

**UMATILLA PLANNING COMMISSION MEETING
AGENDA
COUNCIL CHAMBERS
MARCH 23, 2021
6:30 PM**

1. **CALL TO ORDER & ROLL CALL**

2. **PLEDGE OF ALLEGIANCE**

3. **APPROVAL OF MINUTES**

3.a [February 23, 2021](#) *Suggested Action: Approval*

4. **UNFINISHED BUSINESS**

5. **NEW BUSINESS**

5.a [Powerline Storage Conditional Use \(CU-2-21\) & Site Plan \(SP-2-21\)](#) *Suggested Action: The applicant, Powerline Storage, is requesting approval of a conditional use and site plan approval to expand and bring into compliance an existing self-storage facility. The applicant will do this in phases. This application is for the approval of the Conditional Use as well as the Site Plan Review of Phase 1. There will be three buildings in Phase One. Two of the buildings will be approximately 30 feet wide and 200 feet long consisting of 37 units and an office in one building and 48 units in the second building. The third building will sit on the southeast corner of the property with dimensions of approximately 30 feet by 50 feet for a shop area.*

5.b [Nobles RV Park Conditional Use CU-3-21](#) *Suggested Action:*

The applicant, Kelly Nobles, requests approval to develop a 60 site RV park. The subject property is generally located between I and L Streets north of Fifth Street and the rail spur. It worth noting that a similar application had previously received approval in 2018 but that approval expired after one year. Although similar, this application will be processed as a new and separate application.

5.c [Fastmart Umatilla Inc Conditional Use \(CU-4-21\) & Site Plan \(SP-3-21\)](#) *Suggested Action:*

The applicant, Fast Mart Umatilla Inc., requests approval to establish a Convenience Store in the Downtown Commercial Zone. The applicant has completed a Replat for these two tax lots in January of 2021.

6. **DISCUSSION ITEMS**

7. **INFORMATIONAL ITEMS**

- 7.a **Community Development Director Check In** *Suggested Action: An update on things happening within the City of Umatilla*

8. **ADJOURNMENT**

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UMATILLA PLANNING COMMISSION MEETING
AGENDA
COUNCIL CHAMBERS
FEBRUARY 23, 2021
6:30 PM

1. **CALL TO ORDER & ROLL CALL**

Meeting called to order at 6:30 p.m.

- A. **Present:** Commissioners; Boyd Sharp, Kelly Nobles, Bruce McLane, Jennifer Cooper, Hilda Martinez, Keith Morgan
- B. **Absent:** Heidi Sipe
- C. **Late arrival:**
- D. **Staff present:** City Manager, David Stockdale, Community Development Director, Brandon Seitz and Associate Planner, Jacob Foutz.

2. **PLEDGE OF ALLEGIANCE**

3. **APPROVAL OF MINUTES**

3.a [January 26, 2021 Minutes](#) Motion to approve by Commissioner Nobles, seconded by Commissioner Cooper. Motion Carries 5-0.

4. **UNFINISHED BUSINESS**

5. **NEW BUSINESS**

5.a [Umatilla Electric Cooperative CU-1-21 & SP-1-21](#)

The applicant, Umatilla Electric Cooperative, is requesting approval of a conditional use and site plan approval to Install a 115KV transmission line from the substation on Tax Lot 2300 of Assessors map 5N2814 to the proposed substation. The proposed substation will be developed on the western end of lot 2 of the proposed subdivision currently described as Tax Lot 600 of Assessor's Map 5N29B.

Chair Sharp opened the hearing and read into the record the Public Hearing Opening Statement.

Chair Sharp asked if there was any conflicts or objections.

Commissioner McLane explained that his wife was the consultant for UEC.

Chair Sharp asked to Commissioner McLane to remain with the commission for the hearing.

Chair Sharp asked for the staff report.

Associate Planner Foutz gave a summary of the report and recommendation.

Associate Planner Foutz explained that the height standard that applies to buildings does not apply to structures. Due to the fact that a structure can not be occupied a transmission line and electrical substation can exceed the 35-foot building height.

Chair Sharp asked what EFU meant found in the staff report.

Associate Planner Foutz explained that it stood for Exclusive Farm Use which is a County zoning designation.

Chair Sharp asked for any testimony from the applicant.

Carla McLane of Carla McLane consulting at 170 Van Buren Drive, Umatilla OR 97882 stood to bear testimony.

Mrs. McLane stated that staff report was a sufficient report and gave an overview of the proposed conditional use and site plan. She clarified that the substation is not a building and the transmission line height is for safety as such high voltage should not be close to the ground to avoid injuries.

Chair Sharp asked for any other testimony from the applicant.

Wendy Neal of Umatilla Electric Cooperative at 750 West Elm Avenue, Hermiston OR 97838.

Mrs. Neal stated she agreed with Mrs. McLane's report and stated she was happy to help answer any questions.

Chair Sharp asked for any testimony from the audience. No other audience was present.

Chair Sharp called for a motion to close the hearing of CU-1-21 & SP-1-21. Motion to close by Commissioner Morgan. Seconded by Commissioner Nobles. Motion Carried 5-0.

Chair Sharp asked for any question or discussion among commission members.

Commissioner McLane asked if there would be any development to the south of the transmission line.

Director Seitz explained that he does not anticipate the property to the south to be developed due to federal ownership and wetlands.

Chair Sharp called for a motion to approve CU-1-21 & SP-1-21. Motion to approve by Commissioner Nobles. Seconded by Commissioner McLane. Motion Carried 5-0.

5.b [Extension for SUB-3-19](#)

The applicant, Knutzen Engineering/Ambience Homes, have received approval of a tentative plat for a residential subdivision to divide an existing parcel into 82-lots for residential development on January 28, 2020. The applicant intends to develop the lots with townhomes and one lot with multifamily units, but due to the COVID-19 pandemic is requesting a 1-year extension to begin construction.

Chair Sharp opened the hearing and stated that the Public Hearing Opening Statement had been previously been read into the record.

Chair Sharp asked if there was any conflicts or objections.

Commissioner Nobles stated that he had a direct financial gain from the property in application and recused himself.

Chair Sharp asked for the staff report.

Associate Planner Foutz explained that the applicant had requested an extension due to the COVID-19 Global Pandemic and could not secure the needed funding to start construction before the original deadline. Staff recommends a two six months extensions from the date of original approval, totaling one year.

Chair Sharp asked for any testimony from the applicant. Applicant was not present.

Chair Sharp asked for any testimony from the audience. No audience was present.

Chair Sharp called for a motion to close the hearing of extension for SUB-3-19. Motion to close by Commissioner McLane. Seconded by Commissioner Cooper. Motion Carried 4-0.

Chair Sharp asked for any question or discussion among commission members.

Chair Sharp called for a motion to approve Extension for SUB-3-19. Motion to approve by Commissioner McLane. Seconded by Commissioner Martinez. Motion Carried 4-0.

6. **DISCUSSION ITEMS**

7. **INFORMATIONAL ITEMS**

[Community Development Quarterly Report](#) Presented by Community Development
7.a Director Brandon Seitz

7.b [City Manager Discussion](#) *CONDUCTED PRIOR TO NEW BUSINESS*

City Manager David Stockdale gave a general overview of different projects and activities happening within the City of Umatilla. A question and answer period.

8. **ADJOURNMENT**

Meeting Adjourned at 7:27pm

DRAFT

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DRAFT

**CITY OF UMATILLA PLANNING COMMISSION
 REPORT AND RECCOMENDATION
 FOR
 CONDITIONAL USE (CU-2-21) & SITE PLAN REVIEW (SP-2-21)**

DATE OF HEARING: March 23, 2021

REPORT PREPARED BY: Jacob Foutz, Associate Planner

I. GENERAL INFORMATION AND FACTS

Applicant: Powerline Storage LLC, PO BOX 552, Umatilla, Oregon 97882

Property Owners: Keith & Edie Morgan, 85 Truman Ave, Umatilla, Oregon 97882

Land Use Review: Conditional use and site plan review to establish and expand a self-storage facility.

Property Description: Tax lot 2203 on Assessors Map 5N2820.

Location: The subject property is east of Powerline Road in the City of Umatilla.

Existing Development: The property is currently developed with a storage facility that has not been constructed to City standards.

Proposed Development: The applicant requests approval to bring the existing facility into compliance and expand the facility in phases.

Zone Neighborhood Commercial (NC).

Adjacent Land Use(s):

Adjacent Property	Zoning	Use
North	Neighborhood Commercial (NC)	Vacant land
South	Single Family Residential (R-1)	Vacant Land
East	Medium-Density Residential (R-2)	Vacant Land
West	Medium-Density Residential (R-2)	Vacant Land

II. NATURE OF REQUEST AND GENERAL FACTS

The applicant, Powerline Storage, is requesting approval of a conditional use and site plan approval to expand and bring into compliance an existing self-storage facility. The applicant will do this in phases. This application is for the approval of the Conditional Use as well as the Site Plan Review of Phase 1. There will be three buildings in Phase One. Two of the buildings will be approximately 30 feet wide and 200 feet long consisting of 37 units and an office in one building and 48 units in the second building. The third building will sit on the southeast corner of the property with dimensions of approximately 30 feet by 50 feet for a shop area. Future phases will be approved by Site Plan Review. The proposed self-storage facility will be developed on Tax Lot 2203 of Assessor's Map 5N2820.

A self-storage facility is considered to be "Warehousing and storage" and is subject to the procedures and standards as contained in Chapter 4 Article C of the City of Umatilla Zoning Ordinance (CUZO). This application is subject to the criteria in Sections 10-4C-7, 10-12-1(A) and 10-13-2(B) of the City of Umatilla Zoning Ordinance.

III. ANALYSIS

The criteria applicable to this request are shown in underlined text and the responses are shown in standard text. All of the following criteria must be satisfied in order for this request to be approved.

CUZO 10-12-1: AUTHORIZATION TO GRANT OR DENY:

A. Approval Criteria: The applicant shall carry the burden of proof in demonstrating that the following review criteria are satisfied, in addition to any specific criteria and standards in this Chapter, other applicable chapters of this Title, and this Code. If any of the following criteria and other applicable standards cannot be satisfied by requiring conditions with the approval, the use shall be denied:

1. Applicable Plans: The conditional use application complies with applicable policies of the Umatilla City Comprehensive Plan.

Findings: The CUZO implements the comprehensive plan goals and policies. If a request is found to meet or be capable of meeting the applicable standards and criteria in the CUZO the request is considered to be consistent with the comprehensive plan.

Conclusion: This request is found to meet or be capable of meeting all of the applicable standards and criteria in the CUZO as addressed in this report.

2. Code Provisions: The proposal complies with all applicable provisions of this Code, including, but not limited to, provisions of this Chapter, the base district, and site review, as well as any other applicable provisions of this Code.

Findings: This report outlines the applicable provision of the CUZO. If the request is found to meet all of the standards and criteria as addressed in this report the request will comply with this standard.

Conclusion: The request is found to meet or be capable of meeting all of the applicable criteria of the CUZO as addressed in this report.

3. Use Characteristics: If the proposed use is a community service, application shall include evidence to demonstrate that the proposed use is needed within the community to provide a social or technical benefit.

Findings: The proposed use is not a community service use. This criterion is not applicable.

Conclusion: The proposed use is not a community service use. This criterion is not applicable.

4. Site Characteristics: The site is appropriate for the proposed use, considering, but not limited to, the following factors: neighboring land use, adequacy of transportation facilities and access, site size and configuration, adequacy of public facilities.

Findings: The proposed use of the property will be to improve existing self-storage units and site as well as create an additional 85 units, an office, and a maintenance shop. The closest neighboring use is residential development and farm circle. Powerline Road is a City owned facility that has adequate Level of Service (LOS) to handle any increase of traffic due to the proposed use. The subject property currently has an existing approach on to a City road and City water connected. It is anticipated that the applicant will apply to Umatilla County Environmental Health for a septic system permit, if not obtained the applicant will need to connect to City sewer.

Conclusion: Due to the neighboring land use, adequacy of transportation facilities/access, site size/configuration, and adequacy of public facilities the subject property has been found to be appropriate according to the above criteria.

5. Impacts On The Neighborhood: Potential impacts on neighboring properties shall be identified. Mitigating measures shall be identified for unavoidable adverse impacts.

6. Impacts On The Community: Potential impacts on the community shall be identified, including, but not limited to, public facilities, land supply within the particular zoning district, impact on housing, etc. Potential benefits of a proposed use may outweigh potential impacts, but such benefits and impacts should be identified. Unavoidable adverse impacts should be mitigated to the extent possible.

Findings: There are no potential negative impacts on neighboring properties.

Conclusion: Staff did not identify any adverse impacts that would result from the proposed use.

10-4C-7: DEVELOPMENT STANDARDS:

Minimum lot or parcel size:		
	Commercial uses	4,000 square feet
	Residential uses	None; density shall comply with R-3 district requirements
	Minimum lot width	50 feet
Minimum yard setbacks:		
	Front and rear yards	10 feet
	Side yard	0 feet or 10 feet if adjacent to a residential district

Street side yard	10 feet
Parking space	10 feet wide; see chapter 9 of this title for parking standards
Maximum building height	35 feet
Maximum site coverage (building and impervious surface)	95 percent

Findings: The subject property exceeds the minimum lot standards for the Neighborhood Commercial Zone. The property is currently 161,169 square feet.

Conclusion: Minimum lot standards have been found to be met. All setbacks will be met at the time building permits are requested.

B. Site Development Impact Standards:

1. Traffic Impact Analysis: A traffic impact analysis meeting the requirements under subsection 10-11-10C of this title shall be required to be submitted to the city with a land use application, when the community development director determines that the application involves one or more of the following actions:

- a. A change in zoning or plan amendment designation; or
- b. The proposal is projected to cause one or more of the following effects, which can be determined by field counts, site observation, traffic impact analysis or study, field measurements, crash history, Institute Of Transportation Engineers' "Trip Generation Manual"; and information and studies provided by the local reviewing jurisdiction and/or ODOT:

(1) An increase in site traffic volume generation by two hundred fifty (250) average daily trips (ADT) or more (or as required by the city engineer). The latest edition of the "Trip Generation Manual", published by the Institute Of Transportation Engineers (ITE) shall be used as standards by which to gauge average daily vehicle trips; or

(2) An increase in use of adjacent streets by vehicles exceeding the twenty thousand (20,000) pounds' gross vehicle weight by ten (10) vehicles or more per day; or

(3) The location of the access driveway does not meet minimum intersection sight distance requirements, or is located where vehicles entering or leaving the property are restricted, or vehicles queue or hesitate, creating a safety hazard; or

(4) The location of the access driveway does not meet the access spacing standard of the roadway on which the driveway is located; or

(5) A change in internal traffic patterns that may cause safety problems, such as backup onto the highway or traffic crashes in the approach area.

Findings: A Traffic Impact Analysis is not required as the above criteria has been found to not be met.

Conclusion: A Traffic Impact Analysis is not required. This criterion does not apply.

2. Floodplain, Wetland And Riparian Areas: See chapter 7 of this title and title 12 of this code.

The requirements under chapter 7 of this title and title 12 of this code are triggered when development is proposed within a designated floodplain or riparian area as identified by the official flood insurance rate map (FIRM) prepared by the U.S. federal emergency management agency (FEMA); or when property contains wetland areas as identified on the national wetlands inventory (NWI) map prepared by the U.S. fish and wildlife service (USFWS).

Findings: The subject property is not in a wetland or riparian area. This Criteria does not apply.

Conclusion: The subject property is not in a wetland or riparian area. This Criteria does not apply.

3. Stormwater Surface Drainage:

a. Surface water runoff shall be handled on site through the use of landscaped areas, grassy swales or similar natural features to the extent reasonably feasible. Where surface water runoff cannot be entirely managed on site, adequate provisions shall be made so that runoff will not adversely affect the use of adjoining or downstream properties, unless a drainage easement has been obtained.

b. Where it is anticipated by the city public works director that the additional runoff resulting from a proposed development will overload an existing drainage facility, the city shall withhold approval of the development until provisions have been made for improvement of the potential condition or until provisions have been made for storage of additional runoff caused by the development in accordance with city standards.

c. In order to accommodate upstream drainage, culverts and other drainage facilities shall be large enough to accommodate existing and potential future runoff from the entire upstream drainage area, whether inside or outside the development. Such facilities shall be subject to review and approval by the city public works director.

Findings: Surface water runoff will be mitigated by the applicants proposed landscaping.

Conclusion: Staff does not anticipate any complications due to Stormwater Surface Drainage as the applicant has provided an adequate mitigation that can be found in the submitted landscape plan/site plan.

4. Vehicle Access, Driveway And Circulation Standards:

a. New Vehicle Access Connections: New access connections shall not be permitted within the functional area (see section 10-1-6, "Definitions", of this title) of an intersection or interchange as defined by the connection spacing standards of this title, the comprehensive plan and public works standards, unless no other reasonable access to the property is available. See also subsection 10-11-4C of this title regarding vision clearance areas.

b. Access Connections: Where no other alternative exists, the city may allow construction of an access connection along the property line farthest from the intersection. In such cases, directional connections (i.e., right in/out, right in only, or right out only) may be required.

c. Cross Access Drives, Pedestrian Access: Adjacent commercial or office properties such as shopping plazas and office parks that are major traffic generators shall provide a cross access drive and pedestrian access to allow circulation between sites.

d. Separation Distance: The city may reduce the required separation distance of access points where they prove impractical, provided all of the following requirements are met:

(1) Joint access driveways and cross access easements are provided.

(2) The site plan incorporates a unified access and circulation system.

(3) The property owner enters into a written agreement with the city, recorded with the deed, that preexisting connections on the site will be closed and eliminated after construction of each side of a joint use driveway.

(4) The city may modify or waive the requirements of this section where the characteristics or layout of abutting properties would make a development of a unified or shared

access and circulation system impractical.

e. Phased Developments: Development sites under the same ownership or consolidated for the purpose of development and comprising more than one building site, shall be reviewed as a single property for the purpose of complying with access standards. The number of access points permitted shall be the minimum number necessary to provide reasonable access to the site, not the minimum for that frontage.

f. Corner Lots: Corner lots shall be required to locate motor vehicle accesses on the street with the lower functional classification when feasible provided such access will not be located within the functional area of the intersection. This requirement may be waived or modified when a commercial or industrial use would be required to take access from a street in a residential neighborhood.

g. Nonconforming Access Features: Legal access connections in place when this title was adopted that do not conform with the standards herein are considered nonconforming features and shall be brought into compliance with applicable standards when new access connection permits are requested or when there is a change in use or enlargement or improvement that will increase trip generation.

Findings: The subject property has an existing access onto Powerline Road. This access was granted by the county before the Powerline Road become a City facility.

Conclusion: The existing access easement will continue to serve the subject property.

5. Driveway Standards:

a. If the driveway is one-way in or out, the minimum width shall be ten feet (10') and appropriate sign(s) designating the driveway as a one-way connection shall be provided.

b. For two-way accesses, each lane shall have a minimum width of ten feet (10'). The maximum width for a driveway access, including both lanes, is thirty five feet (35') for both lanes.

c. The length of a driveway shall be designed in accordance with the anticipated storage length of entering and exiting vehicles to prevent vehicles from backing into the flow of traffic on the public street or causing unsafe conflicts with on site circulation.

Findings: The applicant has stated in their narrative that they will be expanding the entry to the property to between 25-30 feet. This expansion will allow for the above criteria to be met.

Conclusion: A 25-30-foot driveway will meet the qualifications for a two-way access.

6. Utilities: All electrical, telephone and cable television utility service installations or connections made as part of new construction of a building or structure shall be underground in accordance with city standards.

Findings: The improvements (paving, curb, gutter, sidewalk) to powerline road will make it so the existing electric connections will be moved underground.

Conclusion: The improvements (paving, curb, gutter, sidewalk) to powerline road will make it so the existing electric connections will be moved underground.

7. Easements:

a. Pedestrian Easements: In order to facilitate pedestrian access from streets, lots, or developments to schools, parks, nearby streets, or other developments, an easement no less than ten feet (10') wide with a paved pathway no less than six feet (6') shall be required. Any sight

obscuring barrier such as a fence or planting at the edge of the easement shall not exceed three feet (3') in height in order to maintain visibility of the walkway from adjacent properties.

b. Open Space Easements: An open space easement may be required over areas in private ownership of the floodplain or areas with unique natural conditions. Such easement shall preclude development of the area when limiting the use of a property is determined to be in the public interest.

c. General Public Easements: When topography or other conditions make impractical the location of drainage facilities, sanitary sewer or water lines within the public street right of way, an unobstructed easement shall be provided across a property. Easements shall be of sufficient width to safely excavate buried facilities, but generally shall be no less than fifteen feet (15') in width.

Findings: No easement is required on this application.

Conclusion: This criterion is not applicable.

C. Special Site And Building Design Standards:

1. Building Orientation And Architectural Features:

a. The primary building and entry shall be oriented toward the fronting street. On corner lots, building entrances shall face the primary fronting street or the corner.

b. The primary building shall incorporate ground floor windows along the fronting street facades, with at least twenty percent (20%) of the fronting wall consisting of display areas, windows or doorways.

c. Building facades facing a street shall include changes in relief such as cornices, columns, gables, bay windows, recessed entryways, or similar architectural or decorative elements.

d. A drive-through window or use shall be oriented to the side or rear of a building and shall be designed to minimize conflicts with pedestrians and vehicles.

Findings: This application is for a self-storage facility. There will be no windows on the storage buildings. The windows on the proposed office will be required to face the street. The proposed buildings facing powerline will be required to include changes in relief such as cornices, columns, gables, bay windows, recessed entryways, or similar architectural or decorative elements. No drive through is proposed at this time.

Conclusion: Traditionally there are not windows on self-storage facilities for security reasons. The proposed office will be required to have windows facing the street. The proposed buildings facing powerline road will be required to include changes in relief such as cornices, columns, gables, bay windows, recessed entryways, or similar architectural or decorative elements.

2. Off Street Parking, Loading And Unloading: See chapter 9 of this title for specific design standards for parking spaces and parking areas.

a. Off street parking shall not be located within five feet (5') of a property line separating the subject property from a public street.

b. Existing or proposed off street parking areas between the front or side of a building and the public right of way shall be separated from the right of way with a three foot (3') wide landscape strip (see landscape requirements).

c. Parking bumpers shall be set at least six feet (6') from the property/right of way line for parking spaces established perpendicular to the right of way. Parking bumpers shall be securely fastened to the pavement or ground.

d. A designated area (or areas) for loading and/or unloading of materials or freight shall be provided to ensure all such activities occur entirely on site.

e. Parking or loading areas which abut a residential zone along a rear or side property line shall be separated from the property line by a twenty foot (20') wide landscaped area. Alternatively, a ten foot (10') wide landscaped area and a fence or wall six feet (6') in height may be used to buffer the residential property.

Findings: Parking will be required to be met at a rate of 1 space for each 2,000 square feet of gross floor area. This standard can be found in 10-9-3 of the City of Umatilla Municipal Code. The proposed buildings will each be 6000 square feet according to the narrative submitted by the applicant. This standard will require three (3) parking spaces for each new building. One accessible parking space is required for up to twenty-five (25) parking spaces. This requires that one (1) of the six (6) parking spaces to be accessible parking. Accessible parking spaces shall be provided as required under state and/or federal laws, and shall be clearly marked in a manner to be approved by the building official.

Conclusion: According to the numbers found in the applicant's narrative, it has been determined that a total of six (6) parking spaces will be required. One (1) accessible parking space is required as part of the total of six (6). Accessible parking spaces shall be provided as required under state and/or federal laws, and shall be clearly marked in a manner to be approved by the building official.

3. Bicycle And Pedestrian Facilities And Easements:

a. Bicycle or pedestrian easements and/or improvements may be required if a portion of the subject property is included in the comprehensive plan as necessary to complete a planned bicycle or pedestrian pathway or trail, or to accommodate a portion thereof; or if findings justify the need to address anticipated impacts from the proposed development.

b. Developments shall provide an on site pedestrian circulation system that connects building entrances, public sidewalks, bicycle and automobile parking areas, and parts of the site or abutting properties that may attract pedestrians. Walkways shall maintain a clear width of at least five feet (5') and shall be separated from vehicles by curbs, raised bumpers, planter strips or similar barriers. Walkways through parking areas or crossing driveways shall be clearly identified by a different material or pavement markings, or both. Walkways shall be in clearly visible locations to promote safety. Walkways shall be hard surfaced.

Findings: The paving of the facility will provide for necessary pedestrian facilities. Each customer will have a different area which they will be accessing, it is impractical to require a dedicated walk way to each individual storage unit. Therefore, the hard surfacing of the entire Phase 1 will allow for an adequate on-site pedestrian facility. The maintenance shop is not required to be paved as it will not be open to the public and will be paved during a later phase.

Conclusion: The hard surfacing of the entire facility (Phase 1) will allow for the above standard to be met.

4. Landscaping, Lighting And Outdoor Storage:

a. At least five percent (5%) of the site shall be landscaped. A minimum thirty inch (30") wide landscape strip along street frontages and building fronts must be included in the landscape plan to accommodate surface water runoff from the site and to enhance the street appearance of the development.

b. Pedestrian amenities, such as benches, plazas, fountains, and sculptures that are high

quality and provided for public use or enjoyment, may replace up to one-third ($\frac{1}{3}$) of the required landscaping, but shall not replace required landscaping along street frontages or building fronts.

c. Parking areas shall be landscaped as prescribed in subsection 10-9-2D of this title.

d. Landscaping shall include ground cover material such as decorative rock, bark or lawn, and at least two (2) of the following landscape elements: flowers, decorative shrubs, trees, boulders or decorative lighting.

e. Landscaped areas shall be provided with automatic irrigation unless a letter from a licensed landscape architect is submitted with the landscape plan certifying that the selected landscape plants will survive without irrigation.

f. Lighting may be required on the site, such as between parking areas and buildings or along walkways, based on findings that justify the need to protect the public health, safety or welfare. All on site lighting shall be shielded to prevent off site glare or nuisance to traffic or neighboring properties.

g. Outdoor storage and garbage collection areas shall be entirely screened with a six foot (6') high sight obscuring fence, wall or vegetation. Outdoor storage and garbage collection areas shall not be permitted within a required vision clearance area.

h. Annual renewal of a business license for a commercial use shall be contingent upon satisfactory maintenance of landscaped areas approved as part of the site plan or conditional use review for the use.

Findings: The applicant's narrative states:

"The landscaping will include 160 feet on the west side of the property along the fence. The 160-foot strip will be 10 feet wide with river rock, boulders, and decorative lighting. In addition, there will be a 10 foot by 130-foot strip along the south side of the property with river rock, boulders and decorative lighting. These two strips meet more than the 5% required by the city." Staff agree with the applicant's narrative and confirm that the proposed landscape exceeds the landscaping requirement of 5% by 2% bringing the site to 7% landscaping. The proposed river rock, boulders, and decorative lighting meet the above criteria. Any outdoor storage/garbage collection will be required to be screened with a six-foot sight obscuring fence, wall or vegetation. A condition of approval will be imposed requiring satisfactory maintenance of landscaped areas as well as outdoor storage/garbage collection before the yearly business license renewal is issued.

Conclusion: The 5% landscaping requirement has been found to be met. Landscaping will be required to be on the subject property and not in the City of Umatilla's Right of Way, this includes Powerline Road to the west as well as Radar Road to the South. A condition of approval will require the upkeep of landscaping and garbage/storage areas.

CUZO 10-13-2: SITE REVIEW:

B. Application:

3. Site Design Criteria And Standards For Nonresidential Developments: The following requirements are in addition to any requirements specified in the applicable zoning district:
 - a. Landscaped areas shall be provided with automatic irrigation unless a landscape architect certifies that plants will survive without irrigation.

Findings: As addressed above, the applicant intends to develop the site with landscaping that does not include plants. A letter from a landscape architect is not necessary for this application.

Conclusion: Due to the applicants chosen landscaping, a letter from a certified landscape architect is not required.

- b. Landscaping shall be located along street frontages and building fronts to enhance the street appearance of a development.

Findings: The proposed landscaping is proposed along Powerline Road to the West as well as the extension of Radar Road to the South.

Conclusion: The applicants narrative explains that landscaping will be along street frontages, in this situation that satisfies the building fronts as well.

- c. Outdoor storage and garbage collection areas shall be entirely screened with vegetation, fence, or wall.

Findings: As addressed above, outdoor storage and garbage will be screened with a six-foot sight obscuring fence, wall or vegetation. This has been required as a condition of approval.

Conclusion: A condition of approval shall be that the annual renewal of a business license shall be contingent upon satisfactory maintenance of landscaped areas and garbage/outdoor storage areas.

- d. Based on anticipated vehicle and pedestrian traffic and the condition of adjacent streets and rights of way, the city may require right of way improvements including, but not limited to, paving, curbs, sidewalks, bikeways, lighting, turn lanes, and other facilities needed because of anticipated vehicle and pedestrian traffic generation. Minimum requirements shall conform to the standards of subsection 11-4-2C of this code, minimum street standards and the public works standards.

Findings: The applicant shall improve the frontage along Powerline Road (200') in front of Phase 1 to a full City Standard. Paving, Curb, Gutter, Sidewalk, undergrounding electric powerlines are all a requirement of the City of Umatilla public work standards. The applicant will need to work with the Public Works Director to improve the above-mentioned facilities to the City of Umatilla public works standard.

Conclusion: The applicant is responsible for their proportionate share of improvements within the right of way including curb, sidewalks and other improvements. A condition of approval requiring the applicant to obtain a right of way permit for work within the right of way will satisfy this requirement.

- e. Access shall generally be taken from the higher classification street when a development fronts more than one street, except in the case of developments along Highway 730, which shall take access from an alley or a side street unless there is no alternative.

Findings: The subject property has an existing approved access on Powerline Road. The proposed property will continue to use its access on Powerline Road.

Conclusion: The subject property has an existing approved access on Powerline

Road. The proposed property will continue to use its access on Powerline Road.

- f. Developments shall provide an on-site pedestrian circulation system that connects building entrances, public sidewalks, bicycle and automobile parking areas, and parts of the site or abutting properties that may attract pedestrians. Walkways shall maintain a clear width of at least five feet (5') and shall be separated from vehicles by curbs, raised bumpers, planter strips, or similar barriers. Walkways through parking areas or crossing driveways shall be clearly identified by a different material or pavement markings or both. Walkways shall be in clearly visible locations to promote safety. Walkways shall be hard surfaced.

Findings: The paving of the facility will provide for necessary pedestrian facilities. Each customer will have a different area which they will be accessing, it is impractical to require a dedicated walk way to each individual storage unit. Therefore, the hard surfacing of the entire Phase 1 will allow for an adequate on-site pedestrian facility.

Conclusion: The hard surfacing of the entire facility will allow for the above standard to be met.

- g. The primary building and entry orientation shall be to the fronting street rather than a parking lot.
- h. All buildings shall incorporate ground floor windows along street facades, with at least twenty percent (20%) of any wall within thirty feet (30') of a street consisting of display areas, windows, or doorways.
- i. Building facades facing a street shall include changes in relief such as cornices, columns, gables, bay windows, recessed entries, or similar architectural or decorative elements.

Findings: The intent of these standards are to require new buildings to be oriented towards the street and incorporate windows, display areas and architectural elements designed to attract customers. This application is for a self-storage facility. There will be no windows on the storage buildings. The windows on the proposed office will be required to face the street. The proposed buildings facing powerline will be required to include changes in relief such as cornices, columns, gables, bay windows, recessed entryways, or similar architectural or decorative elements. No drive through is proposed at this time.

Conclusion: Traditionally there are not windows on self-storage facilities for security reasons. The proposed office will be required to have windows facing the street. The proposed buildings facing powerline road will be required to include changes in relief such as cornices, columns, gables, bay windows, recessed entryways, or similar architectural or decorative elements.

- j. A drive-through use shall be oriented to the side or rear of a building and shall be designed to minimize conflicts with pedestrians and vehicles.

Findings: The proposed use does not include a drive-through use.

Conclusion: The request does not include a drive-through use. This criterion is not applicable.

4. Access Standards For All Uses

- a. New Connections: New connections shall not be permitted within the functional area of an intersection or interchange as defined by the connection spacing standards of this title and public works standards, unless no other reasonable access to the property is available.
Findings: The existing access point is not located within the functional area of an intersection or interchange.
Conclusion: The existing access point is not located within the functional area of an intersection or interchange.
- b. Access Connections: Where no other alternative exists, the city administrator may allow construction of an access connection along the property line farthest from the intersection. In such cases, directional connections (i.e., right in/out, right in only, or right out only) may be required.
Findings: As addressed above the primary access point onto the site is not within a functional area of an intersection.
Conclusion: The primary access point onto the site is not within a functional area of an intersection.
- c. Cross Access Drives, Pedestrian Access: Adjacent commercial or office properties such as shopping plazas and office parks that are major traffic generators shall provide a cross access drive and pedestrian access to allow circulation between sites.
Findings: There are no adjacent commercial or office properties that are considered major traffic generators.
Conclusion: The subject property is not located adjacent to commercial or office properties that are major traffic generators. This criterion is not applicable.
- d. Separation Distance: The city may reduce the required separation distance of access points where they prove impractical, provided all of the following requirements are met:
(1) Joint access driveways and cross access easements are provided.
(2) The site plan incorporates a unified access and circulation system.
(3) The property owner enters into a written agreement with the city, recorded with the deed, that preexisting connections on the site will be closed and eliminated after construction of each side of a joint use driveway.
(4) The city may modify or waive the requirements of this section where the characteristics or layout of abutting properties would make a development of a unified or shared access and circulation system impractical.
Findings: The applicant is not proposing to reduce the required separation distance of access points.
Conclusion: The applicant is not proposing to reduce the required separation distance of access points. These criteria are not applicable.
- e. Driveway Standards: Driveways shall meet the following standards:
(1) If the driveway is one way in or out, the minimum width shall be ten feet (10') and appropriate sign(s) designating the driveway as a one-way connection shall be provided.
(2) For two-way access, each lane shall have a minimum width of ten feet (10').
(3) The length of a driveway shall be designed in accordance with the anticipated storage length of entering and exiting vehicles to prevent vehicles from backing

into the flow of traffic on the public street or causing unsafe conflicts with on site circulation.

Findings: The applicant has stated in their narrative that they will be expanding the entry to the property to between 25-30 feet. This expansion will allow for the above criteria to be met.

Conclusion: A 25-30-foot driveway will meet the qualifications for a two-way access.

- f. Phased Developments: Development sites under the same ownership or consolidated for the purpose of development and comprising more than one building site, shall be reviewed as a single property for the purposes of complying with access standards. The number of access points permitted shall be the minimum number necessary to provide reasonable access to the site, not the minimum for that frontage.

Findings: Only one access point is requested. This criterion is not applicable.

Conclusion: Only one access point is requested. This criterion is not applicable.

- g. Nonconforming Access Features: Legal access connections in place when this title was adopted that do not conform with the standards herein are considered nonconforming features and shall be brought into compliance with applicable standards when new access connection permits are requested or when there is a change in use or enlargement or improvement that will increase trip generation.

Findings: The property has no existing access connection points that are considered nonconforming.

Conclusion: The property does not have nonconforming access features. This criterion is not applicable.

- h. Reverse Frontage: Lots that front on more than one street shall be required to locate motor vehicle accesses on the street with the lower functional classification. This requirement may be waived or modified when a commercial or industrial use would be required to take access from a street in a residential neighborhood.

Findings: The subject property has frontage on more than one street. An existing County permitted access is on Powerline Road and will be used for the Subject property. No new access will be constructed.

Conclusion: The property does have frontage on more than one street. Due to an existing County permitted access it is not required to be moved to a lower classification.

Review by The Oregon State Department Of Transportation: Any application that involves access to the state highway system shall be reviewed by the Oregon department of transportation for conformance with state access management standards. In the I-82/U.S. 730 interchange area management plan (IAMP) management area, proposed access shall be consistent with the access management plan in section 7 of the IAMP.

Findings: This request does not include access directly onto a state highway system and the propose access points are not located within the I-82/U.S. 730 IAMP.

Conclusion: Access will be onto Powerline Road not a state highway. In addition, the subject property and proposed access points are not located with the I-82/U.S. 730

IAMP. This criterion is not applicable.

IV. SUMMARY AND PLANNING COMMISSION DECISION

The applicant is proposing to expand and develop the site with a new self-storage facility. The submitted materials meet or are capable of meeting the standards and criteria of approval as addressed in this report. Therefore, based on the information in Sections I and II of this report, and the above criteria, findings of fact and conclusions addressed in Section III, the City of Umatilla Staff **RECOMMENDS** that the Planning Commission **APPROVES** Conditional Use, CU-2-21, and SP-2-21 subject to the conditions of approval contained in Section V.

V. CONDITIONS OF APPROVAL

1. The applicant must obtain all federal, state and local permits or licenses prior to starting construction activities.
2. The proposed office shall have windows facing Powerline Road.
3. The proposed buildings facing Powerline Road shall include changes in relief such as cornices, columns, gables, bay windows, recessed entryways, or similar architectural or decorative elements.
4. Six parking spots shall be installed, one shall be Accessible.
5. Annual renewal of a business license shall be contingent upon satisfactory maintenance of landscaped areas and garbage/outdoor storage areas.
6. The applicant shall be required to install sidewalks, curbs and/or gutters and other improvements necessary along the property abutting Powerline Road according to City public works standards. The applicant shall obtain approval of a right-of-way permit from the City of Umatilla prior to performing any work within the right-of-way.
7. If any historic, cultural or other archaeological artifacts, or human remains are discovered during construction the applicant shall immediately cease construction activity, secure the site, and notify appropriate agencies including but not limited to the City of Umatilla, Oregon State Historic Preservation Office and the Confederated Tribes of the Umatilla Indian Reservation (CTUIR) Cultural Resources Protection Program.
8. The applicant shall obtain a City business license prior to starting operation of the business.
9. The applicant shall establish the proposed use within one year of the date of the final approval unless the applicant applies for and receives and extension prior to the expiration of the approval.
10. Failure to comply with the conditions of approval established herein may result in revocation of this approval.

VI. EXHIBITS

Exhibit A – Public Notice Map
Exhibit B – Applicant’s Site Plan

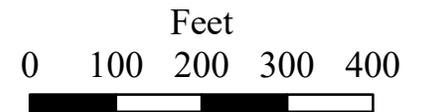


POWERLINE STORAGE CONDITIONAL USE & SITE PLAN REVIEW
POWERLINE STORAGE, APPLICANT
KEITH MORGAN, PROPERTY OWNER
MAP 5N2820
TAX LOT 2203

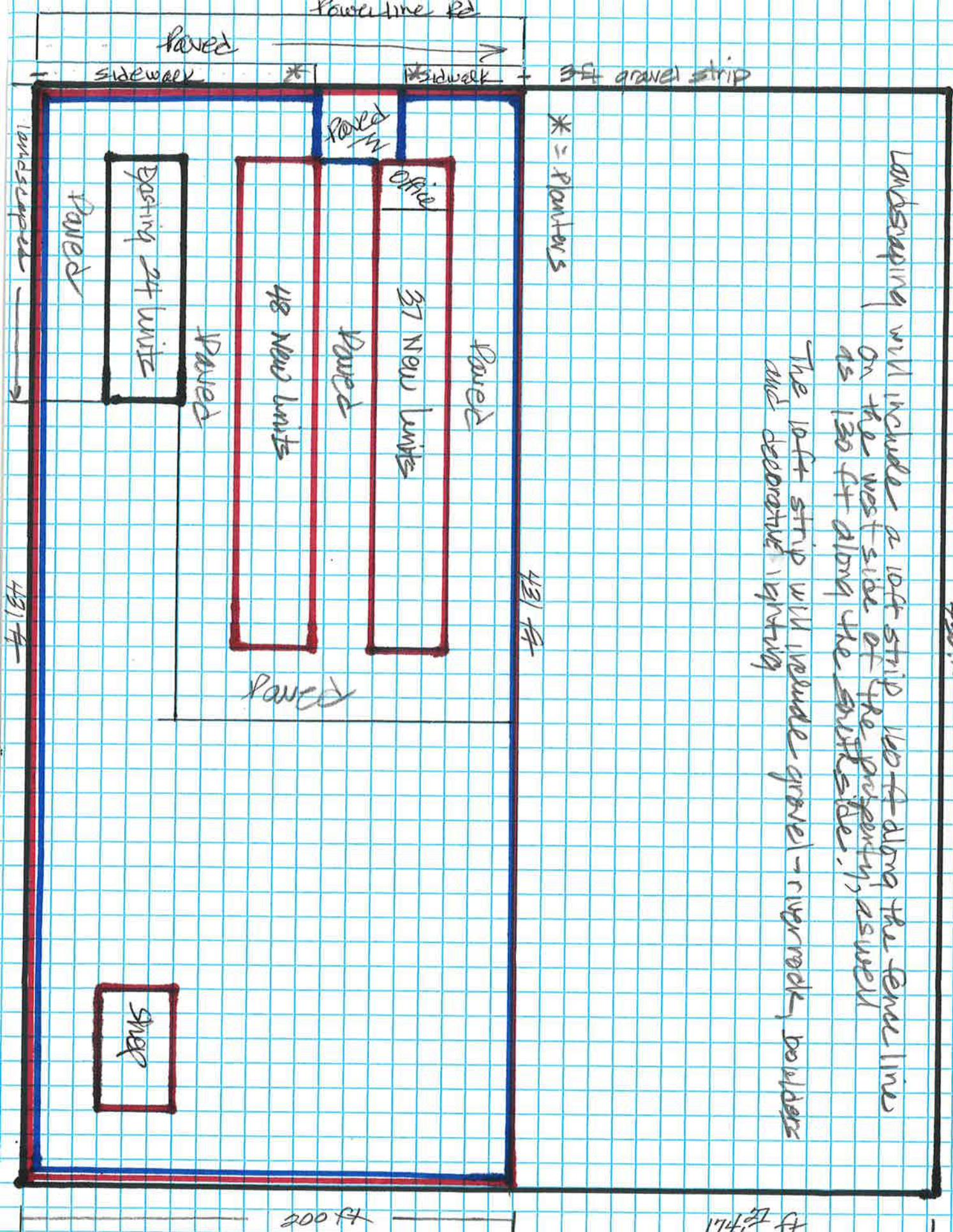
*Property Owners within 100' receive notice

Legend

- Subject Property
- TAXLOTS 12-14-2020



MAP DISCLAIMER: No warranty is made as to the accuracy, reliability or completeness of this data. Map should be used for reference purposes only. Not survey grade or for legal use. Created by Jacob Foutz, on 3/2/2021



Landscaping will include a 10ft strip 100ft along the fence line
 On the west side of the property, as well
 as 130 ft along the south side.
 The 10ft strip will include gravel - river rock, boulders
 and decorative lighting



**CITY OF UMATILLA PLANNING COMMISSION
REPORT AND RECCOMENDATION
FOR
CONDITIONAL USE CU-3-21**

DATE OF HEARING: March 23, 2021

REPORT PREPARED BY: Jacob Foutz, Associate Planner

I. GENERAL INFORMATION AND FACTS

Applicant: Kelly Nobles, PO Box 368, Umatilla, OR 97882.

Property Owners: KC Nobles Enterprises LLC, PO Box 368, Umatilla, OR 97882.

Land Use Review: Conditional Use to establish an RV Park.

Property Description: Township 5N, Range 28E, Section 17BD, Tax Lot 100, 190, 300 and 400.

Location: The subject property is generally located between I and L Streets north of Fifth Street and the rail spur.

Existing Development: The subject property is currently undeveloped.

Proposed Development: The applicant intends to developed the subject property with a 60 spot RV Park.

Zone Light Industrial (M-1).

Adjacent Land Use(s):

Adjacent Property	Zoning	Use
North	Community Service (CS)	Old Town Site
South	M-1	Rail spur and vacant lots
East	CS	Vacant lots and a single-family dwelling
West	CS & M-1	Vacant lots

II. NATURE OF REQUEST AND GENERAL FACTS

The applicant, Kelly Nobles, requests approval to develop a 60 site RV park. The subject property is generally located between I and L Streets north of Fifth Street and the rail spur. It worth noting that a similar application had previously received approval in 2018 but that approval expired after one year. Although similar, this application will be processed as a new and separate application.

It should also be noted at this point that typically a Conditional Use request is processed in conjunction with site plan review. However, due to the location of the site and required

archaeological assessment the site plan may need to be modified and any ground disturbing work for access to the property needs to be assessed by Oregon State Historic Preservation Office (SHPO) as well as the Army Corps of Engineers prior to receiving City approval. Within a Site Plan Review, there are a number of standards that relate to utilities and improvements that are required. Therefore, a condition of approval will be imposed that requires the applicant to submit a site plan review application and construction plans that addresses in detail the location of all the required utilities and improvements, including access easement improvements. This requirement will follow the City's Type II review, a summary of the City Type II review process is outlined in Section 10-14-2 of the CUZO, and will allow affected land owners, interested parties and affected agencies the opportunity to submit comment on the final site plan and design.

The intent of this requirement is to provide the applicant the opportunity to obtain a decision from the City on the Conditional Use request based on the preliminary site plan. If approved the applicant will then be required to obtain the necessary permits from SHPO and the Army Corps of Engineers, if not already obtained, to identify and mitigate potential impacts to the site. Once the impacts to the site are known the applicant may finalize the site plan and construction plan and submit the required site plan application to the City. Affected land owners, interested parties and affected agencies will then have the opportunity to submit comment on the final configuration that has been assessed by SHPO.

III. ANALYSIS

The criteria applicable to this request are shown in underlined text and the responses are shown in standard text. All of the following criteria must be satisfied in order for this request to be approved.

CUZO 10-12-1: AUTHORIZATION TO GRANT OR DENY:

A. Approval Criteria: The applicant shall carry the burden of proof in demonstrating that the following review criteria are satisfied, in addition to any specific criteria and standards in this Chapter, other applicable chapters of this Title, and this Code. If any of the following criteria and other applicable standards cannot be satisfied by requiring conditions with the approval, the use shall be denied:

1. Applicable Plans: The conditional use application complies with applicable policies of the Umatilla City Comprehensive Plan.

Findings: The City of Umatilla Zoning Ordinance (CUZO) implements the comprehensive plan unless there are policies that would specifically apply to an application. Section 5.6 of the City comprehensive plan outlines the policies specific to natural resources, scenic and historic areas and open spaces. The policies applicable to this application are addressed below. The map of historic places (Figure 5.3-1) in the comprehensive plan is provided as an attachment to this report.

Section 5.6.102 The City Recognized two sites as having archeological/historic importance. The sites are expected to be nominated to the "National Register of Historic Places."

This section of the comprehensive plan is outdated the "Old Town Site" or 35-UM-1 site has been accepted and is listed on the National Register of Historic Places and as an Oregon Historic Sites. This is not an applicable standard or criteria but is include for reference.

Section 5.6.103 The City will take action to mitigate any land use impacts in the future on these sites. The City will pursue an enhancement program adjacent to the sites with a museum and/or community center for public use (see Section 8.1.100).

The City is committed to ensuring the potential impacts to the site are properly mitigated. Staff recognizes that there has been work by the applicant with both USACE and CTUIR staff to address potential impacts to the site. However, it should be noted that the applicant has not obtained approval for a site plan application or a right of way permit. Should change to the applicant's plans be required additional action may be required. A condition of approval requiring the applicant to obtain all the necessary permits and/or approvals from SHPO and USACE prior to performing any ground disturbing work will satisfy this requirement.

Conclusion: The CUZO implements the comprehensive plan goals and polices. If a request is found to meet or be capable of meeting all of the applicable standards and criteria then the application is considered to comply with the comprehensive plan. This report outlines the comprehensive plan polices applicable to this application and addressed the applicable standards and criteria of the CUZO. If this request is found to meet or be capable of meeting all of the applicable standards and criteria as addressed in this report, subject to conditions of approval imposed in Section V of this report, the request will comply this requirement.

2. Code Provisions: The proposal complies with all applicable provisions of this Code, including, but not limited to, provisions of this Chapter, the base district, and site review, as well as any other applicable provisions of this Code.

Findings: This report outlines the applicable provision of the CUZO. If the request is found to meet or be capable of meeting all of the standards and criteria addressed in this report the request will comply with this standard.

Conclusion: If the request is found to comply with all of the applicable standards and criteria of the CUZO as addressed in this report, subject to conditions of approval imposed in Section V of this report, the request will comply with this requirement.

3. Use Characteristics: If the proposed use is a community service, application shall include evidence to demonstrate that the proposed use is needed within the community to provide a social or technical benefit.

Findings: The request is not a community service use. The applicant intends to establish a RV park.

Conclusion: The proposed use is not a community service use. This criterion is not applicable.

4. Site Characteristics: The site is appropriate for the proposed use, considering, but not limited to, the following factors: neighboring land use, adequacy of transportation facilities and access, site size and configuration, adequacy of public facilities.

Findings: The subject property is located just north of the existing rail road spur and is currently only accessible via a private dirt access road off of 3rd street past the city wastewater treatment plant (WWTP). The area east of WWTP is undeveloped and multiple right of way vacations have been approved. Although the land is undeveloped the area is still mostly platted as a city subdivision including partial rights-of-way and alleys. The applicant is believed to have access via and permanent easement that was created when

Third Street was vacated and use of a portion of undeveloped L Street. The applicant will be required to provide proof of legal access and obtain a right-of-way permit for the full improvement (paving, curb, gutter, sidewalk) of the undeveloped City right of way. It should be noted that staff has seen preliminary approval of an easement agreement from USACE staff. Staff will require a copy of the final approved easement agreement from USACE Staff for use of the vacated portion of 3rd street.

The subject property is located next to vacant land to the north and west. The rail road spur and 5th street provide a large undeveloped area to the South. East of the property is an existing single-family dwelling located in an industrial zone. Therefore, potential impacts to neighboring land use are limited to the existing dwelling. As addressed in this report the applicant is required to provide screening and outdoor lighting will be required to be shielded to prevent glare onto adjacent properties.

As addressed above the applicant will be required to acquire to obtain approval from USACE and/or SHOP to mitigate any potential impacts to the site. The applicant has discussed the development with the Public Works Director and has confirmed that City water and sewer services are available to the subject property.

Conclusion: City services are available in the area the applicant is believed to have access to an existing undeveloped City street, the applicant/developer will be required to improve the access to the property to a full City standard at the time of Site Plan Review. The subject property is largely surrounded by undeveloped land and would have minimal impacts to the surrounding land uses. The existing single-family dwelling is the only sensitive land use located near the proposed development. The existing home can be protected by requiring screening and that all lighting be shield or directed downward to prevent projection onto neighboring properties. As addressed in this report the SHPO in conjunction with CTUIR and USACE are the permitting agency qualified to determine the suitability of the site based on potential impacts to a cultural/historic site. The conditions of approval requiring the applicant to obtain the necessary archaeological approvals will ensure the site is suitable and potential impacts to a historic site are mitigated.

5. Impacts On The Neighborhood: Potential impacts on neighboring properties shall be identified. Mitigating measures shall be identified for unavoidable adverse impacts.
6. Impacts On The Community: Potential impacts on the community shall be identified, including, but not limited to, public facilities, land supply within the particular zoning district, impact on housing, etc. Potential benefits of a proposed use may outweigh potential impacts, but such benefits and impacts should be identified. Unavoidable adverse impacts should be mitigated to the extent possible.

Findings: The subject property is located in an area that is largely undeveloped. Lands to the North and West are undeveloped. The property abuts a rail road spur and vacant lands to the South and the only existing development that abuts the subject property is an existing single-family dwelling. As addressed above the existing dwelling can be protected by requiring screening and lighting to be shielded or directed downward to prevent glare onto adjacent properties. Public facilities are available in the vicinity and can accommodate the proposed use. As addressed in this report the applicant will be required to obtain an archaeological permit and mitigate any potential impacts in accordance with State and Federal law.

Conclusion: As addressed in this report the subject property is largely surrounded by undeveloped property and separated for nearby uses by the rail spur and 5th street. The existing single-family dwelling can be protected by requiring screening and a buffer area. As addressed in this report the applicant will be required to obtain an archaeological permit that will identify potential impacts and will address mitigation measures necessary to protect the site from adverse impacts.

10-12-2: STANDARDS GOVERNING CONDITIONAL USES:

F. Recreational Vehicle Parks: Recreational vehicle parks shall conform to the following standards and requirements:

1. There shall be no long-term residential occupancy of a recreational vehicle park space. The maximum time any individual or vehicle is permitted is ninety (90) days within any one hundred eighty (180) day period. The applicant or subsequent park operator shall make his occupancy records available to the City to assure that this condition is met. Violation of the ninety (90) day occupancy limitation shall be grounds for immediate revocation of a conditional use permit.

Findings: As required by this standard a condition of approval will be imposed limiting the maximum time any individual or vehicle is permitted to 90 days within any 180-day period.

Conclusion: As required by this standard a condition of approval will be imposed limiting the maximum time any individual or vehicle is permitted to 90 days within any 180-day period. The applicant or subsequent park operator shall make his occupancy records available to the City upon request to assure compliance as required by this standard.

2. The minimum area for a recreational vehicle park shall be three (3) acres.

Findings: Staff confirmed with the County GIS Manager that there was an error shown on the County tax lot map and assessor's records. The entire right of way was not dedicated to the previous property owner as specified in City Ordinance 679. The assessors map was updated to show the correct configuration of the properties. Based on the previous County Assessors records Tax Lot 190 is .56 acres, Tax Lot 100 is .76 acres, Tax Lot 300 is .91 acres and Tax Lot 400 is .56 resulting in a combined total of 2.79 acres. The new area added is a minimum of 540 feet x 40 feet resulting in .495 acres. Therefore, the subject property is a combined 3.28 acres after the recording error was corrected.

Conclusion: Based on the updated County tax lot map and previous assessor's records the subject property is 3.28 acres. The subject property exceeds the minimum three acres required by this standard.

3. A site plan shall be submitted for the recreational vehicle park, showing space locations, buildings and purpose of buildings, open space and recreational facilities if any, street layout, and landscaping, as well as locations for public water supply, sewage disposal, fire hydrants, and sanitary facilities conforming to requirements of the State Health Division, the Oregon Department of Environmental Quality, and the Uniform Building Codes Agency.

Findings: The applicant will be required to submit a site plan application including construction drawing to the City for review. The site plan application will be sent out for public comment pursuant to Type II review. The Site Plan review will be required to address landscaping and location of utilities. The required site plan and construction plans will include the required details necessary for review and approval.

Conclusion: A condition of approval will be imposed requiring the applicant to submit a Site Plan application to the City. In addition to the criteria and standards required for site plan review, Section 10-13-2 of the CUZO, the site plan will be required to include construction plans that show the location of utilities. Notice will be provided to the affected land owners, interested parties and affected agencies for comment.

4. Domestic water and wastewater collection facilities shall be approved by the appropriate State agency. Connections to the City system shall be approved by the City Administrator.

Findings: The applicant intends to connect to City water and wastewater systems to serve the proposed RV park. The applicant has had preliminary discussion with the City Public Works Director and services are available to the site. As address above the applicant will be required to include construction plans with the required Site Plan Review application. The construction plans will provide the required detail for the City Administrator to approve the connections.

Conclusion: The applicant intends to connect to City services and the required construction plans will provide the detail required for the City Administrator to approve or deny the proposed connections.

5. A recreational vehicle space shall have an area of not less than seven hundred (700) square feet, exclusive of driveways and common areas.

Findings: The applicant submitted site show does not list the area of the proposed RV spaces, however, a majority of the proposed spaces are a minimum of 25 feet by 30 feet, 750 square feet, starting at the western most RV spaces and increase in size as you move east. The proposed corner spaces are believed to be smaller than the required 700 square feet and the applicant is proposing to convert all of the spaces less than the required 700 square feet to additional parking and garbage collection areas. The applicant will be required to provide square footage of all proposed RV spaces on the required site plan review application and all spaces will be required to be a minimum of 700 square feet.

Conclusion: The applicant submitted site plan does not directly address the size of each proposed RV space. The site plan review application will be required to provide verification that all proposed RV spaces are a minimum of 700 square feet on the required site plan application.

6. Park roadways shall have a minimum width of thirty feet (30') when on-street parking is proposed and twenty four feet (24') where no on-street parking is permitted. Roadways shall be designed and improved to City standards for paving, curbs, and sidewalks, unless the applicant demonstrates that an alternative construction standard and street design is more appropriate for the site.

Findings: The applicant's submitted site plan shows the proposed RV park would be

rectangular in shape with a one-way park roadway around the perimeter of the park. The roadway will be expected to meet full City standards, paving, curbs, and sidewalks and will be required to be shown on the construction plans that will be submitted at the time of the site plan review application. The proposed roadway is 25 feet wide and meets the minimum required width if no on-street parking is permitted. Therefore, a condition of approval will be imposed requiring that no on-street parking be allowed within the park.

Conclusion: The proposed roadways would be 25 feet in width and improved to a full City standard. This standard allows a 25-foot-wide road way if no on-street parking is allowed.

7. Each recreational vehicle space shall have at least one ten foot by twenty foot (10' x 20') parking space off-street exclusive of the recreational vehicle itself. Parking and driveway areas shall be paved.

Findings: The applicants submitted site plan does not show parking within the proposed RV spaces, however, the spaces would be a minimum of 25 feet by 30 feet and have space available to accommodate the required off-street. A condition of approval requiring that all RV spaces be provided with a minimum 10 foot by 20-foot parking space improved to a paved surface will satisfy this requirement.

Conclusion: The submitted site plan does not address parking spaces within each individual RV space. Therefore, staff recommends that condition of approval be imposed requiring a minimum 10 foot by 20-foot paved parking space be provided for each proposed RV space. The parking spaces must be show on the required site plan application.

8. Outdoor lighting shall be provided that is oriented to prevent direct illumination onto adjacent or abutting properties.

Findings: The outdoor lighting shown on the map submitted for the Conditional Use indicates that all lighting will be directed downward to prevent glare onto adjacent properties.

Conclusion: The applicant will be required to show all proposed outdoor light on the required site plan application and a condition of approval will be imposed required outdoor lighting to be shield or directed downward to prevent glare onto adjacent properties.

9. The recreational vehicle park shall be screened on all sides by a sight-obscuring planting, screening fence, or combination thereof that is at least six feet (6') in height. The recreational vehicle park owner or operator shall be responsible for the maintenance of such screening.

Findings: The applicant's submitted site plan does not show the proposed screening. The purpose of this standard is to create a visual buffer and mitigate the negative visual impact a RV park could create. The applicant could use a combination of trees and bushes that are generally 6 feet, but screening will be required and expected to be shown on the site plan at the time of Site Plan Review.

Conclusion: The topography of the subject property provides a natural sight-break from

existing development south of 5th Street. A combination of a fence or planting could meet the six-foot sight-obscuring requirement. The applicant will be required to show the location of screening on the required site plan application.

10. The park shall provide piped potable water to accommodate not less than seventy five percent (75%) of the spaces available. One waste disposal dump station for RVs shall be provided with each one hundred (100) sites or fraction thereof. All water, sewer, and storm drain facilities both on-site and off-site shall be approved by the City Administrator.

11. Sanitary facilities shall be provided in accordance with State standards. Sanitary sewer shall be provided to not less than seventy five percent (75%) of the spaces.

Findings: As address in this report the submitted site plan does not provide details on the location of utilities within the RV park. The applicant intends to connect to City sewer and water and provide water and sewer. The applicant will be required to show on the required site plan and construction plans the location of all utilities and provide services to not less than 75 percent of the spaces. In addition, one waste disposal dump station for RVs will be required for each 100 RV spaces.

Conclusion: The required site plan and construction drawings must show all of the proposed sewer and water utilities within the proposed park and services shall be provided to not less than 75 percent of the spaces. In addition, one waste disposal dump station shall be required for each 100 RV spaces. The required construction plans will provide the City Administrator the required detail necessary to approve or deny the request

12. Trash receptacles shall be provided at the rate of thirty (30) gallons of refuse capacity for each two (2) recreational vehicle spaces or equivalent.

Findings: The applicant has indicated that trash receptacles will be provided at a rate of 30 gallons for each two RV spaces. The applicants site plan shows three (3) 400-gallon trash containers, resulting in 1,200 gallons of capacity, enough to accommodate 80 RV spaces.

Conclusion: The applicant has indicated that trash receptacles will be provided at a capacity of 30 gallons for every two RV spaces. A condition of approval will be imposed requiring the applicant provide 30 gallons of refuse capacity for each two RV spaces, as show on the final site plan.

13. Each recreational vehicle space shall be provided with electrical service.

14. All plumbing facilities shall be inspected and approved by the City Administrator.

Findings: As addressed in the report, the submitted site plan does not include details on the location of utilities. The applicant intends to provide electrical services to each proposed RV spaces. The required construction plans will provide the necessary detail for the City Administrator to inspect and approve all plumbing facilities in accordance with City standards and policy.

Conclusion: The required site plan must show the location of electrical services and electrical services must be provided to each RV space. In addition, the required site plan must show the location of all plumbing facilities and provide the detail necessary for the

City Administrator to inspect and approve the plumbing facilities in accordance with City standards and policy.

IV. SUMMARY

The applicant, Kelly Nobles, is requesting approval of a conditional use to establish a 60 space RV park. As addressed in this report the applicant will be required to submit a site plan application including construction plan for the proposed RV park. The site plan application is subject to a Type II review process and will provide affected land owners, interested parties and affected agencies the opportunity to provide comment. The request appears to be capable of meeting all of the applicable criteria and standards for this type of use. Therefore, based on the information in Sections I and II of this report, and the above criteria, findings of fact and conclusions addressed in Section III, the Umatilla Planning Commission approves Conditional Use, CU-3-21, subject to the conditions of approval contained in Section V of this report.

V. CONDITIONS OF APPROVAL

1. The applicant must obtain all federal, state and local permits or licenses prior to operating the business.
2. The applicant shall coordinate with the State Historic Preservation Office and/or USACE prior to performing any ground disturbing activities to ensure all necessary approvals have been obtained to protect the 35-UM-1 site.
3. If any historic, cultural, or other archaeological artifacts, or human remains are discovered during construction and installation of the RV park or associated infrastructure, the applicant shall immediately cease construction activity, secure the site, and notify the appropriate agencies including but not limited to the State Historic Preservation Office, the City of Umatilla and the Confederated Tribes of the Umatilla Indian Reservation Cultural Resources Protection Program.
4. The applicant shall submit a site plan design application and construction drawing to the City for review prior to starting any construction activity. The site plan and construction drawing shall include connections to City sewer and water (at least 75% of the RV spaces shall be provided water and sewer), full city standard improvement of the access to the park as well as within the park, sanitary sewer and water systems within the park, electrical services (All RV spaces shall be provided electrical service), one waste disposal dump station for RVs, location of outdoor lighting, landscaping, fire hydrants, area of proposed RV spaces (all RV spaces shall be a minimum 700 square feet), off-street parking (each RV space shall have at least one 10' x 20' paved parking space) and sight-obscuring screening.
5. Trash receptacles shall be provided at the rate of 30 gallons of refuse capacity for each two RV spaces
6. No on-street parking shall be allowed within the RV Park.

7. All outdoor lighting is required to be shielded and/or directed downward to prevent glare onto neighboring properties.
8. The applicant shall provide verification of legal access to the subject property.
9. The applicant shall obtain a right of way permit from the City public works department of use of any portion of City right of way.
10. The maximum time any individual or vehicle is permitted is ninety (90) days within any one hundred eighty (180) day period. The applicant or subsequent park operator shall make his occupancy records available to the City upon request to assure that this condition is met. Violation of the ninety (90) day occupancy limitation shall be grounds for immediate revocation of a conditional use permit.
11. The applicant must establish the proposed use within one year of the date of the final approval unless the applicant applies for and receives an extension prior to the expiration of the approval.
12. Failure to comply with the conditions of approval established herein may result in revocation of this approval.

VI. EXHIBITS

- Exhibit A – Public notice map
- Exhibit B – Proposed site plan
- Exhibit C – Submitted application materials
- Exhibit E – Applicant’s site plan and preliminary map

Jacob Foutz

From: Kristen Tiede <KristenTiede@ctuir.org>
Sent: Thursday, March 11, 2021 8:26 AM
To: Jacob Foutz
Cc: POULEY John * OPRD
Subject: CU-3-21 Nobles RV Park
Attachments: 2021 03 09 Umatilla Planning Commission Review_KNobles RV Park.pdf

Good morning Jacob,

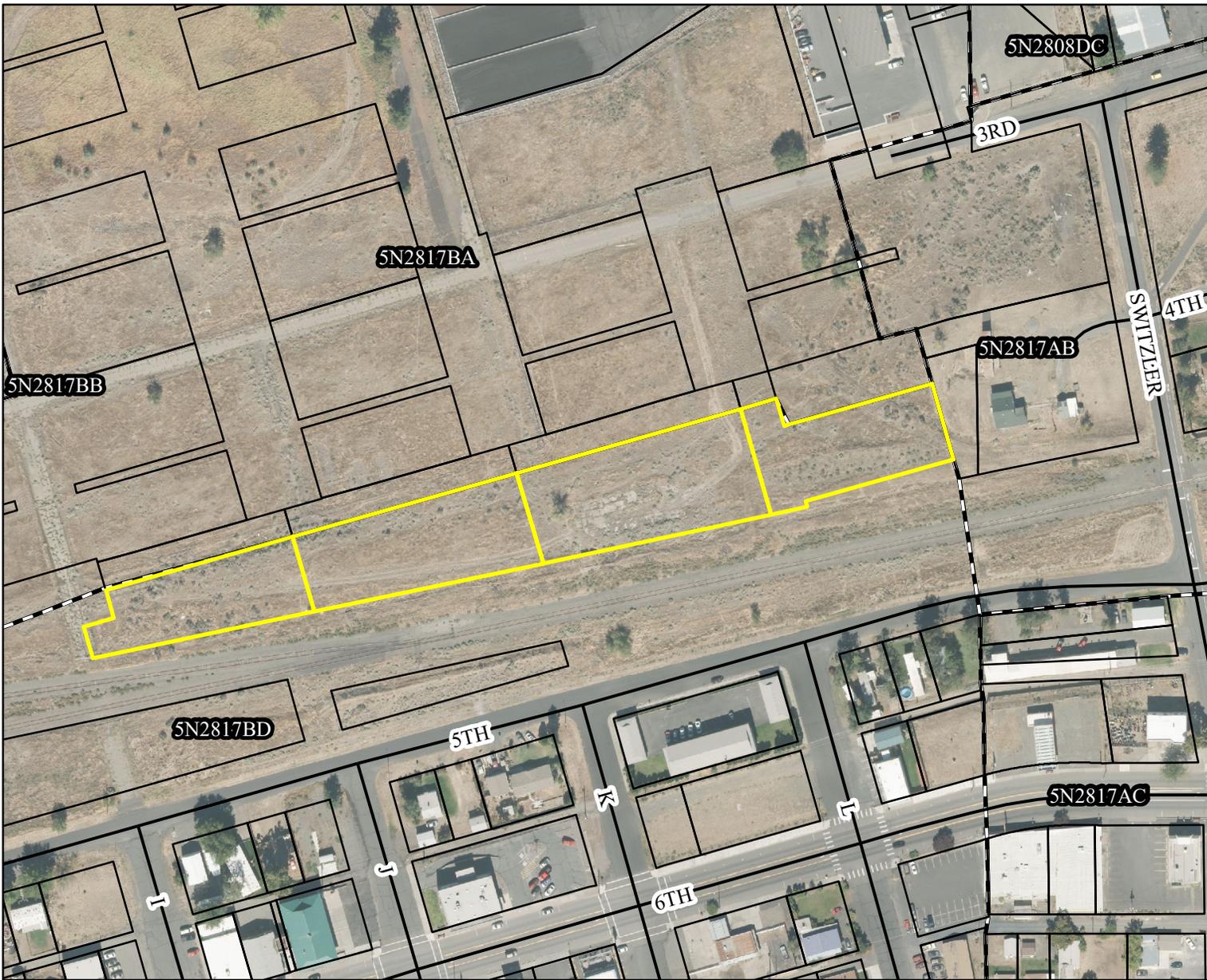
The Confederated Tribes of the Umatilla Indian Reservation (CTUIR) Cultural Resources Protection Program (CRPP) has reviewed the proposed CU-3-21 for Nobles RV Park. As the proposed project is within the boundary of an archaeological site, the CRPP recommends consultation with Oregon SHPO. Furthermore, the CRPP recommends that a cultural resources monitor be present for any ground disturbance that will impact native sediments. Please let me know if there are any questions or concerns.

Thank you,
Kristen

Kristen Tiede
Archaeologist
Cultural Resources Protection Program
Confederated Tribes of the Umatilla Indian Reservation
46411 Timíne Way, Pendleton, OR 97801
Direct Line/Fax: (541) 429-7206
Main Office: (541) 276-3447
KristenTiede@ctuir.org



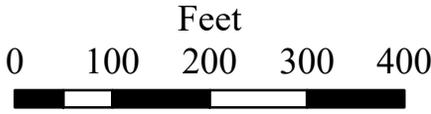
The opinions expressed by the author are his or her own and are not necessarily those of the Confederated Tribes of the Umatilla Indian Reservation. The information, contents and attachments in this email are Confidential and Private.



**PROPERTY OWNERS WITHIN 100'
NOTICE AREA
FROM SUBJECT PROPERTY**

MAP	TAXLOT	OWNER
5N2817AB	800	JOHANNESSEN DANIEL & LAURA
5N2817AB	801	USA
5N2817AB	802	JOHANNESSEN DANIEL & LAURA
5N2817BA	3800	USA
5N2817BA	4200	USA
5N2817BA	4500	USA
5N2817BA	5600	USA
5N2817BD	100	KC NOBLES ENTERPRISES LLC
5N2817BD	190	KC NOBLES ENTERPRISES LLC
5N2817BD	300	KC NOBLES ENTERPRISES LLC
5N2817BD	400	KC NOBLES ENTERPRISES LLC
5N2817BD	13300	MRT EXPLORATION CO

**NOBLES RV PARK CONDITIONAL USE (CU-3-21)
KELLY NOBLES, APPLICANT
KC NOBLES ENTERPRISES LLC, OWNER
MAP #5N2817BD, TAX LOTS 100, 190, 300 & 400**



- Legend**
- Subject Properties
 - TaxLots (12/14/20)
 - Streets
 - City Limits
 - Assessor's Maps

MAP DISCLAIMER: No warranty is made as to the accuracy, reliability or completeness of this data. Map should be used for reference purposes Not survey grade or for legal use. **36**
Created by Jacob Foutz, on 3/2/2021

PROPOSED TRAILER COURT

60 TOTAL SPACES

LOCATED IN THE NW 1/4 OF SEC. 17, TWP. 5 N.,
RNG. 28 E.W.M., UMATILLA COUNTY, OREGON.

CLIENT: KELLY NOBLES
1060 STEPHENS AVENUE
UMATILLA, OREGON 97882

SURVEYOR'S NARRATIVE

THIS SURVEY WAS UNDERTAKEN IN MAY OF 2018 AT THE REQUEST OF KELLY NOBLES. THE PURPOSE OF THE SURVEY IS TO CREATE A DESIGN OF A PROPOSED 60 SPACE TRAILER COURT LOCATED IN NORTHWEST 1/4 OF SECTION 17, TOWNSHIP 5 NORTH, RANGE 28, EAST OF THE WILLAMETTE MERIDIAN, CITY OF UMATILLA, UMATILLA COUNTY, OREGON.

THE EXTERIOR BOUNDS OF THE PARENT PARCEL HAVE BEEN COMPUTED AND GENERATED FROM EXISTING RECORDS OF SURVEYS, EXISTING ROAD RIGHTS OF WAYS, VACATED ORDINANCES, RAIL ROAD RIGHTS OF WAY AND UMATILLA COUNTY TAX MAPS.

NO FIELD WORK HAS TAKEN PLACE BY THIS FIRM DURING THIS DESIGN PROCESS. AND IT SHOULD BE NOTED THAT THIS DESIGN IS TENTATIVE IN NATURE ONLY AND IS TO BE UTILIZED FOR A VISUAL REPRESENTATION FOR THE PLANNING PROCESS IT SHOULD FURTHER BE NOTED THAT THE DESIGN AS SHOWN SHOULD NOT BE UTILIZED FOR ENGINEERING PURPOSES.

SURVEYOR'S DISCLAIMER

THE PROPOSED 60 SPACE TRAILER COURT IS TENTATIVE IN NATURE ONLY. THE BEARINGS AND DISTANCES AS SHOWN HEREON HAVE BEEN GENERATED FROM A COMBINATION OF PREVIOUS SURVEYS IN THE GENERAL VICINITY, RAIL ROAD RIGHTS OF WAYS, ROAD RIGHTS OF WAYS AND UMATILLA COUNTY TAX MAPS. SAID BEARINGS AND DISTANCES MAY DEVIATE SLIGHTLY ONCE ACTUAL FIELD MEASUREMENTS ARE PERFORMED. NO PROPERTY LINES HAVE BEEN ESTABLISHED OR RECOVERED NOR HAVE ANY PROPERTY CORNER BEEN SET ON THIS PROPOSED 60 SPACE TRAILER COURT AS OF 14 MAY 2018.

SURVEYOR'S CERTIFICATION

I, BRIT L. PRIMM, A PROFESSIONAL LAND SURVEYOR IN THE STATE OF OREGON HEREBY CERTIFY THAT THIS MAP CORRECTLY REPRESENTS A SURVEY CONDUCTED UNDER MY DIRECT SUPERVISION IN MAY 2018, IN CONFORMANCE WITH THE REQUIREMENTS OF THE SURVEY RECORDING LAW, AS ESTABLISHED BY ORS CHAPTER 92. I FURTHER STATE THAT THE DESIGN AS SHOWN WAS GENERATED BY MYSELF AND MR. KELLY NOBLES.

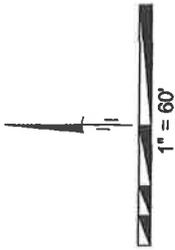
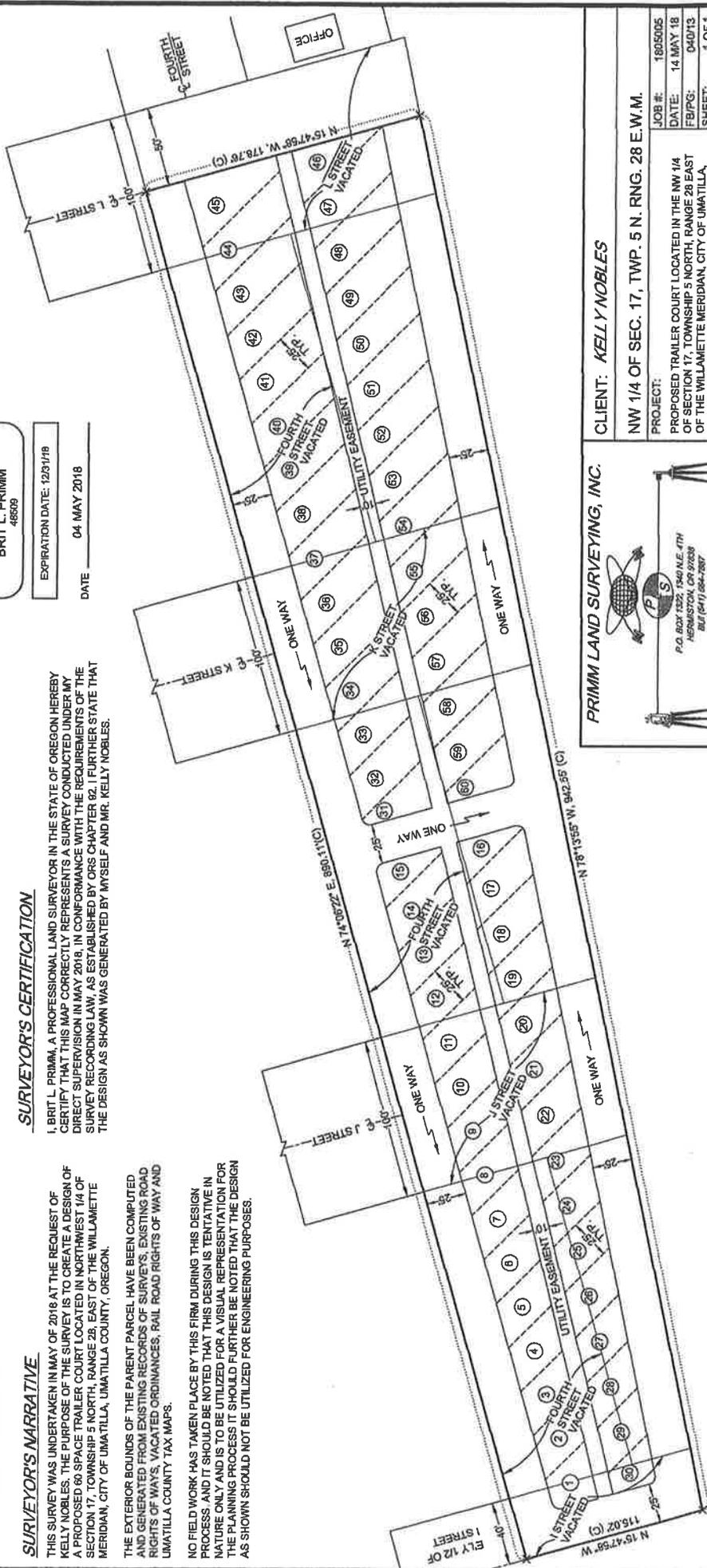
REGISTERED
PROFESSIONAL
LAND SURVEYOR



OREGON
JULY 13, 1999
BRIT L. PRIMM
48609

EXPIRATION DATE: 12/31/18
DATE: 04 MAY 2018

LEGEND
X COMPUTED
NOTES
(C) CALCULATED

PRIMM LAND SURVEYING, INC.



P.O. BOX 2322, 140 N.E. 4TH
HERMISTON, OR 97039
BLI (503) 864-7887
FAX (503) 867-9020
bls@primmlandsurveying.com
http://www.primmlandsurveying.com

CLIENT: KELLY NOBLES

PROJECT: NW 1/4 OF SEC. 17, TWP. 5 N. RNG. 28 E.W.M.

JOB #:	1805005
DATE:	14 MAY 18
FB/P/G:	040713
SHEET:	1 OF 1
DRAWN:	BLP
APPROVED:	BLP

PROPOSED TRAILER COURT

60 TOTAL SPACES

LOCATED IN THE NW 1/4 OF SEC. 17, TWP. 5 N.,
RNG. 28 E.W.M., UMATILLA COUNTY, OREGON.

CLIENT: KELLY NOBLES
1030 STEPHENS AVENUE
UMATILLA, OREGON 97282

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SURVEYOR'S CERTIFICATION

I, BRITT L. PRIMM, A PROFESSIONAL LAND SURVEYOR IN THE STATE OF OREGON HEREBY CERTIFY THAT THIS MAP CORRECTLY REPRESENTS A SURVEY CONDUCTED UNDER MY DIRECT SUPERVISION IN MAY 2018, IN CONFORMANCE WITH THE REQUIREMENTS OF THE SURVEY RECORDING LAW, AS ESTABLISHED BY ORS CHAPTER 82, FURTHER STATE THAT THE DESIGN AS SHOWN WAS GENERATED BY MYSELF AND MR. KELLY NOBLES.

REGISTERED PROFESSIONAL LAND SURVEYOR

BRITT L. PRIMM

OREGON
JULY 13, 1999
BRITT L. PRIMM
45529

EXPIRATION DATE: 12/31/18

DATE: 04 MAY 2018

LEGEND

- Outdoor Lighting
- Fire Hydrant
- 400 Gal. Trash Cont.
- Parking
- Waste Dump
- NOTES
- (C) CALCULATED

1" = 60'

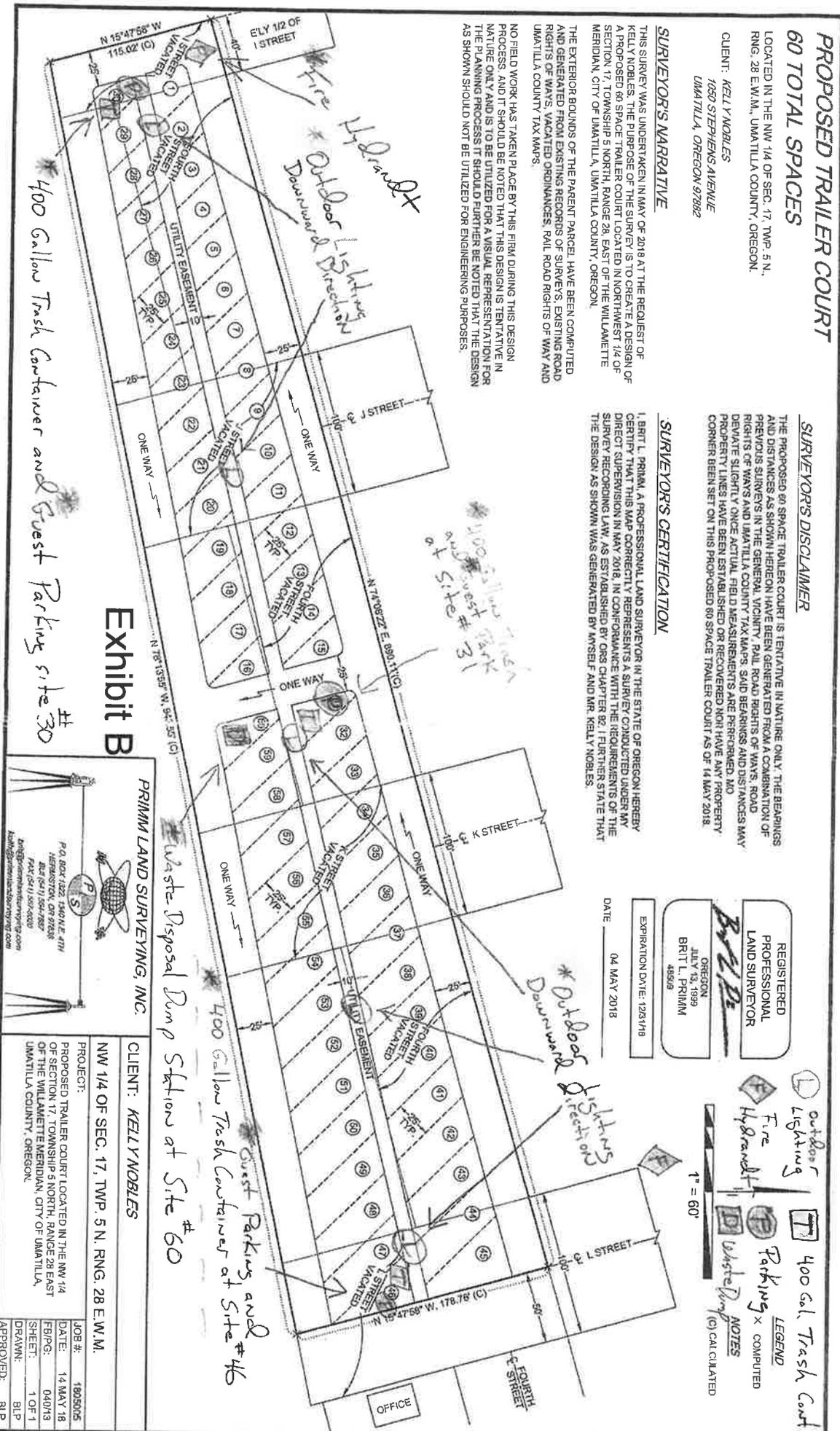


Exhibit B

PRIMM LAND SURVEYING, INC.

1030 STEPHENS AVENUE
UMATILLA, OREGON 97282
503.884.1500
www.primmlandsurveying.com

CLIENT: KELLY NOBLES

NW 1/4 OF SEC. 17, TWP. 5 N. RNG. 28 E.W.M.

PROJECT: PROPOSED TRAILER COURT LOCATED IN THE NW 1/4 OF SECTION 17, TOWNSHIP 5 NORTH, RANGE 28 EAST OF THE WILLAMETTE MERIDIAN, CITY OF UMATILLA, UMATILLA COUNTY, OREGON.

JOB #: 1805005

DATE: 14 MAY 18

FR/G: 04013

SHEET: 1 OF 1

DRAWN: BLP

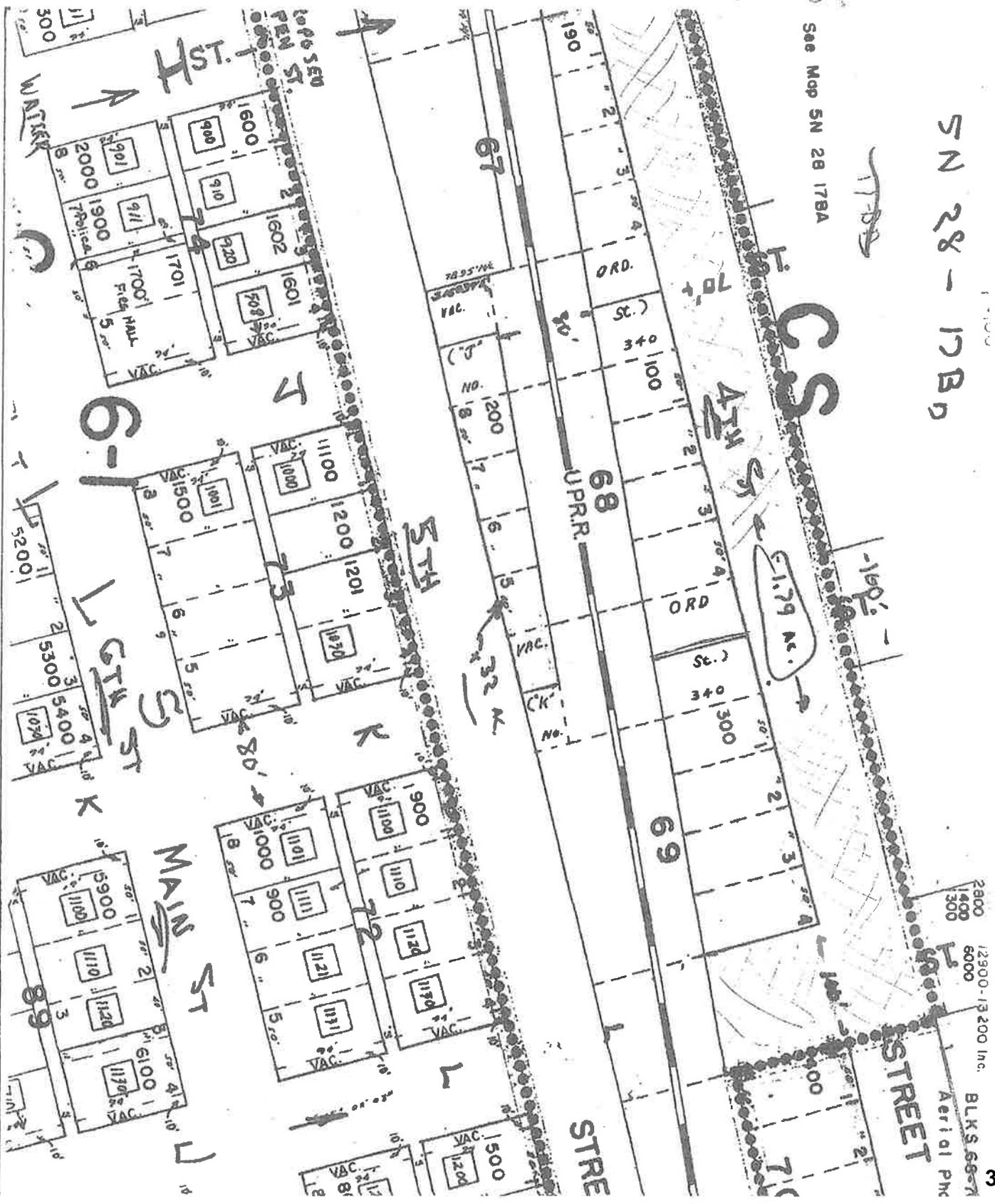
APPROVED: BLP

Nobles
Deans
Tax
Lots
67
68
69
70

SN 28-12B,

See Map SN 28 178A

CS



2800
1400
300
12300-13200 Inc.
BLKS 58-7
Aerial Phx



**CITY OF UMATILLA PLANNING COMMISSION
REPORT AND RECOMMENDATION
FOR
SITE PLAN REVIEW SP-3-21 AND CONDITIONAL USE CU-4-21**

DATE OF HEARING: March 23, 2021

REPORT PREPARED BY: Jacob Foutz, Associate Planner

I. GENERAL INFORMATION AND FACTS

Applicant: Fast Mart Umatilla Inc., 635 South Hwy 395, Hermiston OR 97838.

Property Owners: Arvind Kumar Mungra, 635 South Hwy 395, Hermiston OR 97838.

Land Use Review: Conditional Use and Site Plan Review for convenience store in the Downtown Commercial Zone.

Property Description: The property is described as Tax Lots 2300 and 2400 on Assessors Map 5N2817BD. This will change once Umatilla County records updates the Assessor’s Map.

Location: The properties are North of Hwy 730/ 6th Street in the City of Umatilla. The property has a Situs address of 821 6th Street, Umatilla, OR 97882.

Existing Development: Tax Lot 2400 has an existing building and Tax Lot 2300 has an existing parking lot.

Proposed Development: The applicant intends to reconfigure the existing store front to a convenience store.

Zone Downtown Commercial (DC).

Adjacent Land Use(s):

Adjacent Property	Zoning	Use
North	Downtown Residential/Commercial (DR/DC)	Vacant Land
South	Downtown Commercial (DC)	Old Post Office
East	Downtown Commercial (DC)	Auto Parts Store
West	Downtown Commercial (DC)	Abandoned House

II. NATURE OF REQUEST AND GENERAL FACTS

The applicant, Fast Mart Umatilla Inc., requests approval to establish a Convenience Store in the Downtown Commercial Zone. The applicant has completed a Replat for these two tax lots in January of 2021.

A new Fast Mart Storefront may be classified as “Convenience Stores” or a “general merchandise store” and are subject to the procedures and standards as contained in Chapter 4 of the City of Umatilla Zoning Ordinance (CUZO). “Convenience Stores” and “general merchandise store” are allowed as a Conditional Use in the Downtown Commercial Zone.

III. ANALYSIS

The criteria applicable to this request are shown in underlined text and the responses are shown in standard text. All of the following criteria must be satisfied in order for this request to be approved.

CUZO 10-12-1: AUTHORIZATION TO GRANT OR DENY:

A. Approval Criteria: The applicant shall carry the burden of proof in demonstrating that the following review criteria are satisfied, in addition to any specific criteria and standards in this Chapter, other applicable chapters of this Title, and this Code. If any of the following criteria and other applicable standards cannot be satisfied by requiring conditions with the approval, the use shall be denied:

1. Applicable Plans: The conditional use application complies with applicable policies of the Umatilla City Comprehensive Plan.

Findings: The CUZO implements the comprehensive plan goals and policies. If a request is found to meet or be capable of meeting the applicable standards and criteria in the CUZO the request is considered to be consistent with the comprehensive plan.

Conclusion: This request is found to meet or be capable of meeting all of the applicable standards and criteria in the CUZO as addressed in this report.

2. Code Provisions: The proposal complies with all applicable provisions of this Code, including, but not limited to, provisions of this Chapter, the base district, and site review, as well as any other applicable provisions of this Code.

Findings: This report outlines the applicable provision of the CUZO. If the request is found to meet all of the standards and criteria as addressed in this report the request will comply with this standard.

Conclusion: The request is found to meet or be capable of meeting all of the applicable criteria of the CUZO as addressed in this report.

3. Use Characteristics: If the proposed use is a community service, application shall include evidence to demonstrate that the proposed use is needed within the community to provide a social or technical benefit.

Findings: The proposed use is not a community service.

Conclusion: The proposed use is not a community service.

4. Site Characteristics: The site is appropriate for the proposed use, considering, but not limited to, the following factors: neighboring land use, adequacy of transportation facilities and access, site size and configuration, adequacy of public facilities.

Findings: The proposed use of the property will be to update and establish a convenience store in an existing storefront along 6th Street. The neighboring uses are an empty lot, automotive parts part, abandoned house, and across the street the old post office. The subject site is served by both I street and Highway 730, both facilities provide adequate access. After the existing approved replat is recorded, the subject site will be approximately 9584 SF exceeding size requirements. The configuration of the store is shown facing HWY 730 in a way that meets configuration requirements as addressed in this report. In addition, both City water and sewer service are capable of serving the site.

Conclusion: Due to the neighboring land use, adequacy of transportation facilities/access, site size/configuration, and adequacy of public facilities the subject property has been found to be appropriate according to the above criteria.

5. Impacts On The Neighborhood: Potential impacts on neighboring properties shall be identified. Mitigating measures shall be identified for unavoidable adverse impacts.
6. Impacts On The Community: Potential impacts on the community shall be identified, including, but not limited to, public facilities, land supply within the particular zoning district, impact on housing, etc. Potential benefits of a proposed use may outweigh potential impacts, but such benefits and impacts should be identified. Unavoidable adverse impacts should be mitigated to the extent possible.

Findings: There are no potential negative impacts on neighboring properties other than those expected by being in the Downtown Commercial Zone. With this proposed development, land supply within the Downtown Commercial Zone remains in excess.

Conclusion: Visual impacts will be limited by the inclusion of landscaping. Some impacts from construction activities, such as noise from equipment or displaced parking may occur but should be temporary. Staff did not identify any adverse impacts that would result from the proposed use.

CUZO 10-4A-7: PROPERTY DEVELOPMENT STANDARDS:

A. Basic Site Development Standards:

1. Minimum Lot Size And Lot Width; Building Setbacks; Maximum Building Height And Site Coverage:

Minimum lot or parcel size:	
Commercial uses	None
Residential uses	None; density shall comply with R-3 district requirements
Minimum lot width	None
Maximum front or street side yard setback	10 feet; the maximum front yard setback may be increased by 10 feet if the setback is occupied by an outdoor feature relating to the business or public amenity such as seating or artwork

Minimum yard setbacks:	
Front and rear yards	0 feet or 10 feet if adjacent to a residential district
Side yard	0 feet or 10 feet if adjacent to a residential district
Street side yard	1 foot
Parking space	10 feet wide; see chapter 9 of this title for parking standards
Maximum building height	35 feet
Maximum site coverage (building and impervious surface)	95 percent

Findings: The applicant will be occupying the existing building. This preexisting building is not subject to the above standards. Any expansion of the building will be required to meet the above standards where possible.

Conclusion: This preexisting building is not subject to the above standards at this time. Any expansion of this building will be required to meet the above standards.

B. Site Development Impact Standards:

1. Traffic Impact Analysis: A traffic impact analysis meeting the requirements under subsection 10-11-10C of this title shall be required to be submitted to the city with a land use application, when the community development director determines that the application involves one or more of the following actions:

- a. A change in zoning or plan amendment designation; or
- b. The proposal is projected to cause one or more of the following effects, which can be determined by field counts, site observation, traffic impact analysis or study, field measurements, crash history, Institute Of Transportation Engineers' "Trip Generation Manual"; and information and studies provided by the local reviewing jurisdiction and/or ODOT:

(1) An increase in site traffic volume generation by two hundred fifty (250) average daily trips (ADT) or more (or as required by the city engineer). The latest edition of the "Trip Generation Manual", published by the Institute Of Transportation Engineers (ITE) shall be used as standards by which to gauge average daily vehicle trips; or

(2) An increase in use of adjacent streets by vehicles exceeding the twenty thousand (20,000) pounds' gross vehicle weight by ten (10) vehicles or more per day; or

(3) The location of the access driveway does not meet minimum intersection sight distance requirements, or is located where vehicles entering or leaving the property are restricted, or vehicles queue or hesitate, creating a safety hazard; or

(4) The location of the access driveway does not meet the access spacing standard of the roadway on which the driveway is located; or

(5) A change in internal traffic patterns that may cause safety problems, such as backup onto the highway or traffic crashes in the approach area.

Findings: A traffic memo was submitted with this application. The traffic memo was prepared by JTE based out of Seattle, Washington. Mark Jacobs is the Engineer who completed the study. Based on his study the applicant's new daily trips comes in under the 250 average daily trips that triggers a full Traffic Impact Analysis. It was found that 246 new average daily trips will occur. The City of Umatilla's engineer of record at JUB completed a review of the submitted traffic Fast Mart Conditional Use (CU-4-21) & Site Plan Review (SP-3-21)

memo and stated “I believe that the impact to the street network will be negligible and concur with their findings.”. City staff reached out to ODOT for comment and received no response.

Conclusion: The submitted traffic memo has been determined to be accurate, therefore, a full Traffic Impact Analysis is not necessary. The submitted traffic memo fulfills the purpose of this criterion.

2. Floodplain, Wetland And Riparian Areas: See chapter 7 of this title and title 12 of this code.

The requirements under chapter 7 of this title and title 12 of this code are triggered when development is proposed within a designated floodplain or riparian area as identified by the official flood insurance rate map (FIRM) prepared by the U.S. federal emergency management agency (FEMA); or when property contains wetland areas as identified on the national wetlands inventory (NWI) map prepared by the U.S. fish and wildlife service (USFWS).

Findings: The subject property is not within a floodplain, wetland, or a riparian area. This criterion is not applicable.

Conclusion: The subject property is not within a floodplain, wetland, or a riparian area. This criterion is not applicable.

3. Stormwater Surface Drainage:

a. Surface water runoff shall be handled on site through the use of landscaped areas, grassy swales or similar natural features to the extent reasonably feasible. Where surface water runoff cannot be entirely managed on site, adequate provisions shall be made so that runoff will not adversely affect the use of adjoining or downstream properties, unless a drainage easement has been obtained.

b. Where it is anticipated by the city public works director that the additional runoff resulting from a proposed development will overload an existing drainage facility, the city shall withhold approval of the development until provisions have been made for improvement of the potential condition or until provisions have been made for storage of additional runoff caused by the development in accordance with city standards.

c. In order to accommodate upstream drainage, culverts and other drainage facilities shall be large enough to accommodate existing and potential future runoff from the entire upstream drainage area, whether inside or outside the development. Such facilities shall be subject to review and approval by the city public works director.

Findings: The applicants submitted site plan shows a landscaping strip along the sidewalk leading up to the building. The landscaping strip will help accommodate the surface water runoff. The existing surface water runoff has not been identified as an issue. Therefore, other than the landscape strip as shown on the submitted site plan, no changes to the site will be made that will affect the existing surface water runoff.

Conclusion: The proposed landscaping strip will allow for onsite management of a portion of surface water runoff. No surface water runoff issues have been identified for the existing building and parking lot.

4. Vehicle Access, Driveway And Circulation Standards:

a. New Vehicle Access Connections: New access connections shall not be permitted within

Fast Mart Conditional Use (CU-4-21) & Site Plan Review (SP-3-21)

the functional area (see section 10-1-6, "Definitions", of this title) of an intersection or interchange as defined by the connection spacing standards of this title, the comprehensive plan and public works standards, unless no other reasonable access to the property is available. See also subsection 10-11-4C of this title regarding vision clearance areas.

b. Access Connections: Where no other alternative exists, the city may allow construction of an access connection along the property line farthest from the intersection. In such cases, directional connections (i.e., right in/out, right in only, or right out only) may be required.

c. Cross Access Drives, Pedestrian Access: Adjacent commercial or office properties such as shopping plazas and office parks that are major traffic generators shall provide a cross access drive and pedestrian access to allow circulation between sites.

d. Separation Distance: The city may allow a reduction of the required separation distance of access points where they prove impractical, provided all of the following requirements are met:

(1) Joint access driveways and cross access easements are provided.

(2) The site plan incorporates a unified access and circulation system.

(3) The property owner enters into a written agreement with the city, recorded with the deed, that preexisting connections on the site will be closed and eliminated after construction of each side of a joint use driveway.

(4) The city may modify or waive the requirements of this subsection where the characteristics or layout of abutting properties would make a development of a unified or shared access and circulation system impractical.

e. Phased Developments: Development sites under the same ownership or consolidated for the purpose of development and comprising more than one building site, shall be reviewed as a single property for the purpose of complying with access standards. The number of access points permitted shall be the minimum number necessary to provide reasonable access to the site, not the minimum for that frontage.

f. Corner Lots: Corner lots shall be required to locate motor vehicle accesses on the street with the lower functional classification when feasible provided such access will not be located within the functional area of the intersection. This requirement may be waived or modified when a commercial use would be required to take access from a street in a residential neighborhood.

g. Nonconforming Access Features: Legal access connections in place when this title was adopted that do not conform with the standards herein are considered nonconforming features and shall be brought into compliance with applicable standards when new access connection permits are requested or when there is a change in use or enlargement or improvement that will increase trip generation.

Findings: The building has existing access on I street that will continue to be utilized. No new access is being proposed or requested. This criterion is not applicable.

Conclusion: No new access is being proposed or requested. This criterion is not applicable.

5. Driveway Standards:

a. If the driveway is one-way in or out, the minimum width shall be ten feet (10') and appropriate sign(s) designating the driveway as a one-way connection shall be provided.

b. For two-way accesses, each lane shall have a minimum width of ten feet (10'). The maximum width for a driveway access, including both lanes, is thirty five feet (35') for both lanes.

c. The length of a driveway shall be designed in accordance with the anticipated storage length of entering and exiting vehicles to prevent vehicles from backing into the flow of traffic on the public street or causing unsafe conflicts with on site circulation.

6. Utilities: All electrical, telephone and cable television utility service installations or connections made as part of new construction of a building or structure shall be underground in accordance with city standards.

7. Easements: An applicant should discuss with the city planning official the likelihood that any easement will be required prior to making application. When an easement is required based on findings that justify the easement, the following standards shall apply:

a. Pedestrian Easements: In order to facilitate pedestrian access from streets, lots, or developments to schools, parks, nearby streets, or other developments, an easement no less than ten feet (10') wide with a paved pathway no less than six feet (6') shall be required. Any sight obscuring barrier such as a fence or planting at the edge of the easement shall not exceed three feet (3') in height in order to maintain visibility of the walkway from adjacent properties.

b. Open Space Easements: An open space easement may be required over areas in private ownership of the floodplain or areas with unique natural conditions. Such easement shall preclude development of the area when limiting the use of a property is determined to be in the public interest.

c. General Public Easements: When topography or other conditions make impractical the location of drainage facilities, sanitary sewer or water lines within the public street right of way, an unobstructed easement shall be provided across a property. Easements shall be of sufficient width to safely excavate buried facilities, but generally shall be no less than fifteen feet (15') in width.

Findings: The existing driveway and access off of I street will continue to be used. The applicant states in their narrative that they will be using a 25 foot two way access. Full street improvements will be required along I street to the boundary of the property. This will include Curb, Gutter, and Sidewalk.

Conclusion: The existing driveway and access off of I street will continue to be used. Full street improvements will be required along I street to the boundary of the property. This will include Curb, Gutter, and Sidewalk. This will be required as a condition of approval.

C. Special Site And Building Design Standards:

1. Building Orientation And Architectural Features:

a. Buildings shall have their primary entrances oriented toward the street. On corner lots, building entrances shall face the primary fronting street or the corner. New buildings located on the corner of 6th and I Streets shall be designed with building fronts, which include display windows, facing both 6th Street and I Street.

b. The primary building shall incorporate ground floor windows along street facades, with at least twenty percent (20%) of any wall within thirty feet (30') of a street consisting of display areas, windows or doorways.

c. Building facades facing a street shall include changes in relief such as cornices, columns, gables, bay windows, recessed entryways, or similar architectural or decorative elements.

d. Awnings that extend into the right of way over the public sidewalk are permitted on commercial buildings. Awnings shall not bisect transom windows.

Findings: The building is existing. There is a proposed new entrance that will be constructed on the side of the building facing the parking lot. The existing entrance will continue to be used as the primary entrance. The existing entrance is oriented towards the street. There is not proposal to Fast Mart Conditional Use (CU-4-21) & Site Plan Review (SP-3-21)

change the windows nor is there a need since this is a preexisting building.

Conclusion: A new entrance will be constructed and be utilized as secondary entrance. The existing building meets the above requirements.

2. Off Street Parking, Loading And Unloading: See chapter 9 of this title for specific design standards for parking spaces and parking areas.

a. Within the DC zone, off street parking is not required.

b. When any new off street parking is provided, parking areas shall be located behind buildings or to a nonstreet side yard such that buildings separate parking areas from the street.

c. Existing off street parking areas between the front or side of a building and the public right of way shall be separated from the right of way with a minimum thirty inch (30") wide landscape strip (see landscape requirements).

d. Parking bumpers shall be set at least six feet (6') from the property/right of way line for off street parking spaces established perpendicular to the right of way. Parking bumpers shall be securely fastened to the pavement or ground.

e. Parking within the street right of way along a street side yard shall maintain a six foot (6') separation from the edge of the right of way/property line to allow for a pedestrian walkway. Separation shall be maintained by the use of parking bumpers, an extruded curb or other barrier, as approved by the city public works director. No parking shall be allowed within twenty feet (20') of an intersection or crosswalk.

f. Loading and/or unloading of truck freight may occur on site, or within an alley or a local side street, but not within the right of way of 6th Street.

Findings: There is no off-street parking required in the Downtown Commercial Zone, however the applicant has chosen to keep the existing off-street parking. No changes are proposed to the existing parking lot, other than a possible resurfacing. The applicant has stated that they will be adding parking bumpers according to this standard. Since there are no proposed major changes, the existing parking lot will continue in its current use.

Conclusion: The existing parking lot with the addition of parking bumpers meet this criterion. All loading and unloading will occur on the Fastmart property.

3. Bicycle And Pedestrian Facilities And Easements:

a. Bicycle or pedestrian easements and/or improvements may be required if a portion of the subject property is included in the comprehensive plan as necessary to complete a planned bicycle or pedestrian pathway or trail, or to accommodate a portion thereof; or if findings justify the need to address anticipated impacts from the proposed development.

b. Developments shall provide an on site pedestrian circulation system that connects building entrances, public sidewalks, bicycle and automobile parking areas, and parts of the site or abutting properties that may attract pedestrians. Walkways shall maintain a clear width of at least five feet (5') and shall be separated from vehicles by curbs, raised bumpers, planter strips or similar barriers. Walkways through parking areas or crossing driveways shall be clearly identified by a different material or pavement markings, or both. Walkways shall be in clearly visible locations to promote safety. Walkways shall be hard surfaced.

Findings: The new improvements to 6th street included bicycle facilities, no bicycle facilities will be required. The applicant states the following in their narrative: *"We will maintain 5 feet separation from vehicles by curbs, raised bumpers, planter strips, or similar barriers. Walkways* Fast Mart Conditional Use (CU-4-21) & Site Plan Review (SP-3-21)

through parking areas or crossing driveways shall be clearly identified by a different material or pavement markings or both. Walkways shall be in clearly visible locations to promote safety and all walkways will be hard surfaced we will be using cement.”

Conclusion: The applicant’s narrative shows compliance with the above standard.

4. Landscaping, Lighting And Outdoor Storage:

a. When an existing or proposed building sets back five feet (5') or more from a front or street side yard, a minimum thirty inch (30") wide landscape strip along street frontages and building fronts shall be required to enhance the street appearance of the development and to accommodate surface water runoff from the site.

b. Landscaping shall include ground cover material such as decorative rock, bark or lawn, and at least two (2) of the following landscape elements: flowers, decorative shrubs, trees, boulders or decorative lighting.

Findings: The applicant has a submitted site plan that shows a landscape strip along 6th street. A 30” landscape strip will also be required along I street. The specifics of the landscaped area are not shown on the site plan. A condition of approval will be requiring the applicant to adhere to the above standard with their landscaping as well as create a 30” landscape strip along I street.

Conclusion: The applicant will be required to meet the above standard with a condition of approval.

c. Landscaped areas shall be provided with automatic irrigation unless a letter from a licensed landscape architect is submitted with the landscape plan certifying that the selected landscape plants will survive without irrigation.

d. Parking areas shall be landscaped as prescribed in subsection 10-9-2D of this title.

Findings: The applicant has stated in their narrative that they will provide automatic irrigation. The landscaping of both street frontages will serve as the landscaping of parking areas.

Conclusion: This criterion has been found to be met.

e. Lighting may be required on the site, such as between parking areas and buildings or along walkways, based on findings that justify the need to protect the public health, safety or welfare. All on site lighting shall be shielded to prevent off site glare or nuisance to traffic or neighboring properties.

Findings: Due to the location of the property along 6th street and the existing lighting along 6th street, no additional lighting will be required.

Conclusion: Due to the location of the property along 6th street and the existing lighting along 6th street, no additional lighting will be required.

f. Outdoor storage and garbage collection areas shall be entirely screened with a six foot (6') high sight obscuring fence, wall or vegetation. Outdoor storage and garbage collection areas shall not be permitted within a required vision clearance area.

Findings: The applicant states “We will put a six-foot fence around our Garbage collection area. We will not have outdoor storage.”

Conclusion: With the applicants sight obscuring fence installed this criterion will be met.

g. Annual renewal of a business license for a commercial use shall be contingent upon satisfactory maintenance of landscaped areas approved as part of the site plan or conditional use review for the use.

5. Vision Clearance Area And Fences: See section 10-11-4 and subsection 10-11-1B of this title.

7. Signs: See title 8, chapter 2 of this code. (Ord. 799, 11-3-2015)

Findings: The applicant states “We will stay up to code to satisfy maintenance of landscaped areas approved of the site plan/conditional use. Everything from the existing property will remain the same. Fast Mart Umatilla will be making no changes. They will be using the sign this is already there.”

Conclusion: The above criterion has been found to be met. Any changes in the future will need to comply with the above standards.

CUZO 10-13-2: SITE REVIEW:

B. Application:

3. Site Design Criteria And Standards For Nonresidential Developments: The following requirements are in addition to any requirements specified in the applicable zoning district:

a. Landscaped areas shall be provided with automatic irrigation unless a landscape architect certifies that plants will survive without irrigation.

Findings: The applicant has submitted a conceptual landscape plan found on their Site Plan. The plan does not explicitly state there will be automatic irrigation but it is assumed with the type of vegetation being shown. It should be noted that it can be found in the submitted narrative. A condition of approval will require an automatic irrigation system servicing all plants on the conceptual landscape plan.

Conclusion: The applicant did not identify on the submitted conceptual landscape plan where the irrigation would go. A condition of approval requiring the applicant to provide a letter from a landscape architect or to provide irrigation would satisfy this requirement.

b. Landscaping shall be located along street frontages and building fronts to enhance the street appearance of a development.

Findings: The submitted conceptual landscape plan shows landscaping will be provided along the 6th street frontage of the property. The plan does not show the landscaping along I Street. Landscaping along I street will be required as a condition of approval.

Conclusion: The submitted conceptual landscape plan shows landscaping will be provided along the 6th street frontage. Landscaping along I street will be required as a condition of approval. The proposed landscaping is considered to enhance the street appearance of the development.

c. Outdoor storage and garbage collection areas shall be entirely screened with vegetation, fence, or wall.

Findings: The submitted narrative explains that garbage collection areas will be screened by a fence. No outdoor storage is proposed.

Conclusion: The garbage collection area will be screened by a fence, this satisfies the

criterion.

- d. Based on anticipated vehicle and pedestrian traffic and the condition of adjacent streets and rights of way, the city may require right of way improvements including, but not limited to, paving, curbs, sidewalks, bikeways, lighting, turn lanes, and other facilities needed because of anticipated vehicle and pedestrian traffic generation. Minimum requirements shall conform to the standards of subsection 11-4-2C of this code, minimum street standards and the public works standards.

Findings: The City will require right of way improvements including curb, sidewalks and other improvements necessary to bring the I street frontage up to a current City standard. Improvements within the right of way will be reviewed and approved by the public works director.

Conclusion: The applicant is responsible for their proportionate share of improvements within the I street right of way including curb, sidewalks and other improvements. A condition of approval requiring the applicant to obtain a right of way permit for work within the right of way will satisfy this requirement.

- e. Access shall generally be taken from the higher classification street when a development fronts more than one street, except in the case of developments along Highway 730, which shall take access from an alley or a side street unless there is no alternative.

Findings: The subject property has an existing access on I street.

Conclusion: The subject property has an existing access on I street. This satisfies the above criterion.

- f. Developments shall provide an on-site pedestrian circulation system that connects building entrances, public sidewalks, bicycle and automobile parking areas, and parts of the site or abutting properties that may attract pedestrians. Walkways shall maintain a clear width of at least five feet (5') and shall be separated from vehicles by curbs, raised bumpers, planter strips, or similar barriers. Walkways through parking areas or crossing driveways shall be clearly identified by a different material or pavement markings or both. Walkways shall be in clearly visible locations to promote safety. Walkways shall be hard surfaced.

Findings: The proposed use is a Convenience Store. The proposed site plan shows sidewalks being provided for internal pedestrian use. The majority of the foot traffic will be pedestrians exiting their cars and entering the storefront. The proposed internal walkways will connect to the new sidewalks along Highway 730 thus creating an access to existing City Right of Way facilities.

Conclusion: The walkways shown on the proposed site plan accomplish the purpose of this criterion.

- g. The primary building and entry orientation shall be to the fronting street rather than a parking lot.
h. All buildings shall incorporate ground floor windows along street facades, with at least

twenty percent (20%) of any wall within thirty feet (30') of a street consisting of display areas, windows, or doorways.

- i. Building facades facing a street shall include changes in relief such as cornices, columns, gables, bay windows, recessed entries, or similar architectural or decorative elements.

Findings: This standard is addressed above.

Conclusion: This standard is addressed above.

- j. A drive-through use shall be oriented to the side or rear of a building and shall be designed to minimize conflicts with pedestrians and vehicles.

Findings: The proposed use does not include a drive-through use.

Conclusion: The request does not include a drive-through use. This criterion is not applicable.

4. Access Standards For All Uses

- a. New Connections: New connections shall not be permitted within the functional area of an intersection or interchange as defined by the connection spacing standards of this title and public works standards, unless no other reasonable access to the property is available.

Findings: The proposed access point is not located within the functional area of an intersection or interchange.

Conclusion: The proposed access point is not located within the functional area of an intersection or interchange.

- b. Access Connections: Where no other alternative exists, the city administrator may allow construction of an access connection along the property line farthest from the intersection. In such cases, directional connections (i.e., right in/out, right in only, or right out only) may be required.

Findings: As addressed above the primary access point onto the site is not within a functional area of an intersection.

Conclusion: The primary access point onto the site is not within a functional area of an intersection.

- c. Cross Access Drives, Pedestrian Access: Adjacent commercial or office properties such as shopping plazas and office parks that are major traffic generators shall provide a cross access drive and pedestrian access to allow circulation between sites.

Findings: There are no adjacent commercial or office properties that are considered major traffic generators.

Conclusion: The subject property is not located adjacent to commercial or office properties that are major traffic generators. This criterion is not applicable.

- d. Separation Distance: The city may reduce the required separation distance of access

points where they prove impractical, provided all of the following requirements are met:

- (1) Joint access driveways and cross access easements are provided.
- (2) The site plan incorporates a unified access and circulation system.
- (3) The property owner enters into a written agreement with the city, recorded with the deed, that preexisting connections on the site will be closed and eliminated after construction of each side of a joint use driveway.
- (4) The city may modify or waive the requirements of this section where the characteristics or layout of abutting properties would make a development of a unified or shared access and circulation system impractical.

Findings: The applicant is not proposing to reduce the required separation distance of access points.

Conclusion: The applicant is not proposing to reduce the required separation distance of access points. These criteria are not applicable.

e. Driveway Standards: Driveways shall meet the following standards:

- (1) If the driveway is one way in or out, the minimum width shall be ten feet (10') and appropriate sign(s) designating the driveway as a one-way connection shall be provided.
- (2) For two-way access, each lane shall have a minimum width of ten feet (10').
- (3) The length of a driveway shall be designed in accordance with the anticipated storage length of entering and exiting vehicles to prevent vehicles from backing into the flow of traffic on the public street or causing unsafe conflicts with on site circulation.

Findings: The submitted site plan narrative talks about an approximately twenty five foot (25') wide concrete/asphalt driveway. The proposed driveway is adequate to serve the proposed use.

Conclusion: The proposed driveway will serve as a two-way access point into the subject property. The proposed driveway exceeds the required width. There is sufficient space onsite accommodate traffic entering or exiting the site.

f. Phased Developments: Development sites under the same ownership or consolidated for the purpose of development and comprising more than one building site, shall be reviewed as a single property for the purposes of complying with access standards. The number of access points permitted shall be the minimum number necessary to provide reasonable access to the site, not the minimum for that frontage.

Findings: The proposed development is not part of a phased development.

Conclusion: The proposed development is not part of a phased development. This criterion is not applicable.

g. Nonconforming Access Features: Legal access connections in place when this title was adopted that do not conform with the standards herein are considered nonconforming features and shall be brought into compliance with applicable standards when new access connection permits are requested or when there is a change in use or enlargement

or improvement that will increase trip generation.

Findings: The property has no existing access connection points that are considered nonconforming.

Conclusion: The property does not have nonconforming access features. This criterion is not applicable.

- h. Reverse Frontage: Lots that front on more than one street shall be required to locate motor vehicle accesses on the street with the lower functional classification. This requirement may be waived or modified when a commercial or industrial use would be required to take access from a street in a residential neighborhood.

Findings: The subject property has frontage on more than one street. The existing access is on I street. No new access is proposed.

Conclusion: The property does have frontage on more than one street. The access already exists on the street with the lower functional classification.

Review by The Oregon State Department Of Transportation: Any application that involves access to the state highway system shall be reviewed by the Oregon department of transportation for conformance with state access management standards. In the I-82/U.S. 730 interchange area management plan (IAMP) management area, proposed access shall be consistent with the access management plan in section 7 of the IAMP.

Findings: The City has requested comment from ODOT but has not heard anything back. Due to the access being on I street and not HWY 730/6th street it is not anticipated that ODOT will comment.

Conclusion: The City has requested comment from ODOT but has not heard anything back. Due to the access being on I street and not HWY 730/6th street it is not anticipated that ODOT will comment.

IV. SUMMARY CONCLUSIONS AND DECISION

The applicant is proposing to develop the site with a Fastmart convenience store. The submitted materials meet or are capable of meeting the standards and criteria of approval as addressed in this report. Therefore, based on the information in Sections I and II of this report, and the above criteria, findings of fact and conclusions addressed in Section III, the City of Umatilla Staff **RECOMMENDS** that the Planning Commission **APPROVES** Conditional Use, CU-4-21, and Site Plan SP-3-21 subject to the conditions of approval contained in Section V.

V. CONDITIONS OF APPROVAL

1. The applicant must obtain all federal, state and local permits or licenses prior to starting construction activities.
2. The applicant shall provide a letter from a landscape architect to certify the selected

plants will survive without irrigation or shall provide automatic irrigation.

3. The applicant shall be required to install sidewalks, curbs and/or gutters, a 30” landscape strip, and other improvements necessary along the property abutting I Street according to City Code and City public works standards. The applicant shall obtain approval of a right-of-way permit from the City of Umatilla prior to performing any work within the right-of-way.
4. The applicant shall install landscaping that meets the following criteria: ground cover material such as decorative rock, bark or lawn, and at least two (2) of the following landscape elements: flowers, decorative shrubs, trees, boulders or decorative lighting.
5. If any historic, cultural or other archaeological artifacts, or human remains are discovered during construction the applicant shall immediately cease construction activity, secure the site, and notify appropriate agencies including but not limited to the City of Umatilla, Oregon State Historic Preservation Office and the Confederated Tribes of the Umatilla Indian Reservation (CTUIR) Cultural Resources Protection Program.
6. The applicant must establish the proposed use within one year of the date of the final approval unless the applicant applies for and receives an extension prior to the expiration of the approval.
7. Failure to comply with the conditions of approval established herein may result in revocation of this approval.
8. The applicant shall obtain a City business license prior to starting operation of the business.
9. All electrical, telephone and cable television utility service installations or connections made as part of new construction of a building or structure shall be underground.
10. Annual renewal of a business license for this Fastmart location shall be contingent upon satisfactory maintenance of landscaped areas.

VI. EXHIBITS

Exhibit A Notice Map

Exhibit B Preliminary Plat

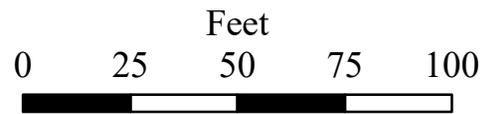


FAST MART CONDITIONAL USE CU-4-21

*Property Owners within 100' Recieve Notice

Legend

- Subject Property
- TAXLOT 12-14-2020



MAP DISCLAIMER: No warranty is made as to the accuracy, reliability or completeness of this data. Map should be used for reference purposes only. Not survey grade or for legal use. Created by Jacob Foutz, on 3/3/2021



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DRAWN BY: EGV DATE: 11/06/20
CHECKED BY: DATE:

CLIENT INFORMATION
ANKIT MUNGURU

PROJECT LOCATION
821 6th St.
Umatilla OR,

ANKIT MUNGURU
REVIEW
UMATILLA T&CONCEPTS

MAIN FLOOR PLAN

PROJECT #
20.0055

CAD FILE

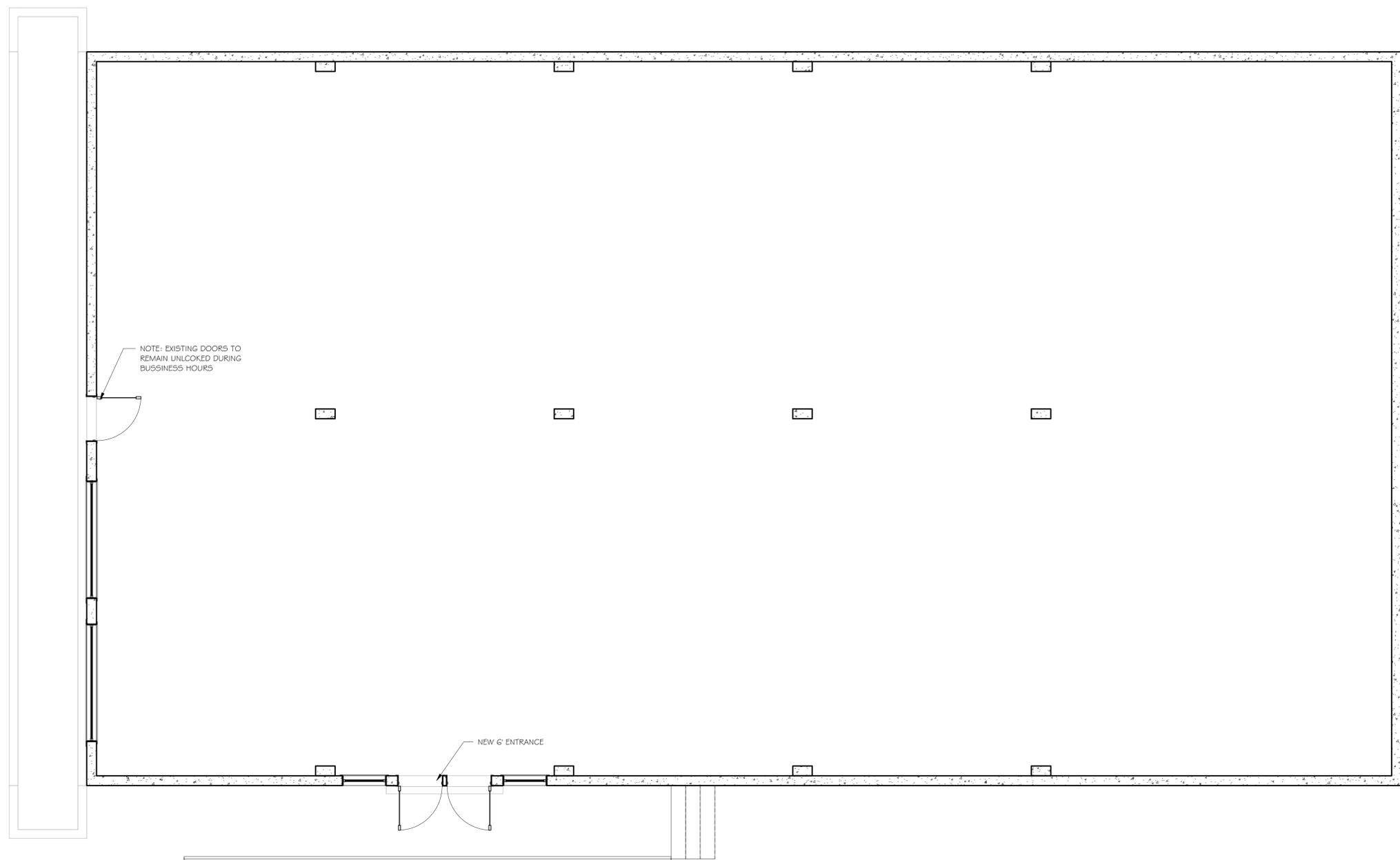
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SHEET OF
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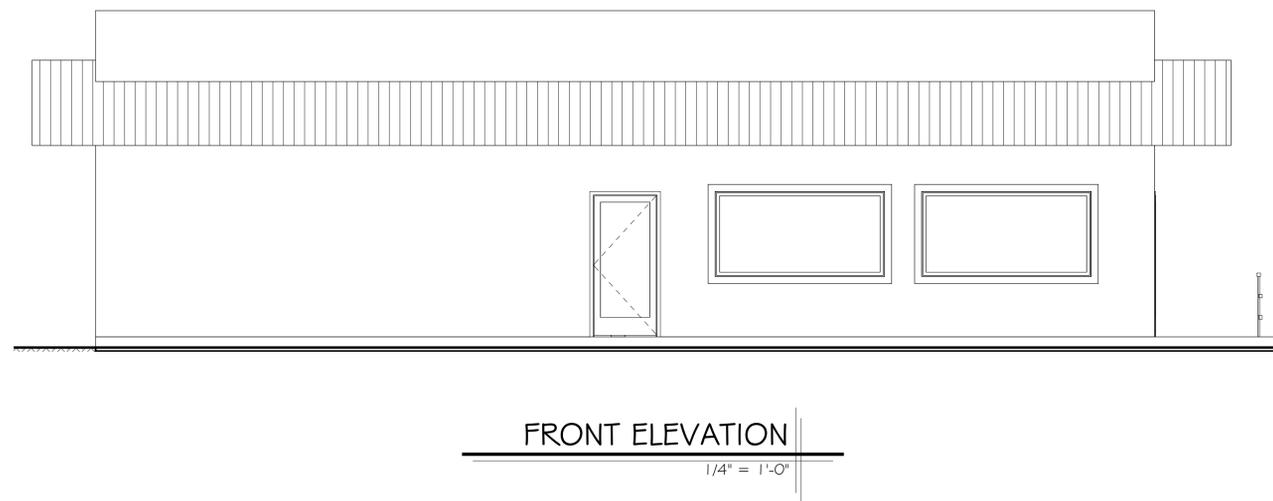
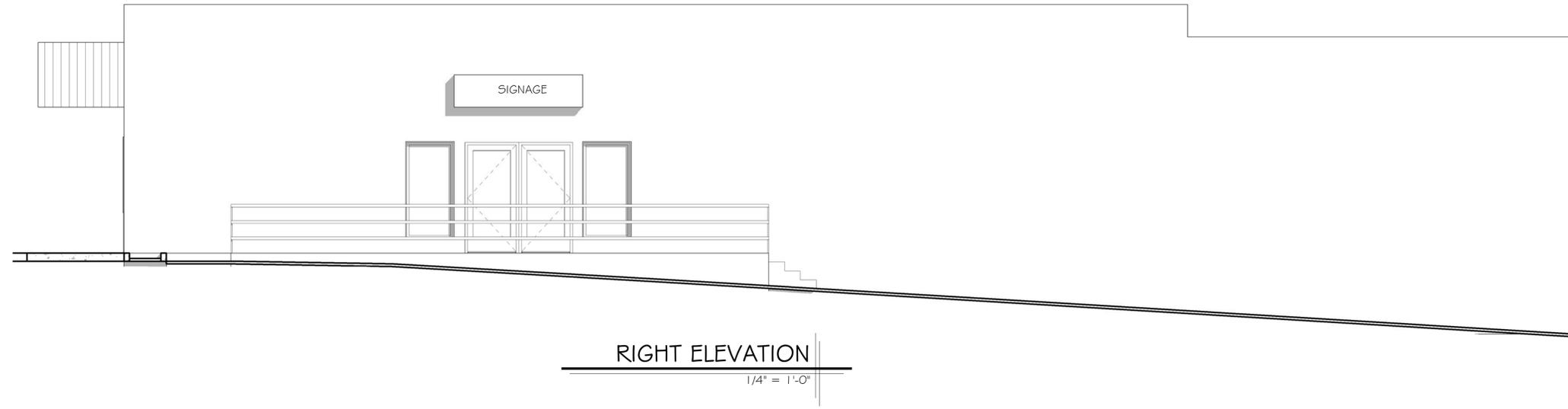


MAIN FLOOR

1/4" = 1'-0"

REVIEW SET

PLAN SHEET LIST			
SHEET #	SHEET NAME	CURRENT REVISION	REVISION DATE
A2.1	MAIN FLOOR PLAN		
A5.1	EXTERIOR ELEVATIONS		
C1.1	SITE PLAN		



REVIEW SET



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DRAWN BY: EGV	DATE: 11/06/20
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ANKIT MUNGURU
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UMATILLA CONCEPTS

EXTERIOR ELEVATIONS

PROJECT #
20.0055

CAD FILE

REV #	DATE	BY
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REASON

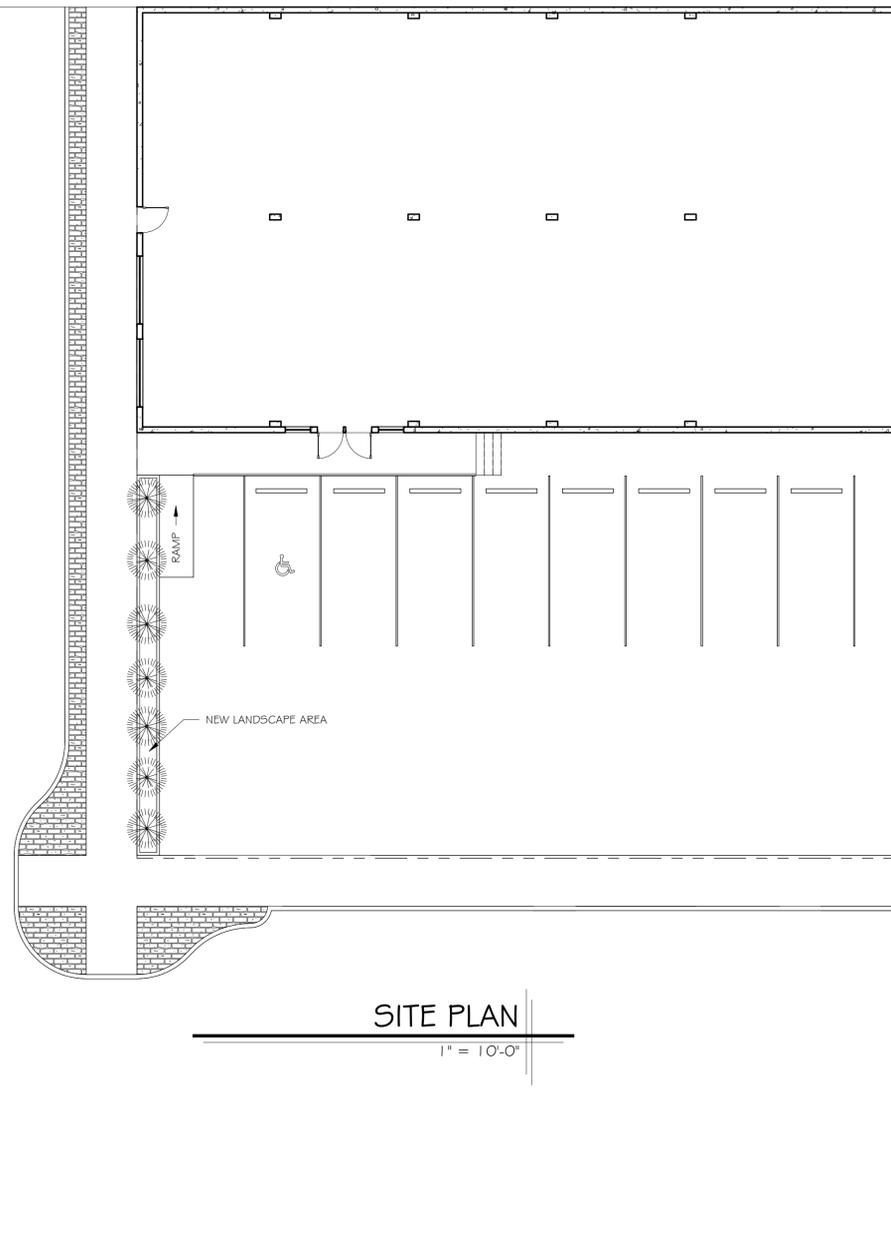
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DRAWN BY: JR V.	DATE: 11/06/20
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CHECKED BY:	DATE:
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CLIENT INFORMATION
ANKIT MUNGURU

PROJECT LOCATION
821 6th St.
Umatilla OR,

ANKIT MUNGURU
 REVIEW
 UMATILLA CONCEPTS

SITE PLAN

PROJECT #
20.0055

CAD FILE

REV #	DATE	BY
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REASON

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