not exceed the minimum by more than 10 percent except by variance.

Response: The maximum number parking spaces for this site is 38 (34.29 x 1.10 = 37.72). The existing 40 stalls exceed this standard, but they are existing stalls and exempt from review per Section 46.

G. Parking reductions. CDC 55.100(H)(5) explains reductions of up to 10 percent for development sites

next to transit stops and up to 10 percent for commercial development sites adjacent to large multi-family residential sites.

Response: No parking reductions are proposed; therefore this criterion does not apply.

H. For office, industrial, and public uses where there are more than 20 parking spaces for employees on the site, at least 10 percent of the required employee parking spaces shall be reserved for carpool use before 9:00 a.m. on weekdays. The spaces will be the closest to the building entrance, except for any disabled parking and those signed for exclusive customer use. The carpool/vanpool spaces shall be clearly marked "Reserved – Carpool/Vanpool Before 9:00 a.m."

Response: Per Section 46.140, this site is exempt from parking requirements; therefore this section does not apply.

I. Existing developments along transit streets or near transit stops may redevelop up to 10 percent of the existing parking spaces to provide transit-oriented facilities, including bus pullouts, bus stops and shelters, park and ride stations, and other similar facilities.

Response: No parking reductions are proposed; therefore this criterion does not apply.

46.100 PARKING REQUIREMENTS FOR UNLISTED USES

A. Upon application and payment of fees, the decision-making authority, as provided by CDC 99.060(B), may rule that a use not specifically listed in CDC 46.090 is a use similar to a listed use and that the same parking standards shall apply. The ruling on parking requirements shall be based on the requirements of Chapter 99 CDC and findings that:

[Full requirements for unlisted uses omitted from this narrative, see City Code for actual use list]

Response: The proposed office use is listed with specific requirements; therefore this criterion does not apply.

46.110 RESERVOIR AREAS REQUIRED FOR DRIVE-IN USES

All uses providing drive-in service as defined by this code shall provide, on the same site, a reservoir space a minimum of 15 feet long for each car, as follows:...

Response: No drive-through facilities are proposed; therefore this criterion does not apply.

46.120 DRIVEWAYS REQUIRED ON SITE

Any school or other meeting place which is designed to accommodate more than 25 people at one time shall provide a 15-foot-wide driveway designed for continuous forward flow of passenger vehicles for the purpose of loading and unloading passengers. Depending on functional requirements, the width may be increased with Planning Director approval.

Response: No schools or meeting places are proposed; therefore this criterion does not apply.

46.130 OFF-STREET LOADING SPACES

Buildings or structures to be built or substantially altered, which receive and distribute material or merchandise by truck, shall provide and maintain off-street loading and maneuvering space. The dimensional standard for loading spaces is a minimum of 14 feet wide by 20 feet long or proportionate to accommodate the size of delivery trucks that typically serve the proposed use as follows:...

Response: No material distribution is proposed; therefore this criterion does not apply.

46.140 EXEMPTIONS TO PARKING REQUIREMENTS

To facilitate the design requirements of Chapter 58 CDC, properties in the Willamette Falls Drive Commercial District/Overlay Zone, located between 10th and 16th Streets, shall be exempt from the requirements for off-street parking as identified in this chapter. Any off-street parking spaces provided shall be designed and installed per the dimensional standards of this code.

Response: This site is located within the exemption district for off-street parking.

46.150 DESIGN AND STANDARDS

The following standards apply to the design and improvement of areas used for vehicle parking, storage, loading, and circulation:

A. Design standards.

1. "One standard parking space" means a minimum for a parking stall of eight feet in width and 16 feet in length. These stalls shall be identified as "compact." To accommodate larger cars, 50 percent of the required parking spaces shall have a minimum dimension of nine feet in width and 18 feet in length (nine feet by 18 feet). When multi-family parking stalls back onto a main driveway, the stalls shall be nine feet by 20 feet.

Response: All existing stalls have a minimum dimension of 9 feet by 18 feet, meeting this standard.

2. Disabled parking and maneuvering spaces shall be consistent with current federal dimensional standards and subsection B of this section and placed nearest to accessible building entryways and ramps.

Response: Two accessible stalls already exist on site. One accessible stall is proposed to be moved from the southwest corner of the building to the west side of the building to be adjacent to the existing van accessible stall.

3. Parking spaces located in the public right-of-way that require backing movements or other maneuvering within a street or right-of-way are permitted with City Engineer approval as is in the case of Willamette Falls Drive parking facilities.

Response: No parking spaces are located within the public right-of-way; therefore this section does not apply.

4. Service drives shall be designed and constructed to facilitate the flow of traffic, provide maximum safety of traffic access and egress, and maximum safety of pedestrians and vehicular traffic on the site.

Response: No service drives are proposed within the site; therefore this section does not apply.

5. Each parking and/or loading space shall have clear access, whereby the relocation of other vehicles to utilize the parking space is not required.

Response: All parking is existing, and contains clear access and circulation.

6. Except for single- and two-family residences, any area intended to be used to meet the off-street parking requirements as contained in this chapter shall have all parking spaces clearly marked using a permanent paint. All interior drives and access aisles shall be clearly marked and signed to show direction of flow and maintain vehicular and pedestrian safety. Permeable parking surface spaces may have an alternative delineation for parking spaces.

Response: All existing parking is striped with permanent paint and signed for clarity.

7. Except for residential parking, and parking for public parks and trailheads, at least 50 percent of all areas used for the parking and/or storage and/or maneuvering of any vehicle, boat and/or trailer shall be improved with asphalt or concrete surfaces according to the same standards required for the construction and acceptance of City streets. The remainder of the areas used for parking may use a permeable paving surface designed to reduce surface runoff. Parking for public parks or trailheads may use a permeable paving surface designed to reduce surface runoff for all parking areas. Where a parking lot contains both paved and unpaved areas, the paved areas shall be located closest to the use which they serve.

Response: All existing parking is paved with asphalt. No new parking is proposed. The site is exempt from the parking requirements per Section 46.140.

8. Off-street parking spaces for single- and two-family residences shall be improved with an asphalt or concrete surface, or a permeable parking surface designed to reduce surface runoff, to specifications as approved by the Building Official. Other parking facilities for two- and single-family homes that are to accommodate additional vehicles, boats, recreational vehicles, and trailers, etc., need not be paved. All parking for multi-family residential development shall be paved with concrete or asphalt. Driveways shall measure at least 20 feet from the back of sidewalk to garage or the end of the parking pad to accommodate cars and sport utility vehicles without the vehicles blocking the public sidewalk.

Response: This proposal does not contain any residential uses; therefore this section does not apply.

9. Access drives from the street to off-street parking or loading areas shall be designed and constructed to facilitate the flow of traffic and provide maximum safety for pedestrian and vehicular traffic on the site. The number of access drives shall be limited to the minimum that will allow the property to accommodate and service the anticipated traffic. Access drives shall be clearly and permanently marked and defined through use of rails, fences, walls, or other barriers or markers on frontage not occupied by service drives.

Response: All parking is existing, and contains clear access and circulation.

10. Access drives shall have a minimum vision clearance as provided in Chapter 42 CDC, Clear Vision Areas.

Response: Compliance with Chapter 42 has been addressed previously in this narrative.

11. Parking spaces along the boundaries of a parking lot or adjacent to interior landscaped areas or sidewalks shall be provided with a wheel stop at least four inches high located two feet back from the front of the parking stall. Alternately, landscaped areas or sidewalks adjacent to the parking stalls without wheel stops shall be two feet wider.

Response: All parking stalls have curb to provide wheel stop protection. The parking spaces are existing without a landscape perimeter.

12. Off-street parking and loading areas shall be drained in accordance with plans and specifications approved by the City Engineer. Storm drainage at commercial sites may also have to be collected to treat oils and other residue.

Response: No new parking is proposed; therefore this Section does not apply.

13. Artificial lighting on all off-street parking facilities shall be designed to deflect all light downward away from surrounding residences and so as not to create a hazard to the public use of any road or street.

Response: No new lighting is proposed; therefore this Section does not apply.

14. Directional arrows and traffic control devices which are placed on parking lots shall be identified and installed.

Response: No new traffic control devices are proposed; therefore this Section does not apply.

15. The maximum driveway grade for single-family housing shall be 15 percent. The 15 percent shall be measured along the centerline of the driveway only. Grades elsewhere along the driveway shall not apply. Variations require approval of a Class II variance by the Planning Commission pursuant to Chapter 75 CDC. Regardless, the last 18 feet in front of the garage must maintain a maximum grade of 12 percent as measured along the centerline of the driveway only. Grades elsewhere along the driveway shall not apply....

Response: This proposal does not contain any residential uses; therefore this section does not apply.

16. Visitor or guest parking must be identified by painted "GUEST" or "VISITOR."

Response: No new visitor parking is proposed; therefore this Section does not apply.

17. The parking area shall have less than a five percent grade. No drainage across adjacent sidewalks or walkways is allowed.

Response: All parking is existing; this section does not apply.

18. Commercial, office, industrial, and public parking lots may not occupy more than 50 percent of the main lot frontage of a development site. The remaining frontage shall comprise buildings or landscaping. If over 50 percent of the lineal frontage comprises parking lot, the landscape strip between the right-of-way and parking lot shall be increased to 15 feet wide and shall include terrain variations (e.g., one-foot-high berm) plus landscaping. The defensible space of the parking lot should not be compromised.

Response: All improvements are existing; therefore this section does not apply.

19. Areas of the parking lot improved with asphalt or concrete surfaces shall be designed into areas of 12 or less spaces through the use of defined landscaped area. Groups of 12 or less spaces are defined as:...

Response: All parking is existing; therefore this section does not apply.

20. Pedestrian walkways shall be provided in parking areas having 20 or more spaces. Walkways or sidewalks shall be constructed between major buildings/activity areas (an example in multi-family housing: between recreation center, swimming pool, manager's office, park or open space areas, parking lots, etc.) within a development, between adjacent developments and the new development, as feasible, and between major buildings/activity areas within the development and adjacent streets and all adjacent transit stops. Internal parking lot circulation and design should maintain ease of access for pedestrians from streets and transit stops. Walkways shall be constructed using a material that visually contrasts with the parking lot and driveway surface. Walkways shall be further identifiable to pedestrians and motorists by grade separation, walls, curbs, surface texture (surface texture shall not interfere with safe use of wheelchairs, baby carriages, shopping carts, etc.), and/or landscaping. Walkways shall be six feet wide. The arrangement and layout of the paths shall depend on functional requirements.

[Illustration omitted from this narrative, see City Code for actual use list]

Response: All improvements are existing; therefore this section does not apply.

21. The parking and circulation patterns are easily comprehended and defined. The patterns shall be clear to minimize traffic hazards and congestion and to facilitate emergency vehicles.

Response: All improvements are existing; therefore this section does not apply.

22. The parking spaces shall be close to the related use.

Response: The existing parking wraps around the existing building, meeting this standard.

23. Permeable parking spaces shall be designed and built to City standards.

Response: All improvements are existing; therefore this section does not apply.

B. Accessible parking standards for persons with disabilities. If any parking is provided for the public or visitors, or both, the needs of the people with disabilities shall be based upon the following standards or current applicable federal standards, whichever are more stringent:

1. Minimum number of accessible parking space requirements (see following table):

MINIMUM REQUIRED NUMBER OF TOTAL PARKING SPACES	TOTAL NUMBER OF ACCESSIBLE SPACES	NUMBER OF VAN-ACCESSIBLE SPACES REQUIRED, OF TOTAL	SPACES SIGNED "WHEELCHAIR USE ONLY"
26 – 50	2	1	-

Response: This site requires a minimum of 34 total parking spaces, which requires 2 total accessible stalls, one of which must be Van Accessible. Two accessible stalls already exist on site, including one van accessible stall. One accessible stall is proposed to be moved from the southwest corner of the building to the west side of the building to be adjacent to the existing van accessible stall.

2. Location of parking spaces. Parking spaces for the individual with a disability that serve a particular building shall be located on the shortest possible accessible circulation route to an accessible entrance to a building. In separate parking structures or lots that do not serve a particular building, parking spaces for the persons with disabilities shall be located on the shortest possible circulation route to an accessible pedestrian entrance of the parking facility.

Response: Accessible stalls are located next to the existing building entrances.

3. Accessible parking space and aisle shall meet ADA vertical and horizontal slope standards.

Response: One van accessible stall is existing. Relocation of the second accessible stall will be subject to review of slope standards.

4. Where any differences exist between this section and current federal standards, those standards shall prevail over this code section.

Response: One van accessible stall is existing. Relocation of the second accessible stall will be subject to review of federal standards.

5. One in every eight accessible spaces, but not less than one, shall be served by an access aisle 96 inches wide.

Response: All stalls are existing.

6. Van-accessible parking spaces shall have an additional sign marked "Van Accessible" mounted below the accessible parking sign. A van-accessible parking space reserved for wheelchair users shall have a sign that includes the words "Wheelchair Use Only." Van-accessible parking shall have an adjacent eight-foot-wide aisle. All other accessible stalls

shall have a six-foot-wide aisle. Two vehicles may share the same aisle if it is between them. The vertical clearance of the van space shall be 96 inches.

Response: The required van accessible stall is existing.

C. Landscaping in parking areas. Reference Chapter 54 CDC, Landscaping.

Response: Section 54 is addressed later in this narrative.

D. Bicycle facilities and parking.

1. Provisions shall be made for pedestrian and bicycle ways if such facilities are shown on an adopted plan.
2. Bicycle parking facilities shall either be lockable enclosures in which the bicycle is stored, or secure stationary racks which accommodate bicyclist's locks securing the frame and both wheels. The bicycle parking shall be no more than 50 feet from the entrance to the building, well-lit, observable, and properly signed.
3. Bicycle parking must be provided in the following amounts:

Land Use Category	Minimum Required Bicycle Parking Spaces	Min Covered Amount
Office	2, or 0.5 spaces per 1,000 gross sf, whichever is greater	10%
Full accessible standards omitted from this narrative, see City Code for actual use list		

Response: The existing building contains 12,000 square feet, which requires 6 bicycle stalls (12,000/1,000 x 0.50 = 6 spaces). Ten percent must be covered, which means one stall. Bicycle storage shall be provided within the existing building, meeting this standard.

E. Office or industrial developments shall be allowed a 10 percent reduction in the number of required parking spaces when the property owner agrees to a demand management program that includes three or more of the following measures:...

Response: No parking reductions are requested; therefore this section does not apply.

F. (See Figures 1 and 2 below.)...

Response: All existing stalls are a minimum of 9 feet wide and 18 feet long. The drive aisles vary in width across the site but allow for vehicle movement and circulation. The parking lot is existing and exempt from Design Review.

Chapter 48 – Access, Egress and Circulation

48.020 APPLICABILITY AND GENERAL PROVISIONS

A. The provisions of this chapter do not apply where the provisions of the Transportation System Plan or land division chapter are applicable and set forth differing standards.

B. All lots shall have access from a public street or from a platted private street approved under the land division chapter.

C. No building or other permit shall be issued until scaled plans are presented to the City and approved by the City as provided by this chapter, and show how the access, egress, and circulation requirements are to be fulfilled. Access to State or County roads may require review, approval, and permits from the appropriate authority.

D. Should the owner or occupant of a lot or building enlarge or change the use to which the lot or building is put, resulting in increasing any of the requirements of this chapter, it shall be unlawful

and a violation of this code to begin or maintain such altered use until the provisions of this chapter have been met, and, if required, until the appropriate approval authority under Chapter 99 CDC has approved the change.

E. Owners of two or more uses, structures, or parcels of land may agree to utilize jointly the same access and egress when the combined access and egress of both uses, structures, or parcels of land satisfies the requirements as designated in this code; provided, that satisfactory legal evidence is presented to the City Attorney in the form of deeds, easements, leases, or contracts to establish joint use. Copies of said instrument shall be placed on permanent file with the City Recorder.

F. Property owners shall not be compelled to access their homes via platted stems of flag lots if other driveways and easements are available and approved by the City Engineer. (Ord. 1584, 2008)

Response: This site currently has one access on 8th Avenue and one access on Willamette Falls Drive. ODOT has requested that the 8th Avenue access be moved to the west to provide additional separation from the intersection of 8th Avenue and 10th Street. The new access will be limited to Right In, Left In, and Left Out to reduce the number of exiting vehicles using the 10th Street intersection. The proposed Site Plan in Exhibit A shows this proposed geometry.

48.025 ACCESS CONTROL

B. Access control standards.

1. Traffic impact analysis requirements. The City or other agency with access jurisdiction may require a traffic study prepared by a qualified professional to determine access, circulation and other transportation requirements. (See also CDC 55.125, Traffic Impact Analysis.)

Response: A full Transportation Impact Analysis was determined to not be necessary for this proposed use, but a Transportation Assessment has been provided to clarify that the new proposed use has no greater impact during peak hours than the previous church use. That report has been included in Exhibit F.

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

Response: This site currently has one access on 8th Avenue and one access on Willamette Falls Drive. ODOT has requested that the 8th Avenue access be moved to the west to provide additional separation from the intersection of 8th Avenue and 10th Street. The new access will be limited to Right In, Left In, and Left Out to reduce the number of exiting vehicles using the 10th Street intersection. The proposed Site Plan in Exhibit A shows this proposed geometry.

3. Access options. When vehicle access is required for development (i.e., for off-street parking, delivery, service, drive-through facilities, etc.), access shall be provided by one of the following methods (planned access shall be consistent with adopted public works standards and TSP). These methods are "options" to the developer/subdivider.

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

b) Option 2. Access is from a private street or driveway connected to an adjoining property that has direct access to a public street (i.e., "shared driveway"). A public

access easement covering the driveway shall be recorded in this case to assure access to the closest public street for all users of the private street/drive.

c) Option 3. Access is from a public street adjacent to the development parcel. If practicable, the owner/developer may be required to close or consolidate an existing access point as a condition of approving a new access. Street accesses shall comply with the access spacing standards in subsection (B)(6) of this section.

Response: This site currently has one access on 8th Avenue and one access on Willamette Falls Drive. ODOT has requested that the 8th Avenue access be moved to the west to provide additional separation from the intersection of 8th Avenue and 10th Street. The new access will be limited to Right In, Left In, and Left Out to reduce the number of exiting vehicles using the 10th Street intersection. The proposed Site Plan in Exhibit A shows this proposed geometry.

4. Subdivisions fronting onto an arterial street. New residential land divisions fronting onto an arterial street shall be required to provide alleys or secondary (local or collector) streets for access to individual lots. When alleys or secondary streets cannot be constructed due to topographic or other physical constraints, access may be provided by consolidating driveways for clusters of two or more lots (e.g., includes flag lots and mid-block lanes).

Response: The proposed new use does not include a subdivision; therefore this criterion does not apply.

5. Double-frontage lots. When a lot has frontage onto two or more streets, access shall be provided first from the street with the lowest classification. For example, access shall be provided from a local street before a collector or arterial street. When a lot has frontage opposite that of the adjacent lots, access shall be provided from the street with the lowest classification.

Response: No new access is requested.

6. Access spacing. The access spacing standards found in Chapter 8 of the adopted Transportation System Plan (TSP) shall be applicable to all newly established public street intersections, private drives, and non-traversable medians.

Response: This site currently has one access on 8th Avenue and one access on Willamette Falls Drive. ODOT has requested that the 8th Avenue access be moved to the west to provide additional separation from the intersection of 8th Avenue and 10th Street. The new access will be limited to Right In, Left In, and Left Out to reduce the number of exiting vehicles using the 10th Street intersection. The proposed Site Plan in Exhibit A shows this proposed geometry.

7. Number of access points. For single-family (detached and attached), two-family, and duplex housing types, one street access point is permitted per lot, when alley access cannot otherwise be provided; except that two access points may be permitted corner lots (i.e., no more than one access per street), subject to the access spacing standards in subsection (B)(6) of this section. The number of street access points for multiple family, commercial, industrial, and public/institutional developments shall be minimized to protect the function, safety and operation of the street(s) and sidewalk(s) for all users. Shared access may be required, in conformance with subsection (B)(8) of this section, in order to maintain the required access spacing, and minimize the number of access points.

Response: All accesses are existing; the 8th Avenue access is proposed to shift and change the geometry for controlled turn movements.

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

Response: No shared driveways are proposed.

C. Street connectivity and formation of blocks required. In order to promote efficient vehicular and pedestrian circulation throughout the City, land divisions and large site developments shall produce complete blocks bounded by a connecting network of public and/or private streets, in accordance with the following standards:...

Response: The proposed new use does not include a subdivision and is not a large development; therefore this criterion does not apply.

48.030 MINIMUM VEHICULAR REQUIREMENTS FOR RESIDENTIAL USES

A. Direct individual access from single-family dwellings and duplex lots to an arterial street...

Response: No residential development is proposed; therefore this criterion does not apply.

B. When any portion of any house is less than 150 feet from the adjacent right-of-way, access to the home is as follows:...

Response: No residential development is proposed; therefore this criterion does not apply.

C. When any portion of one or more homes is more than 150 feet from the adjacent right-of-way, the provisions of subsection B of this section shall apply in addition to the following provisions....

Response: No residential development is proposed; therefore this criterion does not apply.

D. Access to five or more single-family homes shall be by a street built to full construction code standards. All streets shall be public. This full street provision may only be waived by variance.

Response: No residential development is proposed; therefore this criterion does not apply.

E. Access and/or service drives for multi-family dwellings shall be fully improved with hard surface pavement:...

Response: No residential development is proposed; therefore this criterion does not apply.

F. Where on-site maneuvering and/or access drives are necessary to accommodate required parking, in no case shall said maneuvering and/or access drives be less than that required in Chapters 46 and 48 CDC.

Response: No residential development is proposed; therefore this criterion does not apply.

G. The number of driveways or curb cuts shall be minimized on arterials or collectors. Consolidation or joint use of existing driveways shall be required when feasible.

Response: No residential development is proposed; therefore this criterion does not apply.

H. In order to facilitate through traffic and improve neighborhood connections, it may be necessary to construct a public street through a multi-family site.

Response: No residential development is proposed; therefore this criterion does not apply.

I. Gated accessways to residential development other than a single-family home are prohibited.

Response: No residential development is proposed; therefore this criterion does not apply.

48.040 MINIMUM VEHICLE REQUIREMENTS FOR NON-RESIDENTIAL USES

Access, egress, and circulation system for all non-residential uses shall not be less than the following:

A. Service drives for non-residential uses shall be fully improved with hard surface pavement:

1. With a minimum of 24-foot width when accommodating two-way traffic; or
2. With a minimum of 15-foot width when accommodating one-way traffic. Horizontal clearance shall be two and one-half feet wide on either side of the driveway.

Response: All existing access aisles are a minimum of 24 feet in width, meeting this standard for two way traffic.

3. Meet the requirements of CDC 48.030(E)(3) through (6).

Response: Responses for CDC 48.030(E)(3) through (6) are provided above.

4. Pickup window driveways may be 12 feet wide unless the Fire Chief determines additional width is required.

Response: No pickup or drive through windows are proposed; therefore this section does not apply.

B. All non-residential uses shall be served by one or more service drives as determined necessary to provide convenient and safe access to the property and designed according to CDC 48.030(A). In no case shall the design of the service drive or drives require or facilitate the backward movement or other maneuvering of a vehicle within a street, other than an alley.

Response: Drive aisles are provided on the north and west sides of the building, providing adequate site circulation.

C. All on-site maneuvering and/or access drives shall be maintained pursuant to CDC 46.130.

Response: Maintenance will be required.

D. Gated accessways to non-residential uses are prohibited unless required for public safety or security.

Response: No gates are proposed for this site.

48.050 ONE-WAY VEHICULAR ACCESS POINTS

Where a proposed parking facility plan indicates only one-way traffic flow on the site, it shall be accommodated by a specific driveway serving the facility, and the entrance drive shall be situated closest to oncoming traffic, and the exit drive shall be situated farthest from oncoming traffic.

Response: No one way traffic is proposed for this site.

48.060 WIDTH AND LOCATION OF CURB CUTS AND ACCESS SEPARATION REQUIREMENTS

A. Minimum curb cut width shall be 16 feet.

Response: All existing and proposed accessways are 24 feet in width.

B. Maximum curb cut width shall be 36 feet, except along Highway 43 in which case the maximum curb cut shall be 40 feet. For emergency service providers, including fire stations, the maximum shall be 50 feet.

Response: All existing and proposed accessways are 24 feet in width.

C. No curb cuts shall be allowed any closer to an intersecting street right-of-way line than the following:

1. On an arterial when intersected by another arterial, 150 feet.
2. On an arterial when intersected by a collector, 100 feet.
3. On an arterial when intersected by a local street, 100 feet.
4. On a collector when intersecting an arterial street, 100 feet.
5. On a collector when intersected by another collector or local street, 35 feet.
6. On a local street when intersecting any other street, 35 feet.

Response: This site currently has one access on 8th Avenue and one access on Willamette Falls Drive. ODOT has requested that the 8th Avenue access be moved to the west to provide additional separation from the intersection of 8th Avenue and 10th Street. The new access will be limited to Right In, Left In, and Left Out to reduce the number of exiting vehicles using the 10th Street intersection, and will be located over 150 feet from the intersection, meeting this standard. The proposed Site Plan in Exhibit A shows this proposed geometry.

D. There shall be a minimum distance between any two adjacent curb cuts on the same side of a public street, except for one-way entrances and exits, as follows:

1. On an arterial street, 150 feet.
2. On a collector street, 75 feet.
3. Between any two curb cuts on the same lot on a local street, 30 feet.

Response: Only the 8th Avenue access is under review. It will be located over 50 feet away from the nearest curb cut.

E. A rolled curb may be installed in lieu of curb cuts and access separation requirements.

Response: No rolled curb is proposed.

F. Curb cuts shall be kept to the minimum, particularly on Highway 43. Consolidation of driveways is preferred. The standard on Highway 43 is one curb cut per business if consolidation of driveways is not possible.

Response: No new curb cuts are proposed. The existing accessway on 8th Avenue is only proposed for relocation at the request of ODOT.

G. Adequate line of sight pursuant to engineering standards should be afforded at each driveway or accessway.

Response: Clear vision triangles have been addressed previously in this narrative and are shown on the plans in Exhibit A.

48.080 BICYCLE AND PEDESTRIAN CIRCULATION

A. Within all multi-family developments (except two-family/duplex dwellings), each residential dwelling shall be connected to vehicular parking stalls, common open space, and recreation facilities by a pedestrian pathway system having a minimum width of six feet and constructed of an all-weather material. The pathway material shall be of a different color or composition from the driveway. (Bicycle routes adjacent to the travel lanes do not have to be of different color or composition.)

Response: The proposed new use does not include a multi-family development; therefore this criterion does not apply.

B. Bicycle and pedestrian ways within a subdivision shall be constructed according to the provisions in CDC 85.200(A)(3).

Response: The proposed new use does not include a subdivision; therefore this criterion does not apply.

C. Bicycle and pedestrian ways at commercial or industrial sites shall be provided according to the provisions of Chapter 55 CDC, Design Review.

Response: Section 55 is addressed later in this narrative.

Chapter 54 - Landscaping

54.020 APPROVAL CRITERIA

A. Every development proposal requires inventorying existing site conditions which include trees and landscaping. In designing the new project, every reasonable attempt should be made to preserve and protect existing trees and to incorporate them into the new landscape plan. Similarly, significant landscaping (e.g., bushes, shrubs) should be integrated. The rationale is that saving a 30-foot-tall mature tree helps maintain the continuity of the site, they are qualitatively superior to two or three two-inch caliper street trees, they provide immediate micro-climate benefits (e.g., shade), they soften views of the street, and they can increase the attractiveness, marketability, and value of the development.

Response: The Site Analysis uses an aerial photo to document all the existing landscaping on site. No site improvements are proposed except the relocation of the 8th Avenue accessway. No landscaping will be removed or damaged with this proposal, meeting this criterion.

B. To encourage tree preservation, the parking requirement may be reduced by one space for every significant tree that is preserved in the parking lot area for a maximum reduction of 10 percent of the required parking. The City Parks Supervisor or Arborist shall determine the significance of the tree and/or landscaping to determine eligibility for these reductions.

C. Developers must also comply with the municipal code chapter on tree protection.

Response: No site improvements are proposed except the relocation of the 8th Avenue accessway. No landscaping will be removed or damaged with this proposal, meeting this criterion.

D. Heritage trees. Heritage trees are trees which, because of their age, type, notability, or historical association, are of special importance. Heritage trees are trees designated by the City Council following review of a nomination. A heritage tree may not be removed without a public hearing at least 30 days prior to the proposed date of removal. Development proposals involving land with heritage tree(s) shall be required to protect and save the tree(s). Further discussion of heritage trees is found in the municipal code.

Response: The applicant is unaware of any Heritage trees on this property. No landscaping is proposed for removal.

E. Landscaping – By type, location and amount.

1. Residential uses (non-single-family). A minimum of 25 percent of the gross area including parking, loading and service areas shall be landscaped, and may include the open space and recreation area requirements under CDC 55.100. Parking lot landscaping may be counted in the percentage.
2. Non-residential uses. A minimum of 20 percent of the gross site area shall be landscaped. Parking lot landscaping may be counted in the percentage.

Response: The site currently contains 14% landscaped area. This is all existing development and not subject to review.

3. All uses (residential uses (non-single-family) and non-residential uses):

a. The landscaping shall be located in defined landscaped areas which are uniformly distributed throughout the parking or loading area. There shall be one shade tree planted for every eight parking spaces. These trees shall be evenly distributed throughout the parking lot to provide shade. Parking lots with over 20 spaces shall have a minimum 10 percent of the interior of the parking lot devoted to landscaping. Pedestrian walkways in the landscaped areas are not to be counted in the percentage. The perimeter landscaping, explained in subsection (E)(3)(d) of this section, shall not be included in the 10 percent figure. Parking lots with 10 to 20 spaces shall have a minimum five percent of the interior of the parking lot devoted to landscaping. The perimeter landscaping, as explained above, shall not be included in the five percent. Parking lots with fewer than 10 spaces shall have the standard perimeter landscaping and at least two shade trees. Non-residential parking areas paved with a permeable parking surface may reduce the required minimum interior landscaping by one-third for the area with the permeable parking surface only.

Response: No new landscaping is proposed with the project. Only the relocated driveway is subject to Design Review.

b. The landscaped areas shall not have a width of less than five feet.

Response: No new landscaping is proposed with the project. Only the relocated driveway is subject to Design Review.

c. The soils, site, proposed soil amendments, and proposed irrigation system shall be appropriate for the healthy and long-term maintenance of the proposed plant species.

Response: No new landscaping is proposed with the project. Only the relocated driveway is subject to Design Review.

d. A parking, loading, or service area which abuts a street shall be set back from the right-of-way line by perimeter landscaping in the form of a landscaped strip at least 10 feet in width. When a parking, loading, or service area or driveway is contiguous to an adjoining parcel, there shall be an intervening five-foot-wide landscape strip. The landscaped area shall contain:...

Response: No new landscaping is proposed with the project. Only the relocated driveway is subject to Design Review.

e. If over 50 percent of the lineal frontage of the main street or arterial adjacent to the development site comprises parking lot, the landscape strip between the right-of-way and parking lot shall be increased to 15 feet in width and shall include terrain variations (e.g., one-foot-high berm) plus landscaping. This extra requirement only applies to one street frontage.

Response: No new landscaping is proposed with the project. Only the relocated driveway is subject to Design Review.

f. A parking, loading, or service area which abuts a property line shall be separated from the property line by a landscaped area at least five feet in width and which shall act as a screen and noise buffer, and the adequacy of the screen and buffer

shall be determined by the criteria set forth in CDC 55.100(C) and (D), except where shared parking is approved under CDC 46.050.

Response: No new landscaping is proposed with the project. Only the relocated driveway is subject to Design Review.

g. All areas in a parking lot not used for parking, maneuvering, or circulation shall be landscaped.

Response: No new landscaping is proposed with the project. Only the relocated driveway is subject to Design Review.

h. The landscaping in parking areas shall not obstruct lines of sight for safe traffic operation.

Response: No new landscaping is proposed with the project. Only the relocated driveway is subject to Design Review.

i. Outdoor storage areas, service areas (loading docks, refuse deposits, and delivery areas), and above-ground utility facilities shall be buffered and screened to obscure their view from adjoining properties and to reduce noise levels to acceptable levels at the property line. The adequacy of the buffer and screening shall be determined by the criteria set forth in CDC 55.100(C)(1).

Response: No outdoor storage areas are proposed; therefore this section does not apply.

j. Crime prevention shall be considered and plant materials shall not be located in a manner which prohibits surveillance of public and semi-public areas (shared or common areas).

Response: No new landscaping is proposed with the project. Only the relocated driveway is subject to Design Review.

k. Irrigation facilities shall be located so that landscaped areas can be properly maintained and so that the facilities do not interfere with vehicular or pedestrian circulation.

Response: No new landscaping is proposed with the project. Only the relocated driveway is subject to Design Review.

l. For commercial, office, multi-family, and other sites, the developer shall select trees that possess the following characteristics:...

Response: No new landscaping is proposed with the project. Only the relocated driveway is subject to Design Review.

m. Plant materials (shrubs, ground cover, etc.) shall be selected for their appropriateness to the site, drought tolerance, year-round greenery and coverage, staggered flowering periods, and avoidance of nuisance plants (Scotch broom, etc.).

Response: No new landscaping is proposed with the project. Only the relocated driveway is subject to Design Review.

F. Landscaping (trees) in new subdivision....

Response: The proposed new use does not include a subdivision; therefore this criterion does not apply.

54.030 PLANTING STRIPS FOR MODIFIED AND NEW STREETS

All proposed changes in width in a public street right-of-way or any proposed street improvement shall, where feasible, include allowances for planting strips. Plans and specifications for planting such areas shall be integrated into the general plan of street improvements. This chapter requires any multi-family, commercial, or public facility which causes change in public right-of-way or street improvement to comply with the street tree planting plan and standards.

Response: No new streets are proposed. No modifications to existing streets are proposed. This section does not apply.

DIVISION 4. DESIGN REVIEW

Chapter 55 – Design Review

55.020 APPLICABILITY

This chapter provides two levels of design review: Class I and Class II. Class I design review applies to land uses and activities that require only a minimal amount of review. Class II design review is reserved for land use and activities that require comprehensive review. Class I design review applies to the following land uses and activities:...

K. Revised points of ingress/egress to a site....

Response: Class I Design Review is required only for the proposed change in access along 8th Avenue, as requested by ODOT.

55.090 APPROVAL STANDARDS – CLASS I DESIGN REVIEW

The Planning Director shall make a finding with respect to the following criteria when approving, approving with conditions, or denying a Class I design review application:

A. The provisions of the following sections shall be met:

1. CDC 55.100(B)(1) through (4), Relationship to the natural and physical environment, shall apply except in those cases where the proposed development site is substantially developed and built out with no remaining natural physical features that would be impacted.
2. CDC 55.100(B)(5) and (6), architecture, et al., shall only apply in those cases that involve exterior architectural construction, remodeling, or changes.

Response: No new building construction or remodeling is proposed. Only internal improvements will be made upon approval of the land use applications. Therefore this section does not apply.

3. Pursuant to CDC 55.085, the Director may require additional information and Responses to additional sections of the approval criteria of this section depending upon the type of application.

Response: No additional information was identified in the Pre-Application meeting.

B. An application may be approved only if adequate public facilities will be available to provide service to the property at the time of occupancy.

Response: A full Transportation Impact Analysis was determined to not be necessary for this proposed use, but a Transportation Assessment has been provided to clarify that the new proposed use has no greater impact during peak hours than the previous church use. That report has been included in Exhibit F. Water, storm

drainage and sewer service was provided to the building when it was a church, and the proposed office use will have similar infrastructure needs.

C. **The Planning Director shall determine the applicability of the approval criteria in subsection A of this section.**

Response: Applicable criteria were reviewed during the Pre-Application conference.

55.100 APPROVAL STANDARDS – CLASS II DESIGN REVIEW

The approval authority shall make findings with respect to the following criteria when approving, approving with conditions, or denying a Class II design review application....

Response: A Class II Design Review is not requested; therefore this section of criteria does not apply.

55.125 TRANSPORTATION ANALYSIS

Certain development proposals required that a Traffic Impact Analysis (TIA) be provided which may result in modifications to the site plan or conditions of approval to address or minimize any adverse impacts created by the proposal. The purpose, applicability and standards of this analysis are found in CDC 85.170(B)(2).

Response: A full Transportation Impact Analysis was determined to not be necessary for this proposed use, but a Transportation Assessment has been provided to clarify that the new proposed use has no greater impact during peak hours than the previous church use. That report has been included in Exhibit F.

55.130 GRADING PLAN

The grading and drainage plan shall be at the same scale as the site analysis (CDC 55.110) and shall include the following:...

Response: No grading is proposed; therefore this section of criteria does not apply.

55.140 ARCHITECTURAL DRAWINGS

This section does not apply to single-family residential subdivisions or partitions, or up to two duplexes or single-family attached dwellings.

Architectural drawings shall be submitted showing:...

Response: No architectural improvements are proposed; therefore this section of criteria does not apply.

55.150 LANDSCAPE PLAN

This section does not apply to detached single-family residential subdivisions or partitions, or up to two duplexes or single-family attached dwellings.

A. **The landscape plan shall be prepared and shall show the following:...**

Response: No landscape improvements are proposed; therefore this section of criteria does not apply.

B. **The landscape plan shall be accompanied by:...**

1. **The erosion controls that will be used, if necessary.**
2. **Planting schedule.**
3. **Supplemental information as required by the Planning Director or City Arborist.**

Response: No landscape improvements are proposed; therefore this section of criteria does not apply.

55.190 SHARED OPEN SPACE

Where the open space is designated on the plan as common open space, the following shall apply:...

Response: No shared open space is proposed; therefore this section does not apply.

55.195 ANNEXATION AND STREET LIGHTS

As a condition of approval for design review for any project that is being annexed to the City, the developer and/or homeowners association shall pay for all expenses related to street light energy and maintenance costs until annexed into the City. The approval for any property annexed must state: "This approval is contingent on voter approval of annexation of the subject property." This means that no permit, final plat, or certificate of occupancy may be issued or approved until annexation is complete.

Response: No annexation is required for this property; therefore this section does not apply.

DIVISION 6. – WILLAMETTE FALLS DRIVE COMMERCIAL DISTRICT DESIGN STANDARDS

Chapter 58 – Willamette Falls Drive Commercial District Design Standards

58.030 APPLICABILITY

A. The provisions of this chapter shall apply to all new commercial construction, restorations, and remodels on Willamette Falls Drive between 10th and 15th Streets. "Restorations" shall be defined as all exterior repairs, replacement of materials, alterations or changes, including reroofing, painting, window and sign replacement, etc. Failure to obtain a permit shall constitute a Class A infraction pursuant to CDC 106.050.

B. Commercial structures that are also within the historic district as defined in CDC 25.030(A) are required to meet the provisions of Chapter 25 CDC in addition to the provisions of this chapter.

C. Boundary limits. The affected area shall be as delineated in Figure 1, below. Generally, the area is along Willamette Falls Drive between 10th Street and 15th Street....

Response: No new building construction or remodeling is proposed. Only internal improvements will be made upon approval of the land use applications.

58.050 PERMITTED USES

All uses permitted by the underlying General Commercial zone shall be allowed pursuant to CDC 19.030, 19.040, 19.050, and 19.060 and shall require the application of the standards of this chapter. Residential use of the second floor and the rear portion only of the ground floor, with no access onto Willamette Falls Drive, is permitted by application through this chapter. Residential use may only comprise 50 percent or less of the total square footage of the building combined. Commercial uses shall dominate the first floor.

Response: The underlying zone for this site is Mixed Use Transition, which lists Office as a Conditional Use. No residential uses are proposed.

58.090 STANDARDS

A. Standards are needed to provide a clear and objective list of design elements that are needed to bring new construction and remodels into conformance with 1880 – 1915 architecture. Buildings of the period saw relatively few deviations in design. Consequently, the Historic Review Board will require conformance with the standards. Deviations or deletions from the standards are addressed in the variance procedure of this chapter.

Response: No new building construction or remodeling is proposed. Only internal improvements will be made upon approval of the land use applications.

B. The use of neo-designs or simply contextual designs which only attempt to capture the basic or generalized elements such as building line, massing and form, etc., is not acceptable....

Response: No new building construction or remodeling is proposed. Only internal improvements will be made upon approval of the land use applications.

C. The following standards shall apply to new construction and remodels....

Response: No new building construction or remodeling is proposed. Only internal improvements will be made upon approval of the land use applications.

58.100 VARIANCE PROCEDURES

In those circumstances where a design proposal cannot meet the standards, or proposes an alternative to the standard, the Historic Review Board may grant a variance in those cases where one of the following criteria is met:

A. The applicant can demonstrate by review of historical records or photographs that the alternative is correct and appropriate to architecture in the region, and especially West Linn, in 1880 – 1915.

Response: No new building construction or remodeling is proposed. Only internal improvements will be made upon approval of the land use applications.

B. The applicant is incorporating exceptional 1880 – 1915 architecture into the building which overcompensates for an omission. The emphasis is upon superior design, detail, or workmanship....

Response: No new building construction or remodeling is proposed. Only internal improvements will be made upon approval of the land use applications.

Chapter 59 WILLAMETTE NEIGHBORHOOD MIXED USE TRANSITIONAL ZONE

59.030 PERMITTED USES

The following are uses permitted outright in this zone:...

Response: None of the listed uses are proposed; therefore this criterion does not apply.

59.040 ACCESSORY USES

Accessory uses are allowed in this zone as provided by Chapter 34 CDC.

Response: No accessory uses are proposed; therefore this criterion does not apply.

59.050 USES AND DEVELOPMENT PERMITTED UNDER PRESCRIBED CONDITIONS

The following uses are allowed in this zone under prescribed conditions:...

Response: None of the listed uses are proposed; therefore this criterion does not apply.

59.060 CONDITIONAL USES

Only the following conditional uses are allowed in this zone subject to the provisions of Chapter 60 CDC, Conditional Uses:...

16. Professional and administrative services....

Response: The proposed office use is defined as a Conditional Use within the Mixed Use Transition Zone. This application includes a Conditional Use Permit, and addresses the criteria of Chapter 60.

59.070 DIMENSIONAL REQUIREMENTS, USES PERMITTED OUTRIGHT AND USES

PERMITTED UNDER PRESCRIBED CONDITIONS

A. Except as may be otherwise provided by the provisions of this code, the following are the requirements for uses within this zone:

1. The minimum front lot line length or the minimum lot width at the front lot line shall be 35 feet.
2. The average minimum lot width shall be 50 feet.
3. The average minimum lot depth shall not be less than 90 feet.
4. The minimum yard dimensions or minimum building setback area from the lot line shall be:
   a. For a front yard, 12 feet minimum and 20 feet maximum to the structure, except that a porch, patio, or pedestrian amenity may be six feet from the front property line.
   b. For an interior side yard, seven and one-half feet.
   c. For a side yard abutting a street, 12 feet.
   d. For a rear yard, 20 feet. However, where the use abuts a residential district, the setback distance required in the residential district shall apply, and within the setback area a buffer of at least 10 feet of landscaping in addition to a fence is required.
5. The maximum building height shall be two stories above grade, or 35 feet, whichever is less.
6. Maximum building size for all floors shall not exceed 6,000 square feet above grade excluding porches.
7. The building floor area ratio shall be 0.4, except that the ground floor of the building shall not exceed 5,000 square feet.
8. The minimum lot size shall be 4,500 square feet and the maximum lot size shall be 10,000 square feet, unless defined as an existing lot of record.

Response: No new construction, remodeling, or land division is proposed. Only internal improvements will be made upon approval of the land use applications. Therefore, these criteria are not applicable. The Applicant is requesting a waiver of these requirements per Section 99.035(B).

B. Design standards. All uses in the mixed-use zone shall comply with the provisions of Chapter 55 CDC, except for CDC 55.100(B)(7)(a), (b), (c), (h), (i), and (j). Further, single-family and duplex residential uses shall also comply with the Class I design review standards. In addition, the design standards described below apply to all uses....

Response: No new construction or remodeling is proposed. Only internal improvements will be made upon approval of the land use applications. Therefore, these criteria do not apply.

59.080 ADDITIONAL USE REQUIREMENTS

In addition to all other provisions of this section, the following additional requirements may apply:

A. Permitted uses may only be open from 6:00 a.m. to 10:00 p.m. and are subject to the noise provisions of Chapter 55 CDC.

Response: The proposed office use will have three shifts that span between 6am to 10pm, in conformance with this criterion.

B. Exterior business activity shall not take place beyond the rear wall of the building when the subject property abuts a residential district, except for parking and refuse storage. Refuse storage must be

buffered or enclosed and may not abut a property line that adjoins a residential zone.

Response: The no exterior business activity is proposed; therefore this section does not apply.

C. If a qualified historic residential landmark in the Willamette neighborhood is destroyed, it may be rebuilt on the original building footprint.

Response: The existing building is not residential in use; therefore this section does not apply.

59.090 DIMENSIONAL REQUIREMENTS, CONDITIONAL USES

Except as may otherwise be established by this code, the appropriate lot size for a conditional use shall be determined by the approval authority at the time of consideration of the application based upon the criteria set forth in CDC 60.070(A) and (B).

Response: The existing site is 0.94 acres in size with 12,000 square feet of existing building space in two stories. This is an FAR of 0.28, which is fairly typical for an office use. This site is appropriately sized for office use.

DIVISION 7. DISCRETIONARY PROVISIONS

Chapter 60 CONDITIONAL USES

60.070 APPROVAL STANDARDS AND CONDITIONS

A. The Planning Commission shall approve, approve with conditions, or deny an application for a conditional use, except for a manufactured home subdivision in which case the approval standards and conditions shall be those specified in CDC 36.030, or to enlarge or alter a conditional use based on findings of fact with respect to each of the following criteria:

1. The site size and dimensions provide:
   a. Adequate area for the needs of the proposed use; and
   b. Adequate area for aesthetic design treatment to mitigate any possible adverse effect from the use on surrounding properties and uses.
2. The characteristics of the site are suitable for the proposed use considering size, shape, location, topography, and natural features.
3. The granting of the proposal will provide for a facility that is consistent with the overall needs of the community.
4. Adequate public facilities will be available to provide service to the property at the time of occupancy.
5. The applicable requirements of the zone are met, except as modified by this chapter.
6. The supplementary requirements set forth in Chapters 52 to 55 CDC, if applicable, are met.
7. The use will comply with the applicable policies of the Comprehensive Plan.

Response: The Applicant is proposing to convert a previous church structure into an office use (professional and administrative services) within the Willamette Neighborhood Mixed Use Transitional Zone (WNMUTZ). The WNMUTZ is intended to provide a compatible transition between the surrounding commercial and residential uses of the Willamette Neighborhood. The existing facility is more than adequate to accommodate the proposed use; no significant physical changes are proposed for the property except for a shift of the 8th Street access.

The technology support center plans to employ 42 staff members and 12 contract-to-hire staff, and plans to operate from 6:00 a.m. to 10:00 p.m. The building contains 12,000 square feet of space, which is large for the number of expected employees. The site contains 42 parking stalls, which exceeds the number of employees during the largest shift. As shown in the Transportation Analysis (Exhibit F), the proposed office use will be less intense than the church in terms of total users and peak hour transportation trips. The hours of operation will be similar to the previous use. Demands on sewer, water, and storm drainage will be similar or less than the previous use, as will trash and recycling demands.

City Staff have raised concerns about the safety of employees who work the late shift and will exit the building at night. Only ten employees will be in the building during the late shift, which will allow them to park very close to the building. In response to Staff concerns, the Applicant has proposed additional building mounted lighting around the entire structure to provide a well-lit path of travel to the parking areas to improve site safety. The Applicant has also increased the light wattage of existing lighting to increase the site illumination.

The property is surrounded by a combination of commercial and residential uses. The residential uses are located on the other side of Willamette Falls Drive, with street trees and landscaping for buffering. A single family home is also located in the northwest corner of the property. The proposed access point on 10th Street is proposed to move closer to this property, but that proposal is to improve vehicular safety in the 10th Street corridor. No other changes are proposed in this corner, and no vegetation is proposed for removal in this area.

The policies of the Comprehensive Plan have been addressed later in this narrative.

B. **An approved conditional use or enlargement or alteration of an existing conditional use shall be subject to the development review provisions set forth in Chapter 55 CDC.**

Response: Review of Chapter 55 shows that the relocated of the 10th Street access drive will be subject to a Class I Design Review. Responses to the Class I criteria have been provided in this narrative.

C. **The Planning Commission may impose conditions on its approval of a conditional use which it finds are necessary to assure the use is compatible with other uses in the vicinity. These conditions may include, but are not limited to, the following:**

1. **Limiting the hours, days, place, and manner of operation.**
2. **Requiring design features which minimize environmental impacts such as noise, vibration, air pollution, glare, odor, and dust.**
3. **Requiring additional setback areas, lot area, or lot depth, or width.**
4. **Limiting the building height, size or lot coverage, or location on the site.**
5. **Designating the size, number, location and design of vehicle access points.**
6. **Requiring street right-of-way to be dedicated and the street to be improved including all steps necessary to address future street improvements identified in the adopted Transportation System Plan.**
7. **Requiring participation in making the intersection improvement or improvements identified in the Transportation System Plan when a traffic analysis (compiled as an element of a**

conditional use application for the property) indicates the application should contribute toward.

8. Requiring landscaping, screening, drainage, and surfacing of parking and loading areas.
9. Limiting the number, size, location, height, and lighting of signs.
10. Limiting or setting standards for the location and intensity of outdoor lighting.
11. Requiring berming, screening, or landscaping and the establishment of standards for their installation and maintenance.
12. Requiring and designating the size, height, location, and materials for fences.
13. Requiring the protection and preservation of existing trees, soils, vegetation, watercourses, habitat areas, and drainage areas.

Response: The Applicant understands that Conditions of Approval may be imposed by the Planning Commission to bring the proposed application into compliance with the criteria of the CDC. This narrative provides the Applicants interpretation of the CDC criteria and how the application complies.

D. Aggregate extraction uses shall also be subject to the provisions of ORS 541.605.

Response: No aggregate extraction is proposed; therefore this section does not apply.

Chapter 66 NON-CONFORMING STRUCTURES

66.060 DISCONTINUANCE OR CHANGE OF CONFORMING USE IN A NON-CONFORMING STRUCTURE

Should the owner or occupant discontinue or change the use of a non-conforming structure, it shall be unlawful and a violation of this code to begin or maintain such altered use until the off-street parking spaces and loading area requirements of Chapter 46 CDC and the access, egress, and circulation requirements of Chapter 48 CDC are met, or until the appropriate approval authority under Chapter 99 CDC has approved the change.

Response: This proposed application includes a request for Change of Use for a Non-Conforming Structure. This narrative addresses the criteria of Chapters 46 and 48.

66.070 DESTRUCTION, MOVEMENT OF STRUCTURES

A. If a non-conforming structure is damaged or destroyed by any means to the extent that the cost of rebuilding the damaged portions would exceed 50 percent of the then current replacement cost of the entire building, the rebuilding shall conform fully to City codes and standards. Determination of the rebuilding costs shall be made by the Building Official, who may utilize an appraisal to determine current replacement costs. If the damage is 50 percent or less, the rebuilding or reconstruction shall be commenced within one year of the date of damage or destruction, and shall be completed within two years. Under such circumstances, the reconstruction shall comply with the terms of this code.

B. Should such a structure be moved for any reason for any distance whatever, excluding elevating the structure to construct or replace the foundation, it shall thereafter conform to the regulations for the zone in which it is newly located.

Response: The existing structure has not been damaged, and is not proposed for movement. This section does not apply.

66.080 ENLARGEMENT OF OR ALTERATION TO A NON-CONFORMING STRUCTURE:

PROCESS AND APPROVAL STANDARDS

A. An enlargement of or alteration to a non-conforming structure containing a non-conforming use may be permitted subject to review and approval by the Planning Commission under the provisions of CDC 99.060(B) and CDC 65.120 through 65.140.

B. An enlargement or alteration to a non-conforming structure containing a conforming use may be permitted subject to the following:...

Response: No expansions or alterations are proposed for the existing structure. This section does not apply.

66.090 NON-CONFORMING STRUCTURE UNSUITED FOR A CONFORMING USE

A non-conforming use involving a structure is replaced by another use, the new use shall conform to this code unless the Planning Commission, after a public hearing held pursuant to Chapter 99 CDC, determines that such a structure is suitable only for another non-conforming use, so long as the new use is no more intense than the past use or other uses contemplated in the zone. The determination by the Planning Commission shall be based on findings of fact which support its determination of suitability.

Response: The existing structure has been vacant for over a year, therefore the change of use is from "Vacant" to Office, which is a Conditional Use, not a Non-Conforming use. Therefore the proposed application is compliant with this criterion.

Chapter 99 PROCEDURES FOR DECISION MAKING: QUASI-JUDICIAL

99.035 ADDITIONAL INFORMATION REQUIRED, WAIVER OF REQUIREMENTS AND REPORT REQUIRED

B. The Planning Director may waive a specific requirement for information or a requirement to address a certain approval standard subject to the provisions of subsection C of this section provided:

1. The Planning Director finds that specific information is not necessary to properly evaluate the application; or
2. The Planning Director finds that a specific approval standard is not applicable to the application.

Response: The Applicant requests a waiver of the requirements of CDC Section 59.070, which are the dimensional standards of the Willamette Neighborhood Mixed Use Transitional Zone. The Applicant is only proposing a change in use, and wants to retain the existing structure and existing site improvements. Ultimately, the property will completely redevelop to match the vision of the Willamette Neighborhood, but an office use will allow the property to bring jobs and vitality to the community in the short term. The Applicant also requests a waiver to any noise studies that may be required because the site is primarily surrounded by commercial uses, and the proposed change in use will not change the noise characteristics of the property.

WEST LINN COMPREHENSIVE PLAN

GOAL 2: LAND USE PLANNING

SECTION 3: MIXED USE/COMMERCIAL DEVELOPMENT

GOALS

2. Consider the development of commercial and office facilities in West Linn that will increase employment opportunities, reduce dependence on services outside of the City, and promote energy-efficient travel and land use patterns, while recognizing that there will be limits imposed by West Linn's topography and limited available land.

Response: Approval of the proposed change of use would support the Plan goal of increasing employment opportunities, increasing overall jobs within the community, and improve the overall jobs/housing balance.

4. Protect surrounding residential areas from adverse effects of commercial development in terms of loss of privacy, noise, lights, and glare.

Response: The proposed change of use does not include any significant physical changes to the site, so impacts to surrounding property owners and residences is minimized.

GOAL 5: OPEN SPACES, SCENIC AND HISTORIC AREAS, AND NATURAL RESOURCES

SECTION 1: SCENIC AND HISTORIC AREAS

HISTORIC AREAS

GOAL

Identify and preserve the historic and archaeological resources of West Linn.

POLICIES

9. Support efforts to obtain historic designation at the state and national level for historic sites and districts.

Response: This site was included in the Historic neighborhood designation. As such, it may be subject to review by the new Historic Review Board. No significant physical alterations are proposed for the site or to the building.

RECOMMENDED ACTION MEASURES

1. Maintain the Willamette Historic District as delineated in the Community Development Code, and establish development standards that will:

   a. Preserve the historic and aesthetic character of the Willamette Historic District.

   b. Incorporate into new construction architectural design elements that are historically compatible with existing buildings in the district, as well as appropriate to the Pacific Northwest.

   c. Advocate for the preservation, protection, and vitality of the Historic District, ensuring that the District's unique, historic qualities are protected through the Design Review process.

Response: This site was included in the Historic neighborhood designation. As such, it may be subject to review by the new Historic Review Board. No significant physical alterations are proposed for the site or to the building.

3. **Continue to enforce the special historic standards that apply to the Willamette commercial area, and continually improve code language to meet the needs of that business district.**

Response: This site was included in the Historic neighborhood designation. As such, it may be subject to review by the new Historic Review Board. No significant physical alterations are proposed for the site or to the building.

5. **Continue to utilize the Clackamas County/West Linn Historic Review Board as the advisory body that guides implementation of West Linn's historic preservation and related public education programs.**

Response: This site was included in the Historic neighborhood designation. As such, it may be subject to review by the new Historic Review Board. No significant physical alterations are proposed for the site or to the building.

GOAL 9: ECONOMIC DEVELOPMENT

GOALS, POLICIES, AND RECOMMENDED ACTION MEASURES

GOALS

1. **Support telecommuting, home-based businesses compatible with residential neighborhoods and, in general, a higher jobs-to-housing ratio.**

Response: Approval of the proposed change of use would support the Plan goal of increasing employment opportunities, increasing overall jobs within the community, and improve the overall jobs/housing balance.

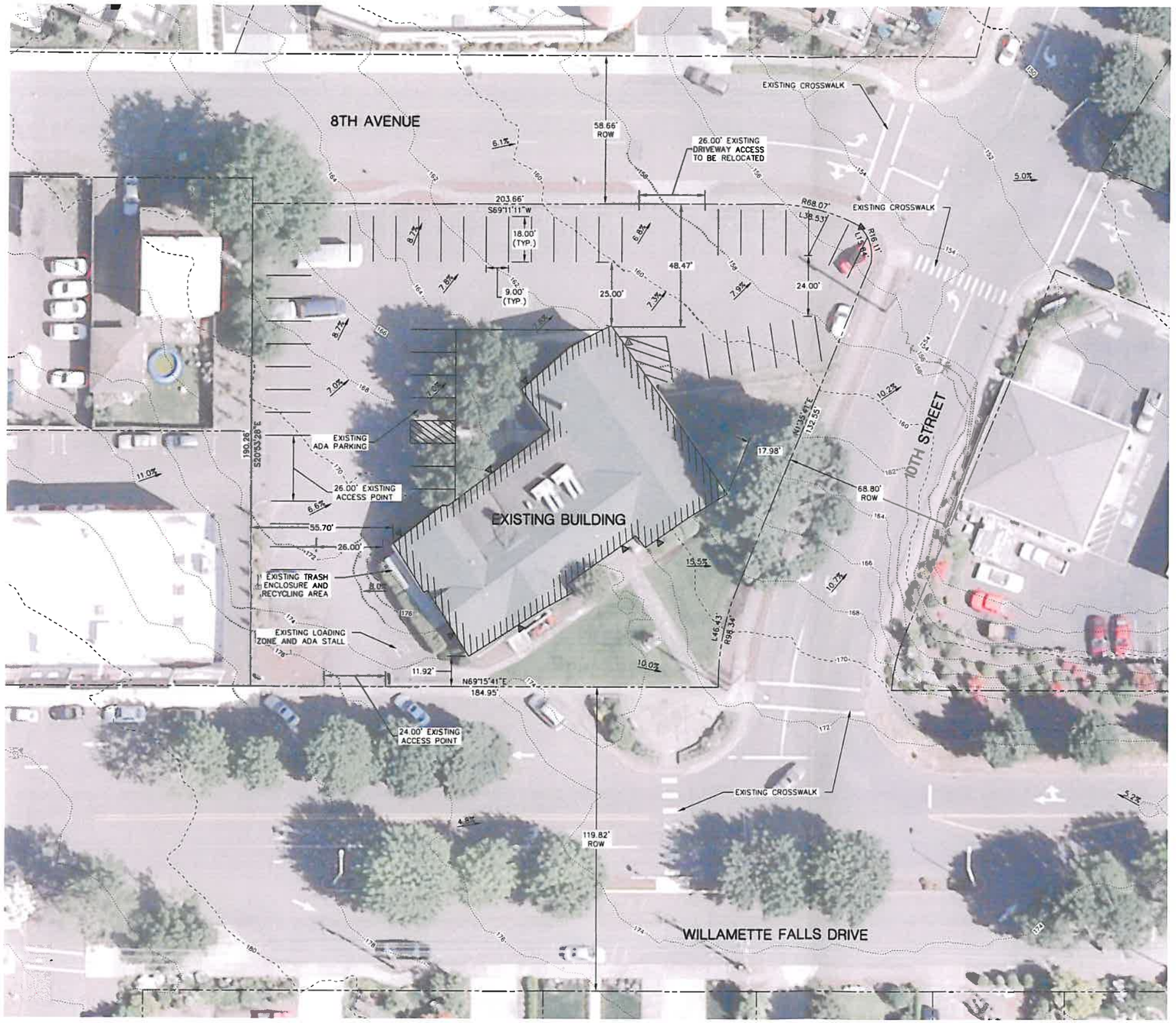
3. **Encourage businesses that enhance the community; provide wanted goods and services; and pay living wages. Small, locally-owned businesses with strong ties to the community are especially desired.**

Response: Approval of the proposed change of use would bring 42 living wage jobs to the City of West Linn, and bring new customers to the Willamette commercial district to support the service businesses. The tenant is a locally owned business, and the property owners have strong local ties to West Linn and Clackamas County.

POLICIES

11. **Encourage the economic vitality of the four existing commercial areas.**

Response: Approval of the proposed change of use would bring 42 living wage jobs to the City of West Linn, and bring new customers to the Willamette commercial district to support the service businesses.



LEGEND

- EXISTING ROW LINE
- EXISTING 2' CONTOUR
- EXISTING 10' CONTOUR
- EXISTING STRIPING
- EXISTING LIGHT

SITE INFORMATION

TOTAL SITE AREA:	40,908 SF (.939 AC)
TOTAL LANDSCAPED AREA:	6,000 SF (14.67%)

PARKING INFORMATION

STANDARD PARKING STALLS:	40
HANDICAP PARKING STALLS:	2
COMPACT PARKING STALLS:	0
TOTAL PARKING STALLS:	42

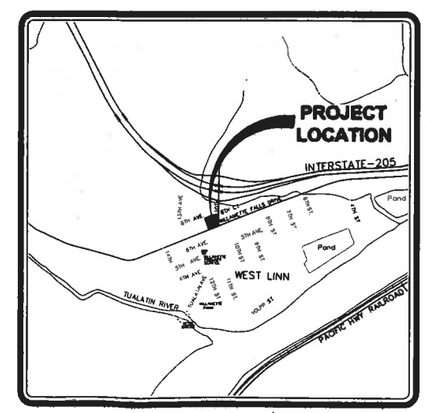
BICYCLE PARKING: PROVIDED INSIDE BUILDING

SITE INFORMATION

- SLOPE ANALYSIS: ALL SLOPES ON SITE ARE LESS THAN 15%
- FLOOD PLAIN: N/A
- NEW PLANT MATERIAL: NONE
- NEW SIGNS: LEFT TURN ONLY (SEE SITE PLAN)
- GROUND WATER DEPTH: 25-32"
- LANDSLIDE AREAS: NONE
- EROSION POTENTIAL: SLIGHT EROSION POTENTIAL PER NRCS WEB SOIL SURVEY
- WETLANDS/MARSH AREAS: NONE
- WILDLIFE HABITAT AREAS: NONE
- LARGE ROCK OUTCROPPINGS: NONE

OWNER INFORMATION

WILLAMETTE CAPITAL INVESTMENTS
24979 SW QUARRYVIEW DRIVE
WILSONVILLE, OREGON 97070
(503)-407-8957



VICINITY MAP
SCALE: NTS

SCALE: 1"=20'
20 10 0 20

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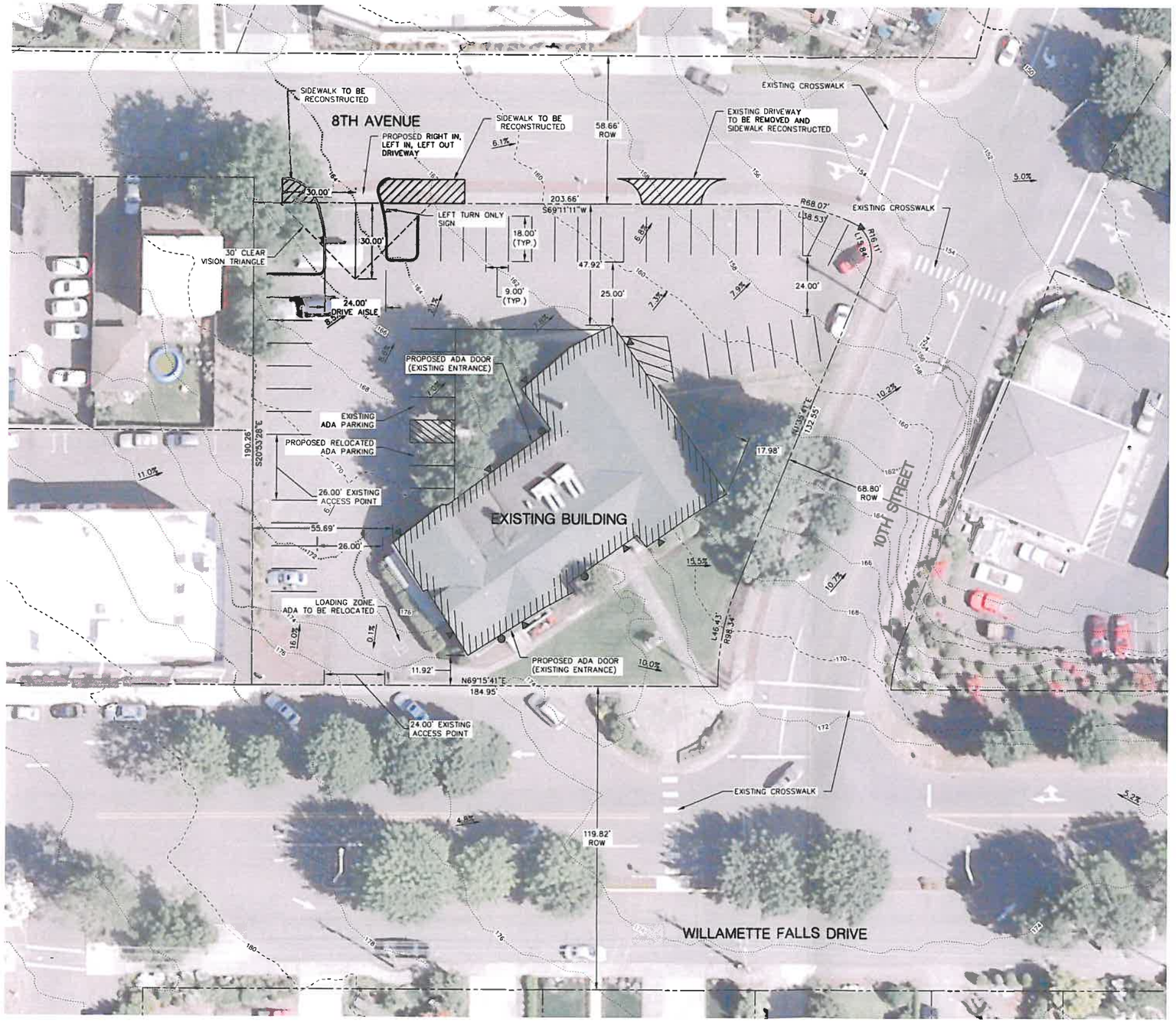
SITE ANALYSIS PLAN
WILLAMETTE CHRISTIAN CHURCH
WILLAMETTE CAPITAL INVESTMENTS
WEST LINN, OREGON

PROJECT NO.:	2109439000
DATE:	1/24/2011
DESIGNED BY:	AJU
DRAWN BY:	AJU
CHECKED BY:	MCL

SITE ANALYSIS PLAN
C-001



LEGEND

- EXISTING ROW LINE
- 152 — EXISTING 2' CONTOUR
- 150 — EXISTING 10' CONTOUR
- EXISTING STRIPING
- EXISTING BUILDING LINE
- PROPOSED IMPROVEMENTS LINE
- EXISTING LIGHT
- PROPOSED LIGHT

SITE INFORMATION

TOTAL SITE AREA:	40,908 SF (.939 AC)
TOTAL LANDSCAPED AREA:	6,000 SF (14.67%)

PARKING INFORMATION

STANDARD PARKING STALLS:	40
HANDICAP PARKING STALLS:	2
COMPACT PARKING STALLS:	0
TOTAL PARKING STALLS:	42

BICYCLE PARKING: PROVIDED INSIDE BUILDING

SITE INFORMATION

- SLOPE ANALYSIS: ALL SLOPES ON SITE ARE LESS THAN 15%
- FLOOD PLAIN: N/A
- NEW PLANT MATERIAL: NONE
- NEW SIGNS: LEFT TURN ONLY (SEE PLAN)
- GROUND WATER DEPTH: 25–32"
- LANDSLIDE AREAS: NONE
- EROSION POTENTIAL: SLIGHT EROSION POTENTIAL PER NRCS WEB SOIL SURVEY
- WETLANDS/MARSH AREAS: NONE
- WILDLIFE HABITAT AREAS: NONE
- LARGE ROCK OUTCROPPINGS: NONE

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SCALE: 1"=20'
20 10 0 20

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PROPOSED SITE PLAN
WILLAMETTE CHRISTIAN CHURCH
WILLAMETTE CAPITAL INVESTMENTS
WEST LINN, OREGON

PROJECT NO.:	2109439000
DATE:	1/24/2011
DESIGNED BY:	AJU
DRAWN BY:	AJU
CHECKED BY:	MCL

PROP. SITE PLAN
C-100