

**STAFF REPORT - DESIGN REVIEW E
FINDINGS AND RECOMMENDATION**

HEARING DATE: December 16, 2020, 6:30 p.m.

REPORT DATE: December 9, 2020

TO: Design Commission

FROM: Joshua Williams, AICP, Senior Planner

FILE NUMBER: DRE/TR 20-26000234

APPLICANT: Cathe Wiese, My Father’s House

REPRESENTATIVE: Kendra Kozak, AXIS Design Group

LOCATION: 5003 W Powell Blvd., Gresham, OR 97030

PARCEL DESCRIPTION: 1S3E07DC 00802/R649825150

PROPOSAL: Type III Design Review E for the redevelopment of a portion of the existing lot abutting W Powell Boulevard with a two-story commercial retail use, associated parking, and landscaping; and a Type II Tree Removal

RECOMMENDATION: **APPROVAL WITH CONDITIONS of the Type III Design Review and Type II Tree Removal**

EXHIBITS:

- A. Vicinity Map
- B. Application Package - Narrative and Plans
- C. Public Comments

I. FINDINGS OF FACT

- A. LOCATION:** The subject property of 119,283 square feet (2.74 acres) is located within the Corridor Design District, with frontage on W Powell Boulevard. The site is approximately 425 feet east of the W Powell Boulevard and SE 174th Avenue intersection.
- B. ZONING:** The subject property is designated Corridor Mixed Use (CMU). Business and Retail Service and Trade uses are permitted in the land use designation.
- C. PROPOSAL:** The project will consist of a new two-story, 17,753 square-foot commercial retail building with associated parking and improvements, located on the north side of W Powell Boulevard. The rear of the property is developed with My Father's House multi-family transitional housing and will remain as existing. The project will also include:
- The removal of 11 regulated trees from the property through a Type II Tree Removal request;
 - An alternate buffer along the east side of the new building, abutting the parking area for the church use; and
 - A reduction in parking to allow 33 parking stalls.

Non-conforming improvements will be made to the portion of the site not being developed at the rear of the site, with additional buffer landscaping being provided as well as a new pedestrian walkway connecting the rear of the site to the new commercial development at the front. Vehicular access to the site will be provided via a new two-way driveway onto W Powell Boulevard.

- D. SITE DESCRIPTION:** The site is composed of a single, 119,283 square-foot (2.74 acres) lot located on the north side of W Powell Boulevard, between SW Highland Drive and SE 174th Avenue, in the CMU Land Use District. Approximately 28,524 square feet of the site is proposed for redevelopment with The Journey, a commercial retail use and associated parking. The site is currently developed with a single-family residence at the front of the property and two multi-family transitional housing buildings operated by My Father's House, located at the rear. The single-family residence is being removed through a separate demolition permit.
- E. SURROUNDING LAND USES:** This finding is based on the application submitted, City zoning maps, and City GIS information on land uses. The adjacent sites to the north and west are in the City of Portland and are developed with single-family residences and multi-family housing, respectively. To the east, the site abuts a religious institutional use with shared access provide through the parking lot for the church and the multi-family transitional housing at the rear of the My Father's House site. The properties to the south across W Powell Boulevard are developed with single-family attached dwelling units.
- F. PUBLIC NOTICE AND COMMENTS:** The City of Gresham Development Planning Division sent notices of the proposal to surrounding residents and property owners of record (as shown on the most recent property tax assessment roll) within 300 feet of the subject property. No written public comments were received as of the date of this Staff Report.

Various agencies were sent notices; their comments and recommendations are attached to and made a part of this review and recommendation.

Public and neighborhood association comments can be submitted at any time up until 24 hours prior to the December 16, 2020 hearing.

- G. APPLICATION ACCEPTANCE DATE:** The application for design review was submitted on August 19, 2020. The application was deemed incomplete on September 14, 2020. Additional information was provided on October 19, 2020. The application was subsequently deemed complete on October 28, 2020.

II. APPLICATION PROCESS FINDINGS

7.0003 - Design Review Applications. This section lists the types of Design Review levels as well as the applicability of each. In this particular case, the applicable Design Review is a Type E (DRE) as the proposal is a commercial development with more than 10,000 square feet of new floor area and includes application of the discretionary review track. The development permit application is being processed as a Type III Design Review.

The applicant has chosen to follow the discretionary process. For all criteria, the application must:

- Meet the guideline, intent statement, and relevant principles; or
- Meet the guideline by complying with the relevant clear and objective design standard; or
- Receive approval from the Design Commission for a waiver of the guideline.

Compliance with Section 7.0603 Corridor Design District is proposed by meeting the relevant clear and objective standards for all guidelines except for the following discretionary items which will meet the guideline, relevant principles, and intent or require a waiver of the guideline:

CORRIDOR COMMERCIAL DESIGN DISTRICT

7.0603(A) - Site Design

- **7.0603(A)(3)(c)(3-4) and (d)(3) - Location of Parking**
- **7.0603(A)(7)(c)(3) and (d)(3) - Parking Area Landscaping**
- **7.0603(A)(8)(c)(5) and (d)(5) - Walkway Construction**

7.0503(B) - Building

- **7.0603(B)(1)(c)(2) and (d)(2) - Façade Depth**
- **7.0603(B)(1)(c)(3) and (d)(3) - Façade Articulation and Rhythm Design Elements**
- **7.0603(B)(1)(c)(5) and (d)(5) - Building Base**
- **7.0603(B)(2)(c)(2) and (d)(2) - Building Entry Change in Form**

- **7.0603(B)(4)(c)(1) and (d)(1) - Pedestrian Level Transparency**
- **7.0603(B)(9)(c)(1-3) and (d)(1-3) - Building Harmony**

This Report will describe how the proposal will meet the Code sections as a summary overview with references to the applicant's narrative. The report will also address how the proposal is meeting the guidelines, requires a waiver of the guideline, and/or where a condition of approval can be required to bring the proposal into compliance.

This standard is met.

11.0101 - Development Permit Required. A development permit is being pursued in accordance with the Gresham Development Code standards and requirements. This Staff Report and the December 16, 2020 Design Commission public hearing represents the review of the proposed development as it relates to the Gresham Development Code standards and requirements for development.

This standard is met.

11.0203 - 11.0204 - Classification of Applications by Procedure and Review Authorities, Table 11.0204. Table 11.0204 shows proposal types and process information. The Design Review DRE is a Type III review, and the Tree Removal is a Type II review. Per 11.0203(B)(2) all permits will be handled under the Type III process. This application requires both a pre-application conference and an early neighborhood meeting.

This standard is met.

11.0500 and 11.0900 - Type III Quasi-Judicial Procedures. This proposal is subject to the Type III procedure because it includes a request for a Type E Design Review. Under this Type III procedure, a pre-application conference (per 11.0700) was held on February 19, 2020; a neighborhood meeting (per 11.0800) was held June 18, 2020; and verification of the neighborhood meeting and its mailed notice is provided as part of the development permit application.

An Optional Design Commission Consult (per 11.0700) was held on May 6, 2020.

The application for design review was submitted on August 19, 2020. The application was deemed incomplete September 14, 2020. Additional information was submitted on October 19, 2020. The application was deemed complete on October 29, 2020. The determination of completeness occurred within 180 days of the submittal of the initial application.

Copies of the complete application were transmitted to each affected agency and City department for review and comment on October 29, 2020. Per 11.0502(E), a public notice of this proposal was mailed to owners of property and residents within 300 feet of the site as well as to representatives of the Centennial Neighborhood Association on November 24, 2020. The notice was also posted onsite November 27, 2020. No public comment was received in response to the public notice prior to issuance of this Staff

Report. Comments received in the interim, if any, will be submitted at the public hearing.

This standard is met.

III. FINDINGS

The Manager adopts the findings in the application submittal material as found in Exhibits A and B and the supporting evidence relied on therein except to the extent inconsistent with the following findings. The review of the application was conducted under the standards in effect at the time of the application submittal (August 19, 2020). The Manager makes the following findings regarding this application file.

GENERAL

4.0413 - Corridor Mixed Use (CMU). Staff concurs with the applicant's findings as stated in the narrative.

The standard is met.

7.0212 - Standards for New Solid Waste and Recycling Collection Areas. Staff concurs with the applicant's findings stated in the narrative except as addressed in the agency comments (Development Engineering and Environmental Services) and as provided in this Staff Report.

This standard is met with Condition of Approval #7.

7.0220(C) - (F) - Street Dedications, Arterial Streets, Frontage Roads or Signalized Access as Necessary. These standards apply and are addressed by the agency comments (Development Engineering and Development Transportation Planning) provided in this Staff Report. No dedications or frontage requirements are required.

These standards are met.

7.0220(A), 7.0221 and 7.0222 - Landscaping, Installation and Irrigation. The project is subject to the landscaping installation and irrigation provisions of the Code and as follows:

Landscaping must be installed prior to occupancy or a funding mechanism (such as bonding) must be provided. A condition of approval requiring an appropriate funding mechanism is provided at 110 percent of the value of landscaping and labor, or as determined by the Manager, and must be filed with the City to ensure installation occurs by occupancy or within a time period determined by the Manager.

These standards are met with Condition of Approval #14.

7.0223 - Maintenance Responsibility. Staff concurs with the applicant's findings as stated in the narrative with the following condition of approval:

For landscaping, the City has developed a landscape maintenance agreement, which the applicant shall be required to sign and record prior to issuance of the building permit as a condition of approval.

This standard is met with Condition of Approval #13.

8.0200 - Existing and Nonconforming Uses and Development.

8.0202 - Design Review Standards. Development which only affects a portion of the site shall conform to the applicable standards for that portion of the site where development is proposed. Where non-conforming development exists on part of a site (not being redeveloped), the applicant is required to spend no more than 10 percent of the project costs on improvements on additional site improvements. The recommended improvements are identified under Section 8.0202.

The applicant is proposing that a percentage of project costs be used toward applicable site improvements, identified in the submittal materials' document "121 Cost Estimate," and summarized herein.

Site improvements at the rear of the property include new shrub and groundcover plantings in the existing non-conforming buffer area along the west edge of the property, abutting the multi-family residential development in the City of Portland. The new plantings will bring the buffer into conformance with buffer standards with regards to plantings. The applicant is also proposing improvements to on site pedestrian circulation by constructing a new 5-foot wide paved walkway between the existing housing on the north of the site to the proposed pedestrian circulation routes on the south half of the property.

The standard is met.

9.0110 - Buffer and Screening Standards.

9.0100 - Buffering and Screening Requirements. Table 4.0435 specifies that screening and buffering is required in the CMU land use district. Staff accepts the applicant's findings with the following corrections and clarifications.

9.0110(E)(1) - Trees. The narrative indicates 22 trees will be provided in the buffer. While 22 trees are provided on the portion of the site being redeveloped, only 18 of these trees are considered buffer trees, with the others being parking lot trees. Based on the length of the east property line (approximately 180 feet), 12 trees are required but only eight are being provided in the reduced buffer area. It should be noted that a portion of the area that constitutes this buffer area will be vehicular circulation between the church parking lot and the new parking area or will be occupied by the existing trash enclosure for the north portion of the property that is not being redeveloped. The applicant addresses the tree deficiency in their Alternate Buffer Plan by increasing the size of the

trees at the time of planting. The Alternate Buffer Plan is discussed in Section 9.0110(G)(2) of this Staff Report.

The standard is met.

9.0110(E)(5) - Walls. The proposal includes a new 8-foot high, split face CMU wall along the west property line, adjacent to the multi-family housing in the City of Portland. A wall will not be provided adjacent to the parking lot to the east. As discussed during the Optional Design Commission Consult, because the east wall of the building provides limited window openings, potential issues with noise and light spill-over to the abutting church parking lot is limited. In addition, the main church building is set back approximately 140 feet from the property line adjacent to the new building, with landscaping, parking, and shared vehicular circulation located in between the two uses, providing a separation of uses.

The standard is met.

9.0110(G)(2) - Alternative Buffer Plan. The applicant proposes an alternative buffer (reduced width) along the east side of the new building. The reduced width is requested in order to accommodate adequate circulation, parking, and landscaping on the site, including a normal sized buffer on the west side of the lot abutting the multi-family housing in the City of Portland. The Alternative Buffer, prepared by the applicant's Landscape Architect, provides enhanced landscaping in the reduced buffer area by planting trees of a larger caliper size (3.5 inches) than prescribed by the Development Code (2.5 inches). Ground level shrubbery will be planted as densely as possible with space for plants to grow and survive within the confines of the limited buffer area. As discussed during the Optional Design Commission Consult, the intent of the buffer will be met as the design of the new building limits openings along the east wall, thereby reducing noise and visual impacts on the abutting property while creating an attractive and mature landscape area.

The standard is met.

9.0200 - Clear Vision Area. The standard for clear vision area applies to the new development where the new driveway intersects with W Powell Boulevard. Presently, the property line and back of sidewalk along the W Powell Boulevard frontage do not align. Transportation Planning and Transportation Engineering have agreed that the clear vision triangle may be measured from the back of sidewalk, consistent with the intent of the code. While no widening improvements are currently proposed for W Powell Boulevard, should the street be widened such that the back of sidewalk is more closely aligned with the property line, the clear vision triangle will need to be relocated. Parking spaces and/or other visual impediments located in the newly adjusted clear vision area will be required to be relocated outside of the clear vision area.

The standard is met with Condition of Approval #4.

9.0500 - Grading and Drainage and Stormwater Quality Control Requirements. These standards apply and are addressed by the agency comments (Development Engineering and Development Transportation Planning) provided in this Staff Report.

These standards are met with Conditions of Approval #7 - #11.

9.0853(E) - Exceptions to Minimum Parking Space Standards. The applicant is requesting a parking reduction for the proposed commercial retail use. As proposed, the new commercial use will be required to provide 55 parking stalls. The 17,753 square-foot building will be divided between various uses, including retail, office, storage, and a small café kiosk, all operated as components of operations for The Journey thrift store and My Father's House transitional housing as employment training. The applicant's proposal includes 33 new parking spaces to serve the new building. The submitted Parking Analysis, dated June 17, 2020 and prepared by Lancaster Engineering, identifies nearby bus and bicycle infrastructure that serve the area adjacent to the intersection of W Powell Boulevard and SE 174th Avenue (approximately 430 feet west of the subject property). The site is also approximately one-half mile north of the Springwater Corridor.

The parking analysis identifies several unique circumstances that apply to the use and site that would allow for the reduction of parking, up to the maximum allowed 50 percent, as permitted by Code. The report notes that the site is located within a short distance of two Tri-Met bus lines (less than 500 feet), including one line (the 9) identified as high-frequency (running every 15 minutes).

The report also looked at two comparable thrift store uses in Portland and Gresham. The analysis used data from 2019, prior to the COVID-19 pandemic, to gauge the use of the on-site parking. Based on the square footage of The Journey thrift store, the comparable data estimates that 36 parking stalls would be required during peak hours. However, The Journey is unique in that employees of the store will also live in the residential buildings at the rear of the property as part of the employment training component. The rear of the property will provide in excess of 50 parking stalls (as counted by Staff using satellite images). As observed by staff on two different occasions (February 2019 and September 2020) and confirmed through observation by the operator of My Father's House, more than half of the spaces at the rear of the site are unoccupied at any given time providing adequate parking for residents of the transitional multi-family housing, who will also be employees of the store.

The parking analysis looked at a worst-case scenario where employees drive to work. Based on an assumption of 10 total employees working during a typical shift, with two employees driving alone and carpooling among the other eight employees, peak parking would total 30 spaces (less than the 33 proposed).

Staff accepts the analysis of the report and also recognizes the unique site situation where parking across the entire site (for the transitional housing) is presently underutilized. Given that the owner of the site, My Father's House, will manage the

existing residential and proposed commercial uses, there are opportunities for sharing of parking across the site to accommodate both uses when needed.

The standard is met.

9.1000 - Tree Regulations. The proposal includes the removal of 11 regulated trees located on the subject property. The trees are not identified as significant and generally serve as landscape trees for the single-family residence being removed. The 11 regulated trees (including seven coniferous and four deciduous trees) are located in the limited area identified for construction of the new building, parking area, and vehicular circulation. The proposal includes the planting of 22 new trees as part of the site redevelopment, including several trees planted with a 3.5-inch caliper measurement in the parking lot and east buffer area to provide a more mature appearance at the time of planting.

This standard is met.

A5.000 - Public Facilities. The majority of the public facilities standards apply and are specifically addressed by the agency comments (Development Engineering and Development Transportation Planning) provided in this Staff Report.

These standards are met by Conditions of Approval #2, #3, and #8 - #12.

DESIGN REVIEW

7.0600 - Corridor Design District Guidelines and Standards. Applicants can choose to meet the design criteria of Section 7.0600 by either meeting the design guidelines through the discretionary process or by meeting the standards through the clear and objective process. The applicant in this case has chosen to follow the discretionary process. For all criteria, the applicant must show compliance with the design guideline or the corresponding design standard. Alternatively, the Design Commission can choose to waive a guideline to achieve the flexibility necessary to support a particularly creative proposal.

The findings which follow will describe how the proposal has either:

- Met the design guideline by meeting the corresponding design standard as described in the applicant's narrative;
- Met the design guideline by meeting the corresponding design standard with a condition of approval;
- Met the guideline, the intent, and the principles in a specified fashion;
- Not met the guideline but is requesting a waiver of the guideline for a particularly creative proposal; or
- Not met the guideline and cannot do so through a condition of approval.

7.0603(A)(3)(c)(3-4) and 7.0603(A)(3)(d)(3) - Location of Parking.

ISSUE: The applicant must either:

- Meet the 7.0603(A)(3)(d)(3) standard; or
- Meet the 7.0603(A)(3)(c)(3-4) guideline; or
- The Design Commission may waive this guideline to achieve the flexibility necessary to support a particularly creative proposal.

STANDARD: Parking, loading service, and vehicular circulation areas shall be located on the side, interior, or rear of the site and shall not be present along existing public street frontages for more than 30 percent of the street frontage.

PROPOSAL: The site includes approximately 170 feet of street frontage. The parking area for the new use will occupy approximately 53 feet of this frontage, or 31 percent, which exceeds the standard.

GUIDELINE: *Parking, loading service and vehicular circulation areas shall be located to the side, interior or rear of the site and shall not dominate the public street frontages.*

RECOMMENDATION: The proposal has limited the parking area located to the side of the building to the greatest extent possible while meeting minimal parking dimensional standards. The appearance of parking from the public right-of-way will be reduced through the use of landscaping at the driveway entry, including shrubs, groundcover, and trees located on either side of the driveway.

Staff recommends that the Design Commission find that the guideline is met.

7.0603(A)(7)(c)(3) and 7.0603(A)(7)(d)(3)(b) - Parking Area Landscaping.

ISSUE: The applicant must either:

- Meet the 7.0603(A)(7)(d)(3)(b) standard; or
- Meet the 7.0603(A)(7)(c)(3) guideline; or
- The Design Commission may waive this guideline to achieve the flexibility necessary to support a particularly creative proposal.

STANDARD: (3)(b). A minimum of one tree shall be planted for every six parking stalls in the parking area. Required trees in the parking area shall be canopy trees capable of reaching 35 feet in height and spread at maturity.

PROPOSAL: The landscape plan for the proposal identifies four parking lot trees - two trees at the driveway entry and two trees located in internal landscape islands. With 33 parking stalls provided as part of the new development, six parking lot trees are required ($33/6 = 5.5$ trees).

GUIDELINE: *Parking areas shall include landscaping of sufficient quantity and size in order to minimize the visual impact of the parking area, provide opportunities for stormwater management, and reduce the heat island effect of the area. b.*

Canopy Tree Quantity and Size. The standard of Section 7.0603(A)(7)(D)(3)(b) shall be met.

RECOMMENDATION: Given the limited size of the parking area, the applicant's options for additional parking lot tree planting is limited without further reduction of the number of parking stalls. Buffer trees abutting the west edge of the parking lot may not be counted toward the required parking lot trees; however, they will provide a significant amount of shading over the asphalt parking surface. To address the deficiency in the number of parking lot trees, the applicant is proposing to increase the minimum caliper size of the parking lot trees at the time of planting from 2.5 inches to 3.5 inches. Alternatively, the Design Commission may within its discretion require a contribution to the City's in-lieu tree fund for the two trees that are not being provided (presently \$300 per tree = \$600 total). Staff recommends that the Design Commission waive the guideline, allowing four parking lot trees in lieu of six smaller trees.

Staff recommends that the Design Commission waive the guideline.

7.0603(A)(7)(d)(5)(b)(2)(a) - Internal Parking Area Landscaping. The standard requires that internal landscaped islands shall have a width of no less than 9 feet and have a minimum length equal to that of adjacent parking stalls less 1-foot. The landscape island on the west side of the parking lot is shown to measure 8 feet in width. However, the northern most parking space in the west parking module may be reduced by 1-foot due to adequate back-up space, thereby allowing the width of the island to be increased by 1-foot to meet the standard. A condition of approval requiring the applicant to work with staff to modify the parking lot configuration in order to increase the width of the landscape island is required in order to meet the standard.

The standard is met with Condition of Approval #6.

7.0603(A)(7)(d)(7) - Landscape Maintenance. The applicant shall comply with requirements for landscape maintenance and installation prior to and after Certificate of Occupancy and Temporary Certificate of Occupancy. A landscape maintenance agreement prepared and provided by the City will be required to be signed by the owner/applicant and the Manager and be recorded with Multnomah County prior to building permit issuance.

The standard is met with Condition of Approval #13.

7.0603(A)(8)(c)(5) and 7.0603(A)(8)(d)(5) - Walkway Construction.

ISSUE: The applicant must either:

- Meet the 7.0603(A)(8)(d)(5) standard; or
- Meet the 7.0603(A)(8)(c)(5) guideline; or
- The Design Commission may waive this guideline to achieve the flexibility necessary to support a particularly creative proposal.

STANDARD: All walkways comprising the pedestrian circulation system shall be hard surfaced and constructed of scored or saw-cut concrete or of decorative paving such as colored and stamped concrete, brick, stone or concrete pavers... When abutting parking spaces, walkways shall be at least 7 feet wide.

PROPOSAL: The walkway along the west side of the building adjacent to the parking lot will be approximately 8 feet wide; however, the walkway will be split by the 1 foot, 6 inch-wide vertical green screen, dividing the walkway into two halves with widths of 3 feet and 3 feet, 6 inches. The green screen panels will be spaced intermittently along 70 feet of the walkway.

GUIDELINE: *Walkway Construction: The standards of Section 7.0603(A)(8)(D)(5) shall be met.*

RECOMMENDATION: Staff reviewed the proposal with the Building Division for compliance concerns with ADA accessibility. The proposed 3-foot, 6-inch pathway meets ADA requirements (a 36-inch clear path of travel), with the breaks in the green screen allowing for adequate passing area. Accessible parking stalls will be located south of the green screens, providing unimpeded access to the building's primary entry. The 8-foot wide walkway will otherwise satisfy the requirement for safe separation between vehicles and pedestrians as well as safe pedestrian movement from the front to the rear of the site.

Staff recommends that the Design Commission find that the standard is met.

7.0603(A)(1)(d)(2) - Buffering and Perimeter Site Screening. The proposal includes an alternate buffer along the east side of the property abutting the parking lot for the church use. The alternative buffer is discussed in Section 9.0110 of this Staff Report.

The standard is met.

7.0603(B)(1)(c)(2) and 7.0603(B)(1)(d)(2) - Façade Depth.

ISSUE: The applicant must either:

- Meet the 7.0603(B)(1)(d)(2) standard; or
- Meet the 7.0603(B)(1)(c)(2) guideline; or
- The Design Commission may waive this guideline to achieve the flexibility necessary to support a particularly creative proposal.

STANDARD: Facades visible from streets, parking areas, or those with customer entries shall incorporate design strategies and features which create depth in wall planes.

- a. Depth shall be established in facades by utilizing one of the following strategies:
 1. A repeating pattern of wall recesses and/or projections that has a relief of at least 16 inches (such as recessed structural bays or recessed window

openings between columns). Wall recessions and projections shall be at intervals not greater than 30 feet on facades with customer entries and those facing the street, and at intervals not greater than 100 feet on remaining facades.

2. Changes in wall plane with a depth of at least 24 inches at intervals which respond to the building module. These changes in wall plane shall occur at intervals of not less than 25 feet and not more than 100 feet.

PROPOSAL: The proposal includes sufficient changes in façade depth on the street facing façade, with the partially cantilevered second floor. However, the design does not meet the specific criteria of the standard for repeating patterns of projections and recesses or changes in wall plane that respond to the building modules. The west façade that faces the parking lot will include the use of green screens. However, similar to the street facing façade, the prescribed methods for creating depth in the façade are not used. Lastly, the rear façade facing the north parking area will be a mostly flat, uninterrupted façade, with the exception of an overhead door and projecting canopy over a non-customer entry.

GUIDELINE: *The building shall utilize design strategies which effectively add depth to the building and wall planes. a. Articulating elements shall provide surface relief, depth and shadows to the facade by being recessed or projected. b. Changes in building depth shall reinforce and create a consistent street wall.*

RECOMMENDATION: During the May 6, 2020 Optional Design Commission Consult, the Design Commission was supportive of the strategies employed by the applicant to add visual interest to the building facades, including the simplified form for the rear façade. It was suggested that the east façade could be improved with the use of upper level windows, which the applicant has included in the final design. The design is intentionally simple, with the three green screens adding visual interest and depth to the west façade and the recessed first floor creating a visually interesting change in massing to the street facing façade.

Staff recommends that the Design Commission find that the guideline is met.

7.0603(B)(1)(c)(3) and 7.0603(B)(1)(d)(3) - Façade Articulation and Rhythm Design Elements.

ISSUE: The applicant must either:

- Meet the 7.0603(B)(1)(d)(3) standard; or
- Meet the 7.0603(B)(1)(c)(3) guideline; or
- The Design Commission may waive this guideline to achieve the flexibility necessary to support a particularly creative proposal.

STANDARD: All facades shall be articulated and a rhythm shall be established by repeating design elements at regular spacing which does not exceed 30 feet along the length and/or height of the facade. These design elements shall be present for a minimum of 80 percent of the facade length.

- a. Buildings shall utilize a minimum of two of the listed design elements, each at the spacing specified above, to articulate the facade and establish rhythm:
 1. Columns, pilasters, or reveals at least 16 inches in width;
 2. Major vertical mullions on an all glass façade;
 3. Repeating fenestration pattern;
 4. Belt courses or other horizontal banding;
 5. Vegetated façade panels;
 6. Integrated planters or landscape beds;
 7. Pergolas, arcades, or colonnades;
 8. Other features approved by the Design Commission.

PROPOSAL: The applicant's narrative and plans recognize the inclusion of green screens along the west façade and windows along the street facing façade as supporting the standard for repeating design elements. However, the green screens are not present for a minimum of 80 percent of the façade length, and the standard requires two elements per façade. The north (rear) and east facing facades will not contain repeating design elements.

GUIDELINE: *Design elements shall occur at regular spacing which responds to the building module of the building, establishing a rhythm on the facade.*

RECOMMENDATION: As discussed in the recommendation for Section 7.0603(B)(2)(d)(2), the Design Commission was supportive of the simpler design proposed for the building. The inclusion of the windows, green screens, and the recessed first floor on the west and street facing facades, respectively, added visual interest to the most visible areas of the building. The east façade - obscured by buffer landscaping - and the rear façade - facing the multi-family housing at the rear of the property - are less visible, allowing for a simpler design. The repeating elements on the two most visible facades are regularly spaced, establishing a recognizable pattern that meet the guideline intent.

Staff recommends that the Design Commission find that the guideline is met.

7.0603(B)(1)(c)(5) and 7.0603(B)(1)(d)(5) - Building Base.

ISSUE: The applicant must either:

- Meet the 7.0603(B)(1)(d)(5) standard; or
- Meet the 7.0603(B)(1)(c)(5) guideline; or
- The Design Commission may waive this guideline to achieve the flexibility necessary to support a particularly creative proposal.

STANDARD: Building bases shall consist of a visible change in the building facade, and include a change in material, texture, pattern, ornamentation, or a change in

depth no less than 4 inches. The required change in depth for bases may be reduced to 2 inches when they intersect other articulating features, such as pilasters, in order to provide visual distinction.

PROPOSAL: The building does not include a consistent base around all four facades. The change in depth (i.e., the recessed ground floor) introduces a base element to the street facing façade; however, it does not continue around the building.

GUIDELINE: *Buildings shall feature an architecturally distinct base to address and enhance the meeting of the building and ground. Building bases shall be visually distinct and of a size which achieves visually pleasing and appropriate proportions.*

RECOMMENDATION: At the Optional Design Commission Consult, the issue of the building design with regards to a lack of a consistent base was discussed. The Design Commission preferred the simpler building appearance and felt that with this style of building a base around all four facades was not necessary to create a cohesive and attract design.

Staff recommends that the Design Commission waive the guideline.

7.0603(B)(2)(c)(2) and 7.0603(B)(2)(d)(2) - Building Entry Change in Form.

ISSUE: The applicant must either:

- Meet the 7.0603(B)(2)(d)(2) standard; or
- Meet the 7.0603(B)(2)(c)(2) guideline; or
- The Design Commission may waive this guideline to achieve the flexibility necessary to support a particularly creative proposal.

STANDARD: Building entries shall feature a visible change in building form from adjacent facade sections, which includes a change in depth of at least 16 inches.

PROPOSAL: Per the applicant's submitted plans, the building's primary entry (facing the parking lot) is recessed approximately 4.5 inches from the surrounding wall plains. A 4-foot canopy above the entry will provide weather protection, as required by Code. A street facing entry will be provided as well. That entry will be located in the recessed first floor area, with access to the covered outdoor area and a connection to the sidewalk.

GUIDELINE: *Entries shall include a change in form of sufficient dimension to visually distinguish the entry from the remainder of the building facade.*

RECOMMENDATION: The intent of the guideline is to highlight and visually distinguish entries. This goal is achieved for the primary parking lot facing entry through the use of double doors, a canopy that is otherwise not repeated on the façade, and scoring of the concrete that visually distinguishes the entry location. The applicant is also providing wall sconces on either side of the entry doors, in compliance with Section 7.0603(B)(2)(d)(3), to highlight the entry. The secondary

entry facing the street will also include double doors, mimicking the design of the primary entry. The doorway will be visible from the street, setback below the upper floor's cantilever, and opening to the outdoor patio area that could potentially be used for seating in the future. As shown on the plans, this area will provide cover for the short-term bicycle parking. In addition, the street facing entry will be illuminated through a significant level of lighting, per the submitted photometric plan.

Staff recommends that the Design Commission find that the guideline is met.

7.0603(B)(4)(c)(1) and 7.0603(B)(4)(d)(1) - Pedestrian Level Transparency.

ISSUE: The applicant must either:

- Meet the 7.0603(B)(4)(d)(1) standard; or
- Meet the 7.0603(B)(4)(c)(1) guideline; or
- The Design Commission may waive this guideline to achieve the flexibility necessary to support a particularly creative proposal.

STANDARD: Buildings shall have a pedestrian level transparency zone with windows utilizing clear glass between the heights of 2 and 12 feet for no less than 60 percent of facades facing public streets.

PROPOSAL: The street facing façade provides a high level of transparency between 0 and 10 feet, 11 inches (the bottom of the second-floor overhang). As measured on the submitted plans, the percentage of the ground floor transparency is approximately 66 percent. Following the requirements of the standard, between 2 feet and 12 feet, transparency accounts for approximately 57 percent of the façade.

GUIDELINE: *Buildings shall have high levels of transparency at the pedestrian level on facades which face the street.*

RECOMMENDATION: The submitted plans demonstrate a high level of transparency on the street facing ground floor façade, providing visibility into the commercial space and allowing direct observation of the street and short-term bike parking area for employees and customers inside the building. The application of the standard (measuring between 2 and 12 feet) does not accurately capture the level of transparency across the façade. Measuring between 0 and 10 feet (or 10 feet, 11 inches to the bottom of the second-floor overhang) demonstrates that transparency will exceed the standard of 60 percent.

Staff recommends that the Design Commission find that the guideline is met.

7.0603(B)(6) - Arcades. The applicant's narrative identifies the walkway along the western exterior of the building, and the outdoor area under the projecting second floor, as being arcades/colonnades requiring guideline requests for applicable standards. Staff's review of the proposal determined that these areas do not fit within what would

normally be identified as an arcade or colonnade (e.g., a covered walkway with arches along one side and stores on the other). Therefore, the standards are not applicable.

These standards are not applicable.

7.0603(B)(9)(c)(1-3) and 7.0603(B)(9)(d)(1-3) - Building Harmony.

ISSUE: The applicant must either:

- Meet the 7.0603(B)(9)(d)(1-3) standard; or
- Meet the 7.0603(B)(9)(c)(1-3) guideline; or
- The Design Commission may waive this guideline to achieve the flexibility necessary to support a particularly creative proposal.

STANDARD: When multiple buildings exist on a site, individual buildings shall utilize a consistent and complimentary design that creates a cohesive visual environment while allowing individual buildings to be unique.... All buildings shall share a single common building material or common color.... All buildings shall also utilize a minimum of one of the listed design strategies.

PROPOSAL: The building is proposing the use of vertical ribbed, 22-gauge metal panels (terra cotta colored) for the exterior on all facades. The existing multi-family, transitional housing buildings at the rear of the site includes fiber cement lap-siding, pitched roofs, and neutral colors of beige and green, with ground floor exterior entries on the rear building and a shared lobby style entry for the southern building.

GUIDELINE: *When multiple buildings exist on a single site, they shall exhibit design strategies which create visual cohesion while maintaining variation and individuality between the buildings. Buildings shall use a palette of consistent or complimentary materials or colors to create harmony and unity between structures. Buildings shall incorporate consistent or complimentary design strategies and features.*

RECOMMENDATION: The proposed design of the new building is distinct from the existing building designs on site - both in appearance and use. As discussed during the Optional Design Commission Consult, the proposed building was intended to stand apart from the other two building as the commercial use necessitated a different design, separate from the multi-family uses. Further, the commercial building will abut the street, necessitating greater transparency and a design that helps to identify it as a commercial use (including a distinct color and form from existing uses on the site). As proposed, the design will be attractive and will utilize high quality materials which will complement the existing buildings but will not mimic the designs.

Staff recommends that the Design Commission waive the guideline.

IV. RESPONSE TO PUBLIC NOTICE

No responses to the public notice were received at the time of issuance of this Staff Report.

V. AGENCY COMMENTS

ADDRESSING COMMENTS

FROM: Amanda Lunsford

DATE: October 30, 2020

The applicant and/or representative may contact the Addressing Coordinator at 503-618-2235 or Amanda.Lunsford@GreshamOregon.gov after the staff decision has been made final and before submitting for building permits to obtain the temporary new address.

Addresses will be assigned in accordance with the City of Gresham Street Naming and Property Numbering Guidelines of Gresham Development Code Appendix 13.

RECYCLING & SOLID WASTE

FROM: Nick Isbister

DATE: November 24, 2020

ENCLOSURE FOR GARBAGE COMPACTOR

New stormwater rules require a roof to be constructed on the compactor enclosure and that the enclosure contain a hydraulically isolated drain connected to the sewer system.

Table 5-2. Minimum Height and Width Requirements for compactor pickup

Distance from front of container to exterior entrance or overhang(feet)	Minimum opening Height	Minimum opening Width
0-3'	12'	12'
4-6'	18'	13'-6"
7'+	22'	13'-6"

A reflective edge shall be added to the front of the cover to provide added visibility for waste haulers.

TRANSPORTATION PLANNING COMMENTS

From: Jay Higgins

Date: November 17, 2020

9.0700, A5.400 and A5.500 STREETS, TRANSPORTATION

Right-of-Way Dedication

W Powell Boulevard is classified as a Standard Arterial in the Transportation System Plan, requiring 48 feet of right-of-way to roadway centerline. There is currently 48 feet of right-of-way to centerline along the applicant’s W Powell Boulevard frontage. No additional dedication of right-of-way is required.

Frontage Improvements

The applicant proposes upgrading an existing access to W Powell Boulevard. The driveway will be moved west from the existing driveway location and will be placed at a point of transition

for the sidewalk, with sidewalk to the east separated from the curb by planter strip and sidewalk to the west curb-tight. The applicant's drawing shows a clear and accessible path across the driveway for users.

To the west of the applicant's property there is Portland/ODOT jurisdiction with a curb-tight sidewalk and a three-lane cross-section for vehicles. The curb line for W Powell Boulevard tapers to change from a five-lane cross section to a three-lane cross section. As there is no timeline for changes to the Portland frontage, there is no need for the applicant to make additional changes to their W Powell Boulevard frontage as the existing frontage ties in correctly to the existing Portland sidewalk.

Recommendation

This application can be approved as submitted.

DEVELOPMENT ENGINEERING COMMENTS

From: Anthony Dollowitch, Engineering Tech III

Date: November 9, 2020

The project area is located adjacent to the western City of Gresham limits on the north side of W Powell Boulevard, addressed 5003 W Powell Boulevard, at 1S3E07DC 00802. The project is in the Corridor Design District, zoned CMU (Corridor Mixed Use). The existing home will be demolished. The applicant proposes a new 17,753 square-foot retail store/job training facility. The building will be a two-story steel structure with a mezzanine. It will include a covered drive-through area for drop-off donations, a parking area, and associated site improvements.

The following comments are from Development Engineering and refer to the plans submitted by AXIS Design Group received August 18, 2020.

A5.000: GENERAL

Design and construction of all public facility improvements shall be in conformance with all applicable regulatory documents, including but not limited to the [Gresham Community Development Code \(GCDC\)](#), [Gresham Public Works Standards \(PWS\)](#), [Gresham Revised Code \(GRC\)](#) and [Stormwater Management Manual \(SWMM\)](#).

Prior to construction plan submittal, the applicant will schedule a pre-design meeting with Jessica Snodgrass, Development Engineering, at 503-618-2277 to discuss technical requirements, design and construction schedules, and to review processes. With construction plan submittal, the applicant will provide an engineer's estimate of the cost of public improvements (including private on-site stormwater detention and water quality systems), enter into an agreement with changes to the City of Gresham for plan review and inspection services, and pay deposits based on the estimate. The applicant will provide a performance bond based on 110 percent of the engineer's estimate.

Approvable public facilities construction plans and performance bond are required prior to building permit approval. Approved plans are valid for one year, and all public improvements

must be completed within two years of the Notice to Proceed unless otherwise approved by the Manager.

A right-of-way permit will be required before beginning work in the public right-of-way.

Any project that includes construction of public facilities must comply with City of Gresham survey standards. Plans must reference the City of Gresham datum, NGVD 1929, 1947 adjustment. Coordinates must be based on the Lambert State Plane Coordinate System, Oregon North Zone. Basis of bearing for all measurements should be from City Control Network. Control Points that can be found at <http://GreshamOregon.gov/Maps/>.

Public facilities construction plans will require the submittal of as-builts prior to close out. As-builts are submitted electronically and must comply with the City of Gresham CAD manual. The manual and CAD template can be found on the Public Facilities tab at <https://GreshamOregon.gov/ePlan/>.

A5.100: SANITARY SEWER FACILITIES

Existing Sanitary Sewer Facilities and Approved Point of Connection

City records show an existing private 6-inch diameter PVC main installed in the shared parking lot for the development property and the church on the adjacent property to the east. This private main extends to the south in a private easement benefiting the development property, in a public utility easement overlaying the parking area, and eventually discharges to the public sewer system extending east along the north side of W Powell Boulevard. It is assumed that the existing building onsite to be demolished is connected to this private main. The applicant proposes to install a new appropriately sized lateral to the existing private main benefiting their property to serve the proposed facility, and this is acceptable to the City.

A5.200 & 9.0500: SURFACE WATER MANAGEMENT SYSTEMS

Approved Point of Discharge

The site lies in the Johnson Creek drainage basin. While the site is not located in the designated infiltration area, there is an existing public drywell system in W Powell Boulevard along the site frontage. The applicant has also provided a geotechnical report with infiltration testing to document that onsite infiltration is for this site following the required water quality treatment.

Water Quality & Quantity Control Requirements

Projects that add or replace over 1,000 square feet of impervious surface are required to comply with the City's stormwater management requirements in the Stormwater Management Manual (SWMM) for the impervious surface added or replaced. Stormwater facilities associated with development should be designed to infiltrate runoff to the maximum extent feasible. The minimum requirements for onsite retention are described in SWMM Section 1.2.5, and facility design requirements can be found in SWMM Section 3.0.

The development proposes to construct a swale on the project site to treat runoff from the new and replaced ground level impervious surfaces and a Contech filter catch basin to treat the roof

runoff for the new building. Following treatment via the swale and filter catch basin, all runoff will overflow to proposed drywells in the parking lot for onsite infiltration. This conceptual plan for onsite stormwater management is acceptable to the City, though the facilities will need to be sized according to the City of Gresham SWMM with a minimum post-developed time of concentration (Tc) of 10 minutes.

Infiltration and Underground Injection Control (UIC) Requirements

Any proposed onsite drywells must be reviewed by the Oregon Department of Environmental Quality (DEQ) and will require registration under the Underground Injection Control (UIC) program to determine that the proposed UICs either meet the requirements in the Oregon Administrative Rules (O.A.R.) to be rule authorized or meet the requirements to be authorized via separate UIC permit as determined by DEQ. The applicant is responsible for ensuring that all drywells are properly registered with Oregon DEQ; registration of all onsite UICs is required prior to building permit issuance. Information on the UIC program can be found at: <http://www.oregon.gov/deq/wq/wqpermits/Pages/UIC.aspx>.

Shallow infiltration designs for planter boxes, rain gardens, and porous pavements found in the SWMM do not fall under the DEQ UIC program.

Pretreatment is required prior to discharge to UIC facilities per City of Gresham and DEQ requirements, and the applicant shall adhere to whichever jurisdiction's requirements are most stringent. In particular, where DEQ may allow certain areas (primarily roof and pedestrian-only areas) to drain directly to drywells, City of Gresham SWMM Section 3.3.1 will require pretreatment prior to discharge to the drywell(s). The vegetated facilities listed in SWMM Section 3.2 are considered adequate pretreatment, but a proprietary device may be proposed if infeasibility has been demonstrated per SWMM Section 1.2.2.

Maintenance Requirements for Stormwater Facilities

Private stormwater facilities are subject to periodic inspection by the City to ensure proper maintenance and performance in accordance with SWMM Section 6.3. Maintenance of private stormwater facilities is the responsibility of the property owner.

If the installation of stormwater treatment facilities with maintenance requirements not explicitly stated in SWMM Section 6.3 (such as proprietary filters on the City's approved list of devices) is approved, the property owner must enter into a maintenance agreement with the City to ensure the implementation of a maintenance plan for the private stormwater facilities in accordance with SWMM Section 6.2. If proprietary stormwater treatment facilities are utilized to meet onsite stormwater management requirements consistent with the SWMM, the applicant shall enter into an operations and maintenance (O&M) agreement with the City and the O&M agreement along with the approved maintenance plan shall be recorded prior to building permit issuance. The approved maintenance plan must include all elements of the system.

Final Stormwater Report

A final stormwater report as well as construction plans for the private water quality treatment and retention facilities shall be submitted for review at the time of building permit submittal. The final stormwater report shall address how the City's water quality treatment and retention requirements will be addressed for the proposed development site.

An impervious area plan will be required with the building permit plan submittal and can be included in the final stormwater report. The plan will be required to show the existing impervious area, added impervious area, and any impervious area that is to be removed and replaced with areas of each listed.

Source Control

The applicant proposes an outdoor enclosure for a new trash compactor. The proposed solid waste enclosure shall meet the requirements of Section 5.5 of the SWMM, which generally include having a paved and covered garbage area that is hydraulically isolated (no stormwater allowed to enter) and a drain that connects to the private sanitary sewer system onsite.

Erosion and Sedimentation Control Requirements

If more than one acre is disturbed with this project, an NPDES 1200-C permit is required from the Oregon Department of Environmental Quality (DEQ). Information can be obtained from DEQ's website at <https://www.oregon.gov/deq/wq/wqpermits/Pages/Stormwater.aspx>.

Applications are processed directly through DEQ; the LUCS (Land Use Compatibility Statement) form is processed through the City of Gresham.

Erosion and sedimentation control shall comply with Appendix C of the Stormwater Management Manual and Section 9.0500 of the Development Code.

Please note that no stormwater during the active construction period may be discharged into on-site infiltration facilities constructed with the project that are subject to DEQ's UIC program requirements.

A5.300: WATER FACILITIES

Existing Water Facilities and Approved Point of Connection

The site lies in the Grant Butte service level with a static pressure of 78 pounds per square inch (psi) at the hydrant on the existing frontage.

City records show an existing 12-inch diameter ductile iron water main in W Powell Boulevard. There is an existing 2-inch diameter domestic service line on the property frontage and an existing 10-inch diameter fire service line to provide fire protection for the development. Both services have existing backflow prevention devices.

The proposed development will be adequately served by the existing 2-inch service to the property. A connection to the existing water service line on the private side will be constructed to serve the development.

Domestic and Irrigation Service and Water Meter Sizing for Proposed Development

Plumbing fixture counts must be submitted with the building permit submittal via the City's [water meter sizing chart](#) and must include all fixtures in all buildings connected to each new and/or existing meter, including irrigation devices, to confirm the existing 2-inch service line and meter is adequate. It is the responsibility of the applicant's engineer to ensure water demands can be met. City crews will install any needed water services and meters at the applicant's expense.

Fire Flow Requirements

Fire flow requirements are determined by the Fire Department and not by Development Engineering. Only the Fire Marshal or the Building Official can reduce or increase these requirements.

City crews will install a 5-inch Storz Quick Connect adapter on the existing public fire hydrant on the development frontage as well as a 4-inch blue reflective raised pavement marker at the existing hydrant location at the applicant's expense, paid for prior to building permit issuance.

OTHER

Overhead Utility Undergrounding

Overhead utilities will need to be undergrounded along the W Powell Boulevard frontage in accordance with GCDC Appendix 5.510. If the overhead utilities along the frontage meet the conditions of A5.510(3), the applicant is eligible to pay a fee-in-lieu per lineal foot of each private utility that is not placed underground. This fee shall be paid prior to permit issuance. Per A5.510(2), electric power lines 50,000 volts and above, transformer pads, and other similar utility facilities determined to be technically infeasible to underground are exempt from these requirements. The in-lieu fee amounts are available on the Public Facilities Projects tab of <https://GreshamOregon.gov/ePlan/> (Utility fees and other charges.pdf).

This project is eligible to pay the fee in lieu of undergrounding overhead utilities. The fee in lieu of undergrounding overhead utilities along W Powell Boulevard shall be paid prior to building permit issuance.

Easements

All existing and proposed public and private easements will need to be shown on the construction plans submitted for building permit review. If no easements exist, a note shall be added to the plans to that effect. In general, all proposed easements shall be in place prior to construction plan approval.

CHARGES AND FEES

System Development Charges (SDCs) can be estimated using the City's online calculator found at www.GreshamOregon.gov/SDC. A person challenging the calculation of SDCs and allocated capacity may do so pursuant to GRC 11.05.100.

Allocated system capacity (“SDC credit”) for the existing home on the site to be demolished will be applied to the new development.

For required public improvements, the developer will enter into a contract to pay City staff for plan review and inspection services. A deposit will be paid based on the engineer’s estimate, and these services will be paid for at actual rates. A guarantee of completion will be required for 110 percent of the public improvement estimate.

Once the construction plans are approved, the City will begin charging a bi-monthly stormwater utility fee for the added impervious area. Reductions may be available for projects that infiltrate their stormwater. The applicant shall request this reduction during construction plan review. For current Stormwater Utility Rates and to request a discount, visit:

<https://GreshamOregon.gov/Stormwater-Utility-Rates/>.

CONCLUSION

Findings submitted under each proceeding code section are generally consistent with the Community Development Code and the Public Works Standards. Conditions of approval will ensure that the Community Development Code and the Public Works Standards are met and adequate public facilities to serve this development are constructed.

FIRE COMMENTS

FROM: Kyle Stuart, Gresham Fire

DATE: November 4, 2020

NOTE: Building permit plans shall include a separate “FIRE ACCESS AND WATER SUPPLY PLAN” indicating all of the following:

1. Provide fire flow per Oregon Fire Code Appendix B. **OFC App B Table B105.1.**
2. Are both stories to be retail space or is one story going to be offices and training areas? Clarify occupancy classifications. **OFC 105**
3. Temporary addresses of 6 inches shall be provided at EACH construction entrance prior to ANY construction materials arriving on-site. Prior to the building finals a 10-inch permanent address placard will be required high on the building, facing the address street, per Gresham Fire Addressing Policy. The policy can be emailed upon request. **OFC 505 & 3310**
4. Required fire hydrants and access road shall be installed and approved PRIOR to any combustible construction material arriving on-site. **OFC 3312.1**
5. A PUBLIC fire hydrant is required to be within 250 feet of the main entrance driveway. The furthest point on each building shall be no more than 600 feet from a hydrant. Show on the building plans where the nearest existing and new hydrants are located. **OFC Appendix C and 507**
6. Each public or private fire hydrant used for fire flow for this property shall have a 5-inch **Storz** adapter with National Standard Threads installed on the 4½ -inch fire hydrant outlet. The adapter shall be constructed of high-strength aluminum alloy, have a Teflon coating on the seat and threads, and use a rubber gasket and two (2) set screws to secure it in place.

The adapter shall be provided with an aluminum alloy pressure cap. The cap shall be attached to the hydrant barrel or Storz adapter with a cable to prevent theft of the cap. Adapter shall be Harrington HPHA50-45NHWCAP or equal approved by Gresham Fire.

7. Fire hydrant locations shall be identified by the installation of reflective markers. The markers shall be BLUE. They shall be located adjacent and to the side of the centerline of the access road way on which the fire hydrant is located. In the case that there is no center line, assume a centerline and place the marker accordingly. **OFC 508.5.4**
8. All Fire Department access roads shall be drawn to scale and shown clearly on plans. The access roads shall be constructed and maintained prior to and during construction. The minimum width is required to be 20 feet. **OFC 503.2.1 & D103.1**
9. Required Fire Department access roads on-site shall be designed to support an apparatus weighing 75,000 lb. gross vehicle weight. Provide an engineer's letter stating the access road meets those requirements at the time of building permit submittal. **OFC, Appendix D, Section D102.1**
10. The turning radius for all emergency apparatus roads shall be: 28 feet inside and 48 feet outside radius. **OFC 503.2.4**
11. No Parking Fire Lane signage or curb marking will be required. Fire access roads 20 feet - 26 feet wide require the marking on both sides. Indicate on the building permit plans. The policy can be emailed upon request. The entire aerial access to the north of the building shall be marked as fire lane. This includes the widened portion near the entrance of the building. **OFC D 103.6**
12. A fire alarm system is required. **OFC 907, 903.4**
13. Fire sprinklers are required. If the coffee kiosk has a solid covering that exceeds 4 feet, sprinkler coverage will be required underneath. **OFC 903**
14. Fire access roads are required to extend to within 150 feet of all portions of the building. Show these measurements on the plan page as the hose would lay. **OFC 503.1**
15. Dead end fire access roads that exceed 150 feet in length are required to be equipped with an approved apparatus turn around. Indicate whether the north portion of the access will have a turn-around or connect to existing public roads. **OFC 5**

VI. CONCLUSION

This development proposal is consistent with the applicable development procedures and standards or can reasonably be made to comply with the applicable standards and criteria through the imposition of conditions of approval. While the development proposal is generally consistent with the applicable development standards, conditions of approval are aimed at assuring the criteria are met when the applicant's narrative and plans do not provide enough information to assure each criterion is met.

VII. RECOMMENDATION

Staff recommends APPROVAL WITH CONDITIONS of the Type III Design Review E for the construction of a two-story commercial retail building and Type II Tree Removal and associated site improvements.

If the Design Commission chooses to approve the proposal with conditions, the following **conditions of approval** are recommended.

Note that this recommendation for approval with conditions is based on the applicant's submitted narratives and plans and staff's analysis of the proposal based on Code compliance; any conditions are aimed at assuring the criteria are met when the applicant's narratives and plans do not provide enough information to assure each criterion is met. Consistency with the submitted plans is required. Where Code standards or guidelines could be met with conditions of approval, the finding: "This standard or guideline is met by Condition of Approval ____" is made.

GENERAL CONDITIONS

1. This approval is valid for one year from the date of decision (the end of the appeal period). An application for a building permit must be submitted within one year of this decision (per Section 11.0105). An extension, as permitted under Section 11.0106, is possible. Any changes to the plans must comply with the Gresham Development Code, City of Gresham Public Works Standards, the Building Code, and Uniform Fire Code. Changes to the plans that require a discretionary decision will be reviewed, at minimum, as a Type II procedure, except changes that affect standards under the standards for All Development and Commercial Development in Corridor Design District 7.0103, which will be reviewed under a Type III procedure.
2. The applicant shall provide adequate public facilities and services including access, drainage, water and sanitary sewer, as applicable, per all applicable sections of Appendix 5 of the Gresham Community Development Code (GCDC), the Gresham Public Works Standards (PWS), the Gresham Stormwater Management Manual (SWMM), and the Gresham Revised Code (GRC).
3. The applicant shall schedule a pre-design meeting with Jessica Snodgrass, Development Engineering Specialist, at 503-618-2277 prior to construction plan submittal to discuss permit processes, technical requirements, design and construction schedules, and plan review processes.
4. At such time as W Powell Boulevard is widened such that the back of sidewalk is more closely aligned with the property line, the clear vision triangle measurements shall be adjusted at the point where the driveway intersects with the public right-of-way. Parking spaces and/or other visual impediments located in the newly adjusted clear vision area will be required to be relocated outside of the clear vision area.

WITH BUILDING PERMIT

5. Fire Department: Building permit plans shall include a separate "FIRE ACCESS AND WATER SUPPLY PLAN" indicating all of the following:

- a. Provide fire flow per Oregon Fire Code Appendix B. **OFC App B Table B105.1.**
- b. Are both stories to be retail space or is one story going to be offices and training areas? Clarify occupancy classifications. **OFC 105**
- c. Temporary addresses of 6 inches shall be provided at EACH construction entrance prior to ANY construction materials arriving on-site. Prior to the building finals a 10-inch permanent address placard will be required high on the building, facing the address street, per Gresham Fire Addressing Policy. The policy can be provided upon request. **OFC 505 & 3310**
- d. Required fire hydrants and access road shall be installed and approved PRIOR to any combustible construction material arriving on-site. **OFC 3312.1**
- e. A PUBLIC fire hydrant is required to be within 250 feet of the main entrance driveway. The furthest point on each building shall be no more than 600 feet from a hydrant. Show on the building plans where the nearest existing and new hydrants are located. **OFC Appendix C and 507**
- f. Each public or private fire hydrant used for fire flow for this property shall have a 5-inch **Storz** adapter with National Standard Threads installed on the 4½-inch fire hydrant outlet. The adapter shall be constructed of high-strength aluminum alloy, have a Teflon coating on the seat and threads, and use a rubber gasket and two (2) set screws to secure it in place. The adapter shall be provided with an aluminum alloy pressure cap. The cap shall be attached to the hydrant barrel or Storz adapter with a cable to prevent theft of the cap. Adapter shall be Harrington HPHA50-45NHWCAP or equal approved by Gresham Fire.
- g. Fire hydrant locations shall be identified by the installation of reflective markers. The markers shall be BLUE. They shall be located adjacent and to the side of the centerline of the access road way on which the fire hydrant is located. In the case that there is no center line, assume a centerline and place the marker accordingly. **OFC 508.5.4**
- h. All Fire Department access roads shall be drawn to scale and shown clearly on plans. The access roads shall be constructed and maintained prior to and during construction. The minimum width is required to be 20 feet. **OFC 503.2.1 & D103.1**
- i. Required Fire Department access roads on-site shall be designed to support an apparatus weighing 75,000 lb. gross vehicle weight. Provide an engineer's letter stating the access road meets those requirements at the time of building permit submittal. **OFC, Appendix D, Section D102.1**
- j. The turning radius for all emergency apparatus roads shall be: 28 feet inside and 48 feet outside radius. **OFC 503.2.4**
- k. No Parking Fire Lane signage or curb marking will be required. Fire access roads 20 feet to 26 feet wide require the marking on both sides. Indicate on the building permit plans. The policy can be provided upon request. The entire aerial access to

the north of the building shall be marked as fire lane. This includes the widened portion near the entrance of the building. **OFC D 103.6**

- l. A fire alarm system is required. **OFC 907, 903.4**
 - m. Fire sprinklers are required. If the coffee kiosk has a solid covering that exceeds 4 feet, sprinkler coverage will be required underneath. **OFC 903**
 - n. Fire access roads are required to extend to within 150 feet of all portions of the building. Show these measurements on the plan page as the hose would lay. **OFC 503.1**
 - o. Dead end fire access roads that exceed 150 feet in length are required to be equipped with an approved apparatus turn around. Indicate whether the north portion of the access will have a turn-around or connect to existing public roads. **OFC 5**
6. The applicant shall work with staff to modify the parking lot configuration in order to increase the width of the landscape island located along the west side of the parking area to 9 feet.
 7. The proposed solid waste enclosure shall meet the requirements of Section 5.5 of the SWMM, which generally include having a paved and covered garbage area that is hydraulically isolated (no stormwater allowed to enter) and a drain that connects to the private sanitary sewer system on-site.

PRIOR TO BUILDING PERMIT ISSUANCE

8. A final stormwater report as well as construction plans for the private water quality treatment and retention facilities shall be submitted for review at the time of building permit submittal.
9. Prior to building permit issuance, documentation from DEQ of registration under the Underground Injection Control (UIC) program shall be provided for the proposed on-site drywells showing that the proposed drywells either meet the requirements in the Oregon Administrative Rules (O.A.R.) to be rule authorized or meet the requirements to be authorized via separate UIC permit.
10. If proprietary stormwater treatment facilities are utilized to meet on-site stormwater management requirements consistent with the SWMM, the applicant shall enter into an operations and maintenance (O&M) agreement with the City and the O&M agreement along with the approved maintenance plan shall be recorded prior to building permit issuance.
11. Erosion and sedimentation control shall comply with Appendix C of the Stormwater Management Manual and Section 9.0500 of the Development Code. If over one acre of area is disturbed with the proposed development, a NPDES 1200-C permit shall be obtained from the Oregon Department of Environmental Quality (DEQ) prior to building permit issuance as required by DEQ.

12. Overhead utility lines shall be undergrounded along the W Powell Boulevard frontage or the fee in lieu of undergrounding shall be paid in accordance with Section A5.510 of the Gresham Community Development Code prior to building permit issuance.
13. Prior to building permit issuance, the “owner” shall enter into and record a landscape maintenance agreement as approved by the City. The specific requirements of the agreement are also found in subsections (a) - (d) of 7.0603(A)(7)(d)(2). The project planner will provide the landscape maintenance agreement template upon request.

PRIOR TO OCCUPANCY

14. Installation of landscaping and irrigation system shall be provided prior to temporary building occupancy unless an appropriate financial guarantee (such as a cash deposit or surety bond) is provided at a 110 percent value to insure said installation. Installation of landscaping and irrigation system shall be provided prior to any final occupancy.

End of Staff Report

All exhibits and plans referenced in this Staff Report are filed and maintained with the City of Gresham Urban Design & Planning Department and are available for review upon request.