

CITY OF ST. HELENS PLANNING DEPARTMENT
STAFF REPORT
Variance V.5.24

DATE: June 4, 2024
TO: Planning Commission
FROM: Jennifer Dimsho, AICP, Associate Planner

APPLICANT: Will Uebelacker
OWNER: Columbia Assets Group, LLC

ZONING: Riverfront District, Plaza Subdistrict

LOCATION: 325 Strand Street and vacant lot west of 325 Strand Street;
4N1W-3BD-300 & 401

PROPOSAL: Variance to allow a reduction in the amount of off-street parking spaces required for a subsequent development proposal

SITE INFORMATION / BACKGROUND

The subject property includes two lots, one with an existing building addressed as 325 Strand Street and the other, a vacant lot west of the building fronting S. 1st Street. The total square footage of the two lots is 11,520 sq. ft. There is no land use history on the site. The 1984 National Historic District nomination identifies the existing building as constructed in 1908. At the time of the nomination and for decades following, the building was used as Grace’s Antique Annex, storing additional antiques for the main Antique shop which was located next door in the ground floor of the Morgus Building.

In 2019, a demolition permit (Permit No. 14729) was issued for the building. The scope of work generally was to remove siding to expose dry rot and expose the roof so that the owner could assess the ability to repair the structure. Some work was completed, but the permit ultimately expired. The building remained with portions in a partially demolished state for years. This quickened the deterioration of the existing building.

In August 2023, a building permit was issued (Permit No. 749-23-0000354-STR) to construct temporary shoring for a failing bearing wall (along the south side of the building). This work was inspected in September 2023, with a condition from the Building Official that the temporary shoring supporting the wall was approved for use for no more than one year from completion.

The City currently has an ongoing infrastructure project which will make roadway improvements on S. 1st Street and Strand Street abutting the subject property. The City’s project is expected to be completed by the end of 2024.





SOUTH WALL PRE-SIDING REMOVAL C. 2019



SOUTH WALL POST-SIDING REMOVAL C. 2020



VACANT LOT FROM S 1ST STREET C. 2024

PUBLIC HEARING & NOTICE

Public hearing before the Planning Commission: **June 11, 2024**

Notice of this proposal was sent to surrounding property owners within 100' feet of the subject properties on May 20, 2024, via first class mail. Notice was sent to agencies by mail or e-mail on the same date.

Notice was published on May 29, 2024, in The Chronicle newspaper.

APPLICATION COMPLETENESS

The 120-day rule (ORS 227.178) for final action for this land use decision is **September 11, 2024**.

AGENCY REFERRALS & COMMENTS

City Engineering Department: The developer's request to eliminate almost 70% of required parking spaces is excessive given the location of the property on the Riverfront District where the lack of parking and parking congestion is a daily occurrence. This is very true of Strand Street where community events are often held. We should also keep in mind that when the Cowlitz Circle and the Riverwalk projects on the waterfront are complete, even more visitors will be drawn to the area exacerbating the parking problem. I believe this will be a substantial detriment to the businesses and residents in the area as well. This would not be so great an issue if St. Helens had a well developed transit system, but we do not. This means that most folks accessing the property will have vehicles and will need a place to park it. I recommend to either deny the variance request or require the developer to provide a minimum of 55% to 60% of the parking spaces required.

APPLICABLE CRITERIA, ANALYSIS & FINDINGS

DISCUSSION: The applicant's Variance is based on a conceptual mixed-use building which contains a total of 16 residential dwelling units, 8 of which are 1-bedroom, 8 of which are lofts. On the 1st floor facing Strand Street, the building contains two commercial suites for eating/drinking establishments. This is only a Variance and subsequent permitting would be necessary to allow development (e.g., Site Development Review and/or Conditional Use Permit).

The total off-street parking requirements based on the mixed-use building concept are listed below:

17.80.030 Minimum off-street parking requirements.

- (1) Residential.
 - (a) Multiple dwelling
 - (i) Studio – One space for each unit.
 - (ii) One bedroom – One and one-half spaces for each unit.
- (3) Commercial

(m) Eating and/or drinking establishments – one space per 50 square feet of establishment’s dining area, plus one space for every two employees.

The SHMC has no separate parking use category for “Loft” and the applicant interpreted that these are considered “Studios” for the purposes of the parking calculations. If the Commission believes this is appropriate, the total amount of off-street parking required for the proposed development is 20 parking spaces for the residential units and 32 parking spaces for the commercial units for a **total of 52 spaces needed**. If the Commission believes that the “Loft” units should be considered 1-bedroom units for the purposes of the parking calculations, the total number of spaces increases to a **total of 56 spaces needed**.

Two relevant code sections related to this off-street parking variance request are included in the zoning category.

17.32.172 Riverfront district – RD, plaza.

(4) Standards Applicable to All Uses. In the plaza subdistrict, the following standards and special conditions shall apply and shall take precedence over any conflicting standards listed in this code:

(k) No additional or new on-site parking is required for sites with lawfully existing building footprint coverage in excess of 50 percent of the lot area (change of use or remodeling without a change to the existing footprint of lawfully existing building(s) are also exempt).

(l) Except for subsection (4)(k) of this section, new development shall meet required on-site parking requirements with credit, on a one-for-one basis of parking spaces in rights-of-way abutting the site. On-street parking (in rights-of-way) shall be based upon parallel parking, or existing; fractions do not count. Moreover, parking standards shall be for normal sized vehicles, for the purpose of the parking credit.

The subject property is not eligible for the parking exemption in (k) because the existing building footprint is proposed to be demolished as part of the development. However, the applicant discusses using the existing building as a key basis to grant the Variance. Note that the provision per (k) applies to existing footprint; the applicant’s plans show an expanded footprint. It also misrepresents the existing building footprint showing a portion along the west side that was demolished several years ago. Moreover, given the definition of “building” per Chapter 17.16 SHMC, which is a structure having a roof supported by columns or walls, if the roof is removed, it is no longer a building, and this exemption does not apply. Whether or not the roof can be saved, and multiple stories added and still meet this code is beyond the scope of this Variance; for the purpose of this Variance, there is no guarantee this is viable.



(l) allows on-street parking to count towards their off-street parking requirements. There are a total of 6 on-street parking spaces abutting the site (2 parallel spaces on S. 1st Street and 4 diagonal spaces on Strand Street). The applicant is providing a total of 7 on-site spaces. This means there are a **total of 13 spaces provided**.

56 spaces needed – 13 spaces provided = **43 spaces Variance request (76% reduction in parking requested)**

OR

52 spaces needed – 13 spaces provided = **39 spaces Variance request (75% reduction in parking requested)**

CRITERIA:

SHMC 17.108.050 (1) – Criteria for granting a Variance

- (a) The proposed variance will not be significantly detrimental in its consequence to the overall purposes of this code, be in conflict with the applicable policies of the comprehensive plan, to any other applicable policies and standards of this code, and be significantly detrimental in its consequence to other properties in the same zoning district or vicinity;
- (b) There are special circumstances that exist which are peculiar to the lot size or shape, topography or other circumstances over which the applicant has no control, and which are not applicable to other properties in the same zoning district;
- (c) The use proposed will be the same as permitted under this code and city standards will be maintained to the greatest extent that is reasonably possible while permitting some economic use of the land;
- (d) Existing physical and natural systems, such as but not limited to traffic, drainage, dramatic landforms, or parks, will not be adversely affected any more than would occur if the development were located as specified in the code; and
- (e) The hardship is not self-imposed and the variance requested is the minimum variance which would alleviate the hardship.

FINDINGS:

(a) This criterion requires a finding that the variance will not be detrimental.

- See applicant’s narrative.
- Staff comments: The two adjacent properties on Strand Street do not provide any off-street parking (the Morgus Building and the Waterside building (AKA the Muckle building)). These two properties rely solely on on-street parking to meet their parking demand. Parking is a finite resource. When development is granted a variance to reduce off-street parking requirements, it is inevitable that the demand for parking related to the development will spill over into the right-of-way abutting adjacent properties.
- **The Commission could find that this spillover demand will be significantly detrimental to adjacent properties in the vicinity because the amount of parking demand is so much greater than the parking proposed to be provided on site. The Commission could find that because the applicant is providing so little parking on site, there is going to be parking demand spillover into right-of-way adjacent to other surrounding properties which is detrimental to properties within the vicinity.**
- **The Commission could also find that **granting less** than the proposed variance will result in **less of a detrimental impact** to properties in the vicinity.**

(b) The criterion requires a finding that there are special and unique circumstances.

- See applicant's narrative.
- Staff comments: The applicant described a phased approach where if the existing building were to be redeveloped on its lot by itself, it would be eligible for the SHMC 17.32.172(4)(k) parking exemption because the building is in excess of 50 percent of the lot area. According to their calculations, using this phased approach would result in no need for a parking variance. This is not the proposal, but it does create a special and unique circumstance only relevant to this lot. However, their calculation also shows an expansion of footprint (the exemption is based on existing footprint) and given the poor condition of the building and how feasible this actually is, is unknown, especially given the possible removal of the roof and resulting ineligibility to this parking exemption this could cause.

(c) This criterion prohibits a use variance and requires a finding that the applicable standards are maintained to the greatest extent that is reasonably possible.

- See applicant's narrative.
- Staff comments: The applicant is not requesting a use variance.

Does the Commission think a 75% or so reduction of parking requirements is maintaining the standard to the greatest reasonable extent?

(d) This criterion requires a finding that existing physical and natural systems will not be adversely affected as a result of the requested Variance.

- Staff comments: There is no known impact to existing physical and natural systems as a result of the parking variance. At the time of future development, the applicant would be required to manage stormwater to meet the City's engineering standards.

(e) This criterion requires a finding that the variance issue is not self-imposed and that the variance is the minimum necessary to alleviate the hardship.

- See applicant's narrative.
- Staff comments: **The Commission could find that this Variance request is not the minimum necessary to alleviate the hardship and that a 75% reduction of parking is too great.**
- Here are examples of reduced parking demand development schemes to give the Commission some alternatives to consider:
 - If the applicant were to develop a retail store in one of the commercial suites, and one eating/drinking establishment in the other, the parking request would be reduced from 52 spaces to 40 spaces needed. This Variance request would be a reduction of **67.5% spaces**. (40 spaces needed – 13 spaces provided = 27 spaces Variance request).
 - If the applicant were to develop a retail sales suite and a personal services suite, the parking request would be reduced from 52 spaces to 28 spaces needed. This Variance

request would be a reduction of **53.6% spaces**. (28 spaces needed – 13 spaces provided = 15 spaces Variance request).

The Commission must find all criteria **(a) – (e)** are met based on the above and/or any other findings to approve the Variance, or the Commission must specify which criteria are not met and why as a basis for denial.

CONCLUSION & RECOMMENDATION

The Commission has three main options:

1. Grant the Variance as requested.
2. Grant less than the Variance request based on findings above.
3. Deny the Variance all together based on findings above.

If the Commission decides to approve the Variance (either Option 1 or 2), staff recommends including the following conditions:

1. This Variance approval is valid for a limited time pursuant to SHMC 17.108.040.
2. << This Variance allows a parking reduction of xx% of the requested parking spaces. >>
3. This Variance does not grant land use, Site Development Review, Conditional Use Permit site plan or any other approval to develop the property. It only allows a reduction of parking for such permitting subsequent to this Variance.
4. This Variance shall only apply to development of the entire subject property, without the existing building (i.e., it is removed/demolished). It shall not apply to development of a portion of the subject property and/or a proposal that uses the existing building.
5. Owner/applicant and their successors are still responsible to comply with the City Development Code (SHMC Title 17), except for the Variance(s) granted herein.

Attachments: Applicant Plans & Narrative with Planner Notes (15 pages)

325 STRAND ST VARIANCE APPLICATION

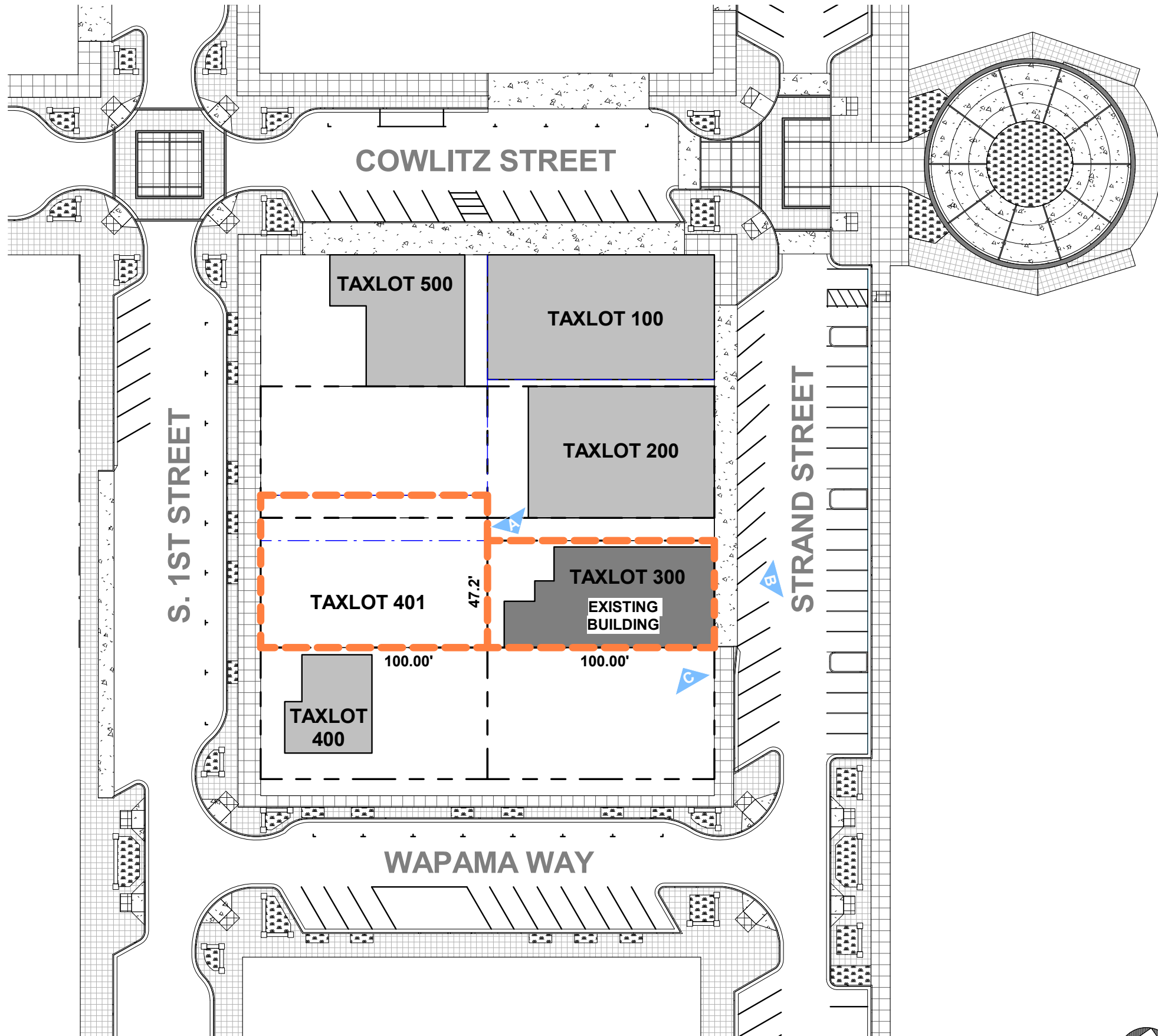
TAX LOT 4103-BD-00300
4103-BD-00401
ZONING RD RIVERFRONT DISTRICT - PLAZA SUBDISTRICT

ST. HELENS, OREGON

PROJECT LOCATION



IMAGE FROM USEPA AREA-WIDE PLANNING PROJECT RESOLUTION 1765



EXISTING STRUCTURE



A
VIEW LOOKING SE



B
STREET FACING FACADE



C
VIEW LOOKING NW



1 (E) SITE PLAN - WATERFRONT DEVELOPMENT
1" = 50'-0"
EXISTING CONDITIONS

CODE EXCEPTION FOR EXISTING BUILDINGS

PHASE I - TAX LOT 301

17.32.172 RIVERFRONT DISTRICT - RD PLAZA

(4)(K) NO ADDITIONAL OR NEW ON-SITE PARKING IS REQUIRED FOR SITES WITH LAWFULLY EXISTING BUILDING FOOTPRINT COVERAGE IN EXCESS OF 50 PERCENT OF THE LOT AREA (CHANGE OF USE OR REMODELING WITHOUT A CHANGE TO THE EXISTING FOOTPRINT OF LAWFULLY EXISTING BUILDING(S) ARE ALSO EXEMPT).

(L) EXCEPT FOR SUBSECTION (4)(K) OF THIS SECTION, NEW DEVELOPMENT SHALL MEET REQUIRED ON-SITE PARKING REQUIREMENTS WITH CREDIT, ON A ONE-FOR-ONE BASIS OF PARKING SPACES IN RIGHTS-OF-WAY ABUTTING THE SITE. ON-STREET PARKING (IN RIGHTS-OF-WAY) SHALL BE BASED UPON PARALLEL PARKING, OR EXISTING; FRACTIONS DO NOT COUNT. MOREOVER, PARKING STANDARDS SHALL BE FOR NORMAL SIZED VEHICLES, FOR THE PURPOSE OF THE PARKING CREDIT.

MINIMUM OFF-STREET PARKING REQUIREMENTS

RESIDENTIAL

(G) MULTIPLE DWELLING (ALSO SEE SHMC 17.80.020(7)):

- (I) **STUDIO** – ONE SPACE FOR EACH UNIT.
- (II) **ONE BEDROOM** – ONE AND ONE-HALF SPACES FOR EACH UNIT.
- (III) MORE THAN ONE BEDROOM PER UNIT – TWO SPACES FOR EACH.

COMMERCIAL

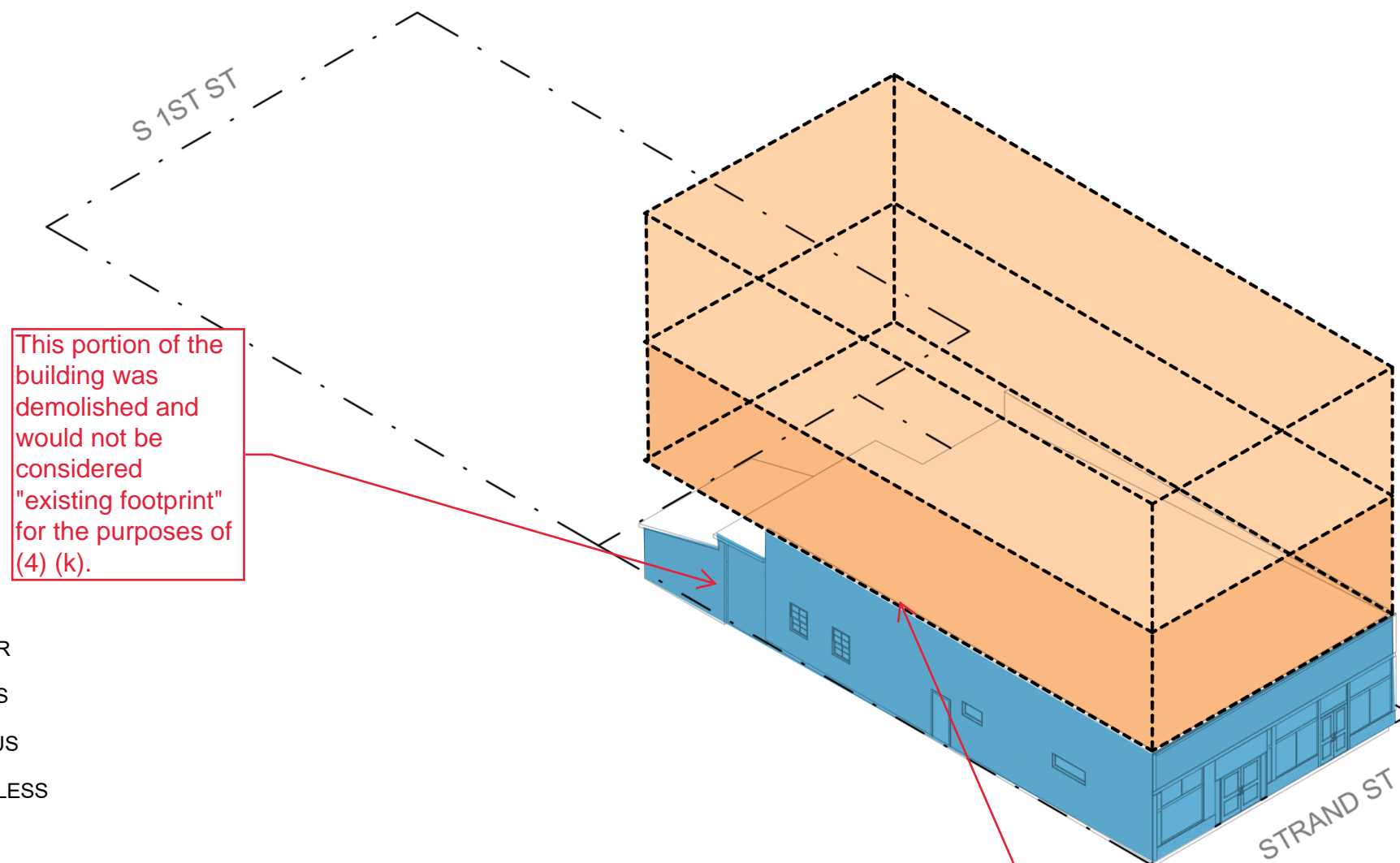
(L) CONVENIENCE SALES AND PERSONAL SERVICES – ONE SPACE PER 400 SQUARE FEET OF GROSS FLOOR AREA, BUT NOT LESS THAN FOUR SPACES PER EACH ESTABLISHMENT.

(M) **EATING AND/OR DRINKING ESTABLISHMENTS** – ONE SPACE PER 50 SQUARE FEET OF ESTABLISHMENT'S DINING AREA PLUS ONE SPACE FOR EVERY TWO EMPLOYEES.

(R) FOOD AND BEVERAGE RETAIL SALES – ONE SPACE PER 200 SQUARE FEET OF GROSS FLOOR AREA, PLUS ONE SPACE FOR EVERY TWO EMPLOYEES.

(U) GENERAL RETAIL SALES – ONE SPACE FOR EACH 400 SQUARE FEET OF GROSS FLOOR AREA, BUT NOT LESS THAN FOUR SPACES FOR EACH ESTABLISHMENT.

(Z) OFFICES – ONE SPACE FOR EACH 350 SQUARE FEET OF SERVICES GROSS FLOOR SPACE.



PARKING TOTALS

COMMERCIAL SPACE	SF	PARKING REQ'S
NORTH TENANT:	1,458 SF	(x60%) = 875 / 50 = 17.5 + 3 (3 STAFF) = 21
SOUTH TENANT:	1,941 SF	(x60%) = 1,165 / 50 = 23.3 + 3 (3 STAFF) = 27

RESIDENTIAL UNITS

7 ONE BED (x1.5 PARKING) = 10.5 PARKING SPACES = 11

TOTAL PARKING

TOTAL PARKING TALLY **59 PARKING SPACES**
 TOTAL REQUIRED MEETING (4)(K) **0**

ACCORDING TO SUBSECTION (4)(K) OF 17.32.172, PARKING WOULD NOT BE REQUIRED FOR A CHANGE OF USE AND/OR EXPANDING ABOVE THE EXISTING BUILDING FOOTPRINT FOR THE BUILDING LOCATED ON TAX LOT 300. THIS PHASE SHOWS WHAT WOULD BE REQUIRED IN ORDER TO CONVERT THE GROUND FLOOR TO COMMERCIAL WHILE MAXIMIZING THE USE WITH THE HIGHEST PARKING LOAD, AS WELL AS ADDING RESIDENTIAL UNITS ABOVE, MEETING DENSITY STANDARDS. THIS ILLUSTRATES THAT BY KEEPING THE EXISTING BUILDING/FOOTPRINT THE TOTAL PARKING EXEMPT TOTALS 59 SPACES. THIS NUMBER SHOULD BE CONSIDERED WHEN COMPARED TO THE PARKING VARIANCE REQUEST OF ONLY 43 PARKING SPACES AS OUTLINED IN THE FOLLOWING PAGES FOR A PROPOSED NEW CONSTRUCTION OF SIMILAR SIZE.

See Staff report Page 5 for a discussion about whether or not (4) (k) would apply if the roof were removed and multiple stories were added.

CODE EXCEPTION FOR EXISTING BUILDINGS

PHASE II - TAX LOT 401

17.32.172 RIVERFRONT DISTRICT - RD PLAZA

MINIMUM OFF-STREET PARKING REQUIREMENTS

RESIDENTIAL

(G) MULTIPLE DWELLING (ALSO SEE SHMC 17.80.020(7)):

- (I) **STUDIO** – ONE SPACE FOR EACH UNIT.
- (II) **ONE BEDROOM** – ONE AND ONE-HALF SPACES FOR EACH UNIT.
- (III) MORE THAN ONE BEDROOM PER UNIT – TWO SPACES FOR EACH.

PARKING TOTALS

RESIDENTIAL UNITS

9 STUDIO UNITS (x1 SPACE PER UNIT) 9 PARKING SPACES

TOTAL PARKING

TOTAL PARKING REQUIRED 9 PARKING SPACES
 TOTAL PROVIDED 9 PARKING SPACES

PARKING CONCLUSION

RESIDENTIAL UNITS

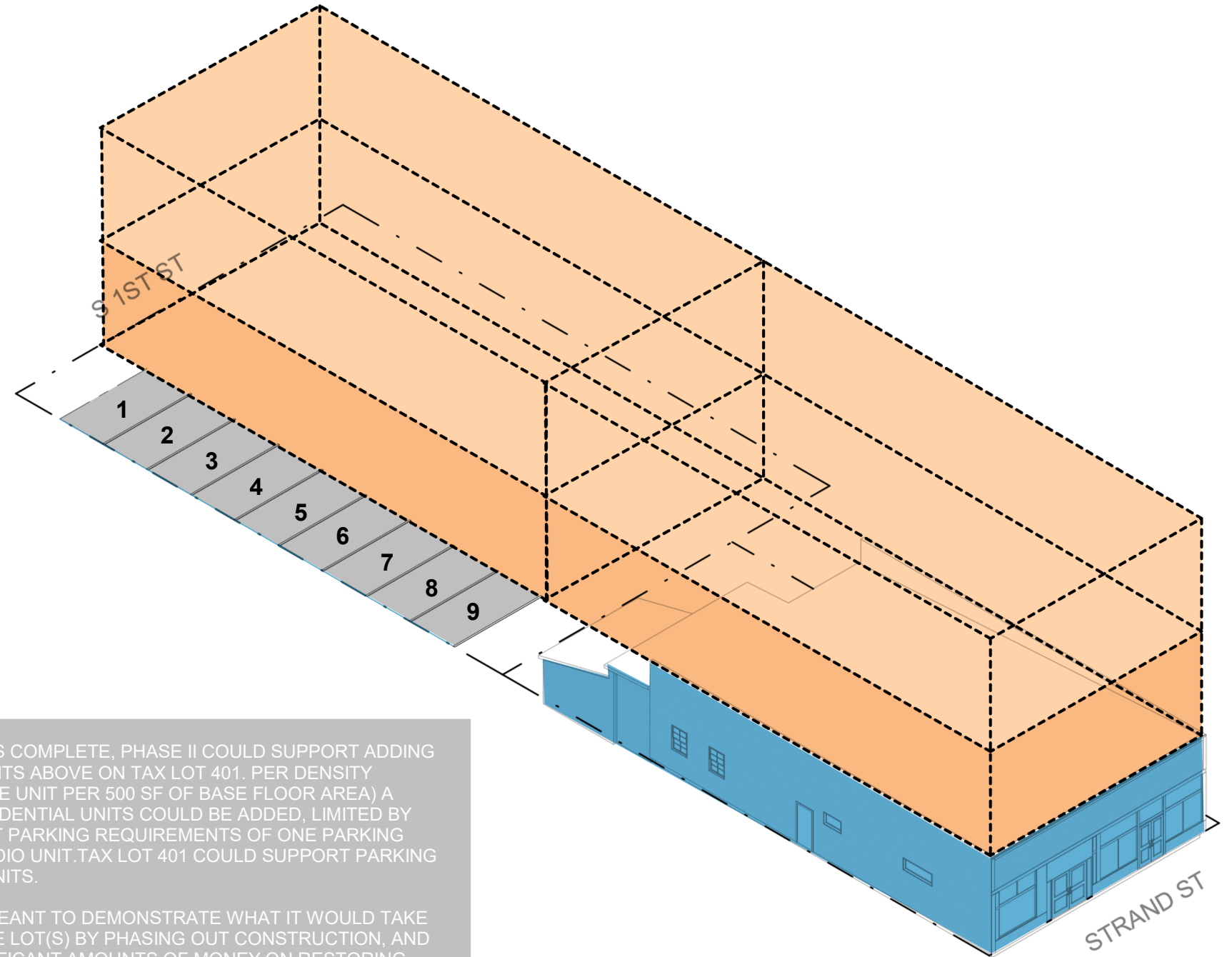
9 STUDIO UNITS 9 PARKING SPACES
 7 ONE BEDROOM UNITS 11 PARKING SPACES

COMMERCIAL SPACE

NORTH TENANT 21 PARKING SPACES
 SOUTH TENANT 27 PARKING SPACES

TOTAL PARKING

TOTAL PARKING REQUIRED 68 PARKING SPACES
 TOTAL PROVIDED 9 OFF SREET
 TOTAL EXEMPT 59 PARKING SPACES



AFTER PHASE I IS COMPLETE, PHASE II COULD SUPPORT ADDING RESIDENTIAL UNITS ABOVE ON TAX LOT 401. PER DENSITY STANDARDS (ONE UNIT PER 500 SF OF BASE FLOOR AREA) A TOTAL OF 9 RESIDENTIAL UNITS COULD BE ADDED, LIMITED BY THE OFF-STREET PARKING REQUIREMENTS OF ONE PARKING SPACE PER STUDIO UNIT. TAX LOT 401 COULD SUPPORT PARKING FOR 9 STUDIO UNITS.

THIS PHASE IS MEANT TO DEMONSTRATE WHAT IT WOULD TAKE TO DEVELOP THE LOT(S) BY PHASING OUT CONSTRUCTION, AND SPENDING SIGNIFICANT AMOUNTS OF MONEY ON RESTORING THE EXISTING STRUCTURE ON TAX LOT 300 IN ORDER TO MEET SUBSECTION (K) OF 17.32.172.

THE FOLLOWING SHEETS WILL DEMONSTRATE THAT A PARKING VARIANCE SHOULD BE APPLIED TO THE NEW CONSTRUCTION PROPOSAL AS IT REQUIRES LESS PARKING DEMAND, AND NEARLY MATCHES THE PHASED SCENARIO IN BOTH LAYOUT AND FUNCTION.

TITLE 17 COMMUNITY DEVELOPMENT CODE

17.32.172 RIVERFRONT DISTRICT - RD PLAZA

- (2) USES PERMITTED OUTRIGHT:
 - (b) RESIDENTIAL ABOVE NON-RESIDENTIAL PERMITTED USES.
 - (iv) DWELLING MULTIFAMILY
 - (u) BARS.
 - (v) BED & BREAKFAST
 - (w) BUSINESS AND PERSONAL SERVICES (BARBER SHOPS, ETC.)
 - (x) EATING AND DRINKING ESTABLISHMENTS

(4) STANDARDS APPLICABLE TO ALL USES:

- (a) MAX HEIGHT: 45'
- (b) MAX COVERAGE: 90% (ALL IMPERVIOUS)
- (c) MIN. LOT SIZE: NONE
- (d) MIN. SETBACK: NONE, SEE CH. 17.64 SHMC
- (e) MAX FRONT SETBACK: ZERO (EXCEPT FOR CONDITIONAL USE)
- (f) SETBACK OTHER ZONE: N/A
- (g) MIN. LOT WIDTH: 20'
- (h) MIN. LOT DEPTH: 50'
- (i) MIN. OPEN SPACE: 10%
- (j) MAX BUILDING SIZE: NONE
- (k) ADDITIONAL PARKING: VARIANCE REQUEST

(5) SPECIAL CONDITIONS PERMITTED AND CONDITIONAL USES

- (a) RESIDENTIAL USES
 - (iii) RESIDENTIAL DENSITY ABOVE PERMITTED USES SHALL BE BASED ON THE STANDARD OF **ONE DWELLING UNIT FOR EACH FULL 500 INTERIOR SQUARE FEET OF NON-RESIDENTIAL USE PROVIDED**. OUTDOOR DINING AREAS AND SIMILAR PERMITTED OUTDOOR USES MAY ONLY BE INCLUDED IN THE CALCULATION WHEN SUCH AREAS ARE NOT LOCATED WITHIN A RIGHT-OF-WAY.

(6) ARCHITECTURAL CHARACTER REVIEW

17.68 BUILDING HEIGHT LIMITATIONS - EXCEPTIONS

PROJECTIONS SUCH AS CHIMNEYS, SPIRES, DOMES, ELEVATOR SHAFT HOUSINGS, TOWERS EXCLUDING TV DISH RECEIVERS, AERIALS, FLAG POLES, AND OTHER SIMILAR OBJECTS NOT USED FOR HUMAN OCCUPANCY ARE NOT CONSIDERED BUILDINGS.

17.72 LANDSCAPING

- 17.72.030 STREET TREES
- 17.72.110 SCREENING - SPECIAL PROVISIONS

- (1) SCREENING OF PARKING AND LOADING AREAS
 - (b) SCREENING OF PARKING (LARGER THAN THREE SPACES) AND LOADING AREAS (LARGER THAN 400 SQUARE FEET) IS REQUIRED.

17.80 PARKING REQUIREMENTS

- (15) BICYCLE PARKING.
 - (a) ONE LOCKABLE BICYCLE PARKING SPACE SHALL BE PROVIDED WITHIN A RACK FOR THE FOLLOWING:
 - (i) FOUR OR MORE DWELLING UNITS IN ONE BUILDING: ONE SPACE PER DWELLING UNIT;

MINIMUM OFF-STREET PARKING REQUIREMENT
SEE PARKING VARIANCE SHEET

ZONING CODE

RESPONSES:

17.84 ACCESS - SHARED DRIVEWAY OFF S. 1ST WILL BE 24' FOR TWO WAY CIRCULATION, RECIPROCAL ACCESS AGREEMENT PROPOSED. MOSTLY ONE-WAY INGRESS CIRCULATION WITHIN PARKING AREA

17.88 SIGNS - SIGN PERMIT WILL BE PART OF ARCHITECTURAL CHARACTER REVIEW

17.92 REFUSE AREAS - MORE THAN 10 UNITS REQUIRES 5 SF PER UNIT FOR EACH ABOVE 10. 50 SF + 30 SF = 80 SF FOR RES. COMM REQ'S 10 SF BASE = 4 SF/1000 GFA. 2,747 FGA. 21 SF FOR COMM. 101 SF REQ'D, 183 SF PROVIDED

17.96(3) - OPTIONS A AND C ARE BEING UTILIZED IN THE DESIGN. THE BUILDING WILL OFFSET FOR A DISTANCE OF 8 FT AND WILL OCCUR AT A MAXIMUM LENGTH OF 30 FT. OFFSETS IN ROOF ELEVATION WILL BE 3 FT

17.72 & 17.96(4) - SCREENING WILL BE PROVIDED WITH LANDSCAPING AT THE PARKING AREAS, ROOFTOP MECHANICAL UNITS ARE SCREENED FROM PATIPTS AND PITCHED ROOFS

RESPONSE: TOTAL SITE AREA IS 10,516 SF REQUIRING 10% OR 1,051 SF OF OPEN SPACE. TOTAL LANDSCAPING REQ'D IS 15% OR 1,577.4 SF. TOTAL OPEN SPACE PROV'D IS 1,464 SF MEETING 10% REQUIREMENT. ROOFTOP GARDEN PROVIDES AN ADDITIONAL 402 SF OF LANDSCAPING FOR A TOTAL OF 1,866 SF.

17.32.172(5) - TOTAL DWELLING UNIT DENSITY ALLOWED BASED ON GROSS FLOOR AREA MAIN LEVEL = 8,416 FGA / 500 = 16.8 UNITS ALLOWED. 16 UNITS PROPOSED

17.32.172(6) ARCHITECTURAL CHARACTER REVIEW - PROJECT WILL ADHERE TO CRITERIA, SEE ACR NARRATIVE

17.96(7) - TOTAL OUTDOOR REQ'D SPACE = 16 STUDIO & ONE BEDROOM UNITS x 200 SF = 3,200 SF. THE ROOFTOP PATIO WILL PROVIDE A TOTAL OF 3,208 SF. 17.108(3)(a) STATES THAT PRIVATE OUTDOOR AREAS AND SHARED OUTDOOR AREAS MAY BE COMBINED WHEN ACCESS TO PUBLIC OPEN SPACE IS WITHIN 1/4 MILE. PROPOSED PROJECT IS LOCATED DIRECTLY ADJACENT PUBLIC OPEN SPACE FRONTING STRAND ST.

17.68 - OCCUPIED SPACES ARE WITHIN THE MAX HEIGHT LIMIT. ELEVATORS, STAIRS, AND CHIMNEY PROJECTIONS ARE ALLOWED OVER THE HEIGHT LIMIT.

RESPONSE: A BIKE ROOM IS LOCATED DIRECTLY OFF THE PARKING AND LOADING AREA THAT WILL PROVIDE A MINIMUM OF ONE SPACE PER DWELLING UNIT FOR A TOTAL OF 16. A BIKE STAPLE WILL PROVIDE 2 SHORT TERM SPACES LOCATED NEAR THE LOADING ZONE

17.80 - SEE PARKING VARIANCE REQUEST SHEET

17.84 ACCESS

- 17.84.030 JOINT ACCESS AND RECIPROCAL ACCESS AGREEMENTS
- 17.84.100 ONE-WAY VEHICULAR ACCESS POINTS

17.88 SIGNS

- 17.88.130 SIGN PERMIT APPLICATION

17.92 REFUSE AREAS

- 1792.060 LOCATION, DESIGN AND ACCESS STANDARDS FOR STORAGE AREAS

17.96 SITE DEVELOPMENT REVIEW

- (3) EXTERIOR ELEVATIONS. ALONG THE VERTICAL FACE OF SINGLE-DWELLING UNITS – ATTACHED AND MULTIDWELLING UNIT STRUCTURES, OFFSETS SHALL OCCUR AT A MINIMUM OF EVERY 30 FEET BY PROVIDING ANY TWO OF THE FOLLOWING:
 - (A) RECESSES (DECKS, PATIOS, ENTRANCES, FLOOR AREA, ETC.) OF A MINIMUM DEPTH OF EIGHT FEET;
 - (C) OFFSETS OR BREAKS IN ROOF ELEVATIONS OF THREE OR MORE FEET IN HEIGHT;

- (4) BUFFERING, SCREENING, AND COMPATIBILITY BETWEEN ADJOINING USES (SEE FIGURE 13, CHAPTER 17.72 SHMC).

- (b) ON-SITE SCREENING FROM VIEW FROM ADJOINING PROPERTIES OF SUCH THINGS AS SERVICE AREAS, STORAGE AREAS, PARKING LOTS, AND MECHANICAL DEVICES ON ROOFTOPS (E.G., AIR COOLING AND HEATING SYSTEMS) SHALL BE PROVIDED

- (6) PRIVATE OUTDOOR AREA – RESIDENTIAL USE.

- (7) SHARED OUTDOOR RECREATION AREAS – RESIDENTIAL USE.
 - (i) STUDIO UP TO AND INCLUDING TWO-BEDROOM UNITS, 200 SQUARE FEET PER UNIT; AND
 - (ii) THREE- OR MORE BEDROOM UNITS, 300 SQUARE FEET PER UNIT;

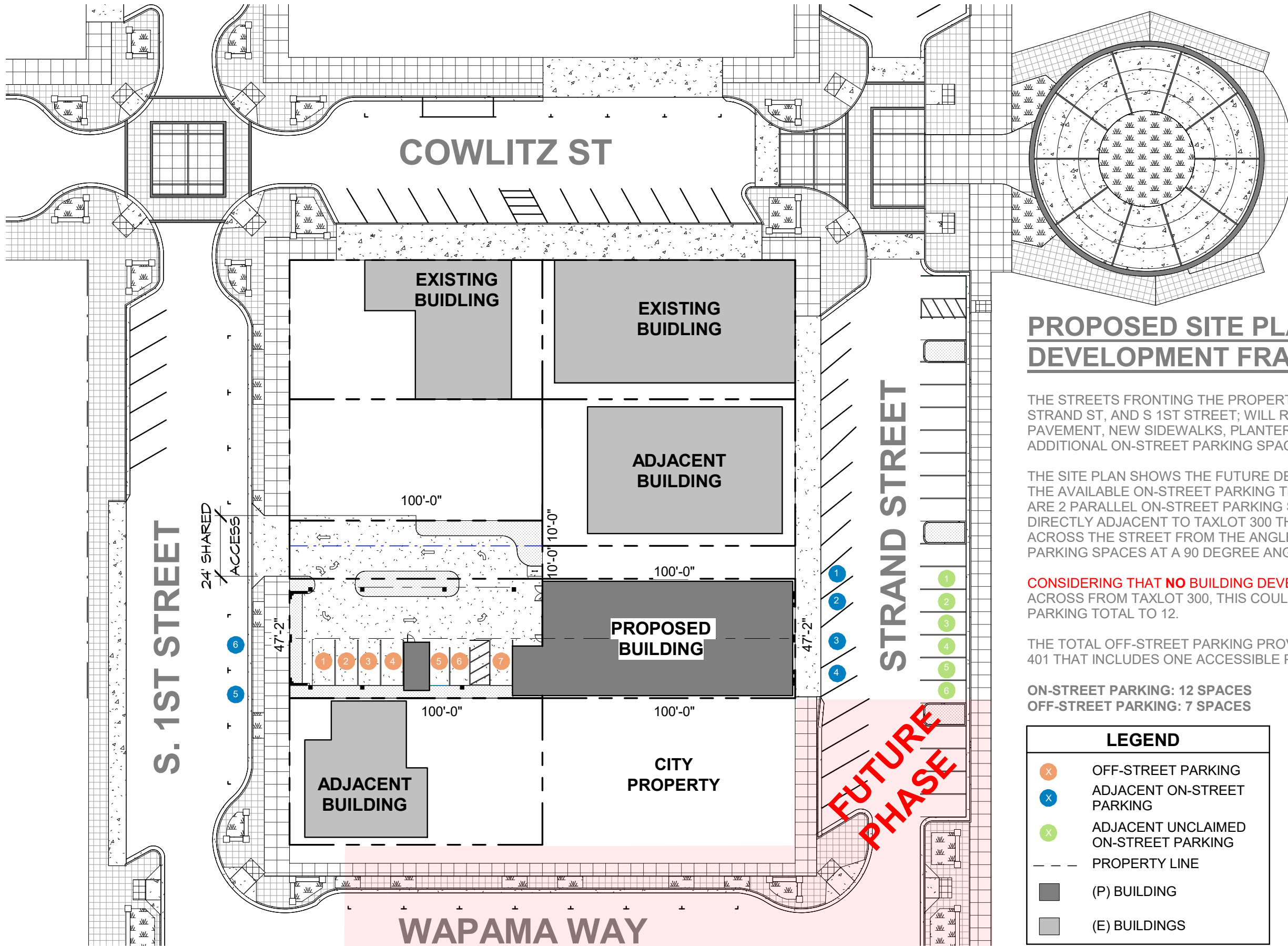
- (13) LANDSCAPING.

- (B) FOR RESIDENTIAL USE, IN ADDITION TO THE OPEN SPACE AND RECREATION AREA REQUIREMENTS OF SUBSECTIONS (6) AND (7) OF THIS SECTION, A MINIMUM OF **15 PERCENT** OF THE GROSS AREA INCLUDING PARKING, LOADING AND SERVICE AREAS SHALL BE LANDSCAPED;

17.108 VARIANCES

- 17.108.080 EXCEPTIONS TO SITE DEVELOPMENT REVIEW STANDARDS
- (3) THE APPROVAL AUTHORITY MAY GRANT AN EXCEPTION OR DEDUCTION TO THE PRIVATE OUTDOOR AREA AND SHARED OUTDOOR RECREATION AREAS REQUIREMENTS, PROVIDED THE APPLICATION IS FOR A USE DESIGNED FOR A SPECIFIC PURPOSE WHICH IS INTENDED TO BE PERMANENT IN NATURE (FOR EXAMPLE, SENIOR CITIZEN HOUSING) AND WHICH CAN DEMONSTRATE A REDUCED DEMAND FOR A PRIVATE OUTDOOR RECREATIONAL AREA BASED ON ANY ONE OR MORE OF THE FOLLOWING FINDINGS:

- (a) THERE IS DIRECT ACCESS BY A PEDESTRIAN PATH, NOT EXCEEDING ONE-QUARTER MILE, FROM THE PROPOSED DEVELOPMENT TO PUBLIC OPEN SPACE OR RECREATION AREAS WHICH MAY BE USED BY RESIDENTS OF THE DEVELOPMENT;
- (c) THE REQUIRED SQUARE FOOTAGE OF EITHER THE PRIVATE OUTDOOR AREA OR THE SHARED OUTDOOR RECREATION AREA MAY BE REDUCED IF TOGETHER THE TWO AREAS EQUAL OR EXCEED THE COMBINED STANDARD FOR BOTH.



PROPOSED SITE PLAN WITHIN WATERFRONT DEVELOPMENT FRAMEWORK

THE STREETS FRONTING THE PROPERTY IN QUESTION - TAXLOT 401 AND 300 - INCLUDE STRAND ST, AND S 1ST STREET; WILL RECEIVE A FACELIFT THAT INCLUDES NEW PAVEMENT, NEW SIDEWALKS, PLANTERS, BRICK-LAID CROSSWALKS AND PLAZAS, AND ADDITIONAL ON-STREET PARKING SPACES.

THE SITE PLAN SHOWS THE FUTURE DEVELOPEMENT THAT IS IN PROGRESS AS WELL AS THE AVAILABLE ON-STREET PARKING THAT IS ADJACENT DIRECTLY TO THE SITE. THERE ARE 2 PARALLEL ON-STREET PARKING SPACES ALONG S. 1ST ST. ON STRAND ST DIRECTLY ADJACENT TO TAXLOT 300 THERE ARE 4 EXISTING ANGLED PARKING SPACES. ACROSS THE STREET FROM THE ANGLED PARKING THERE ARE AN ADDITIONAL 6 PARKING SPACES AT A 90 DEGREE ANGLE.

CONSIDERING THAT NO BUILDING DEVELOPEMENT WILL OCCUR ON STRAND STREET ACROSS FROM TAXLOT 300, THIS COULD POTENTIALLY BRING THE TOTAL ON-STREET PARKING TOTAL TO 12.

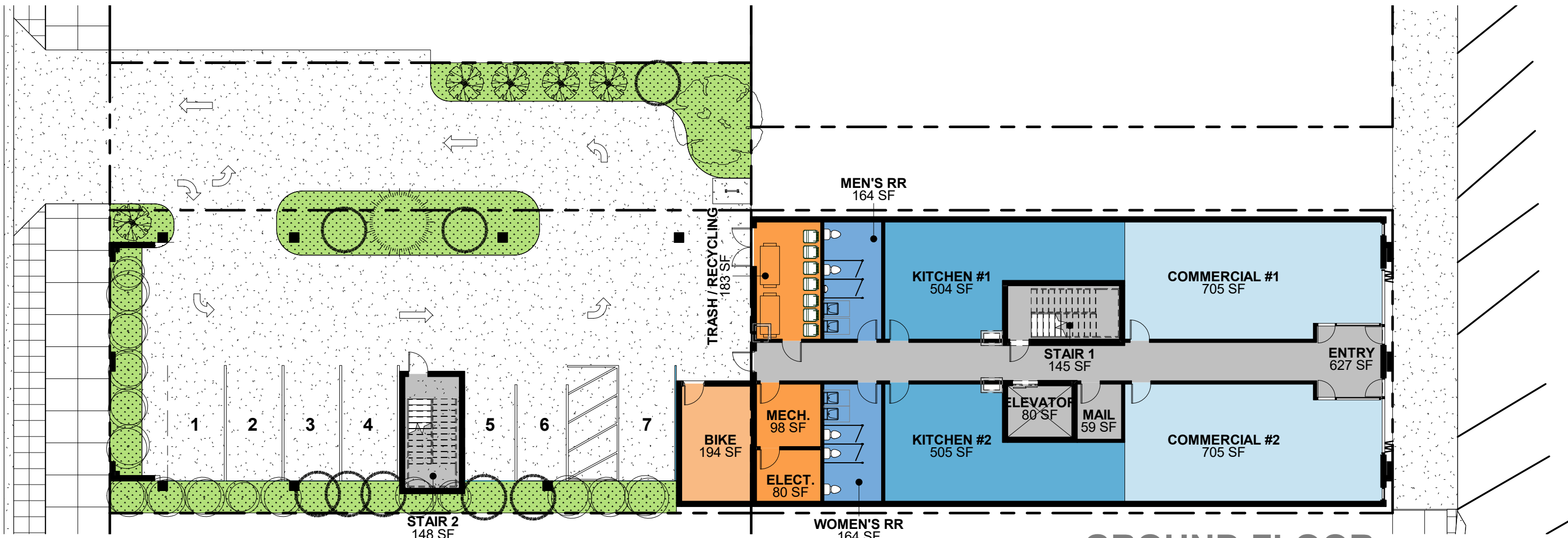
THE TOTAL OFF-STREET PARKING PROVIDED IS 7 AND ENTIRELY LOCATED ON TAXLOT 401 THAT INCLUDES ONE ACCESSIBLE PARKING SPACE, AND TWO COMPACT STALLS.

**ON-STREET PARKING: 12 SPACES
OFF-STREET PARKING: 7 SPACES**

LEGEND	
	OFF-STREET PARKING
	ADJACENT ON-STREET PARKING
	ADJACENT UNCLAIMED ON-STREET PARKING
	PROPERTY LINE
	(P) BUILDING
	(E) BUILDINGS

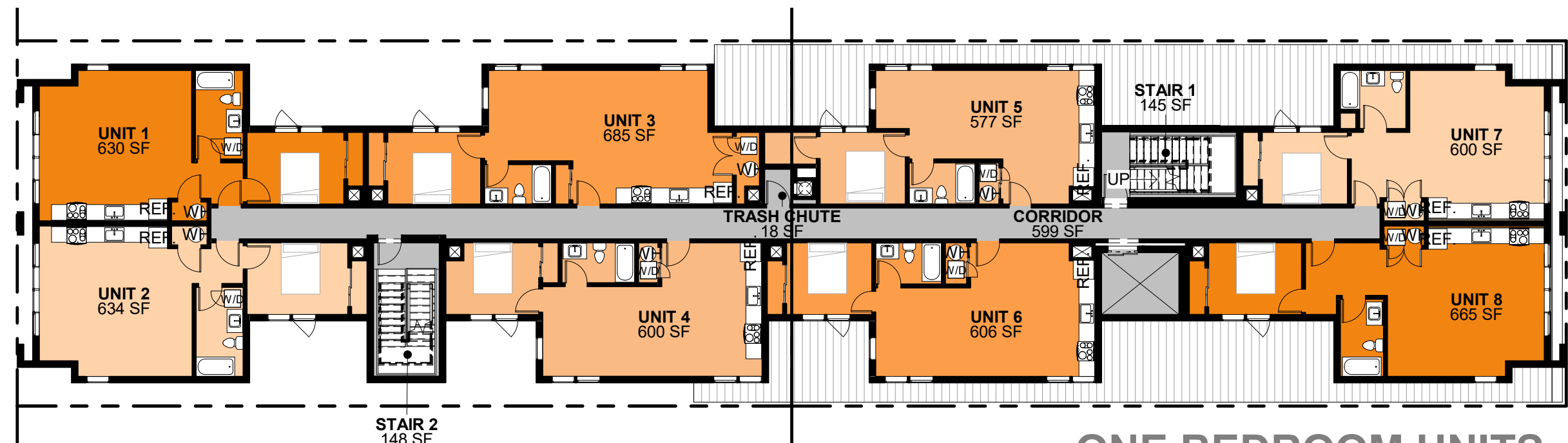
Riverfront District (Mill Subdistrict) zoning allows a variety of future uses on the City's property across from the subject property. The Framework Plan does not disallow buildings, development, or uses which have additional parking demands.

1 SITE PLAN - PREAPP
1" = 40'-0"
SITE PLAN - PROPOSED



GROUND FLOOR COMMERCIAL

1 LEVEL 1 PLAN
1/16" = 1'-0"

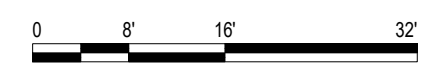


ONE BEDROOM UNITS

2 LEVEL 2 PLAN
1/16" = 1'-0"

FLOOR PLANS - PROPOSED

VARIANCE REQUEST

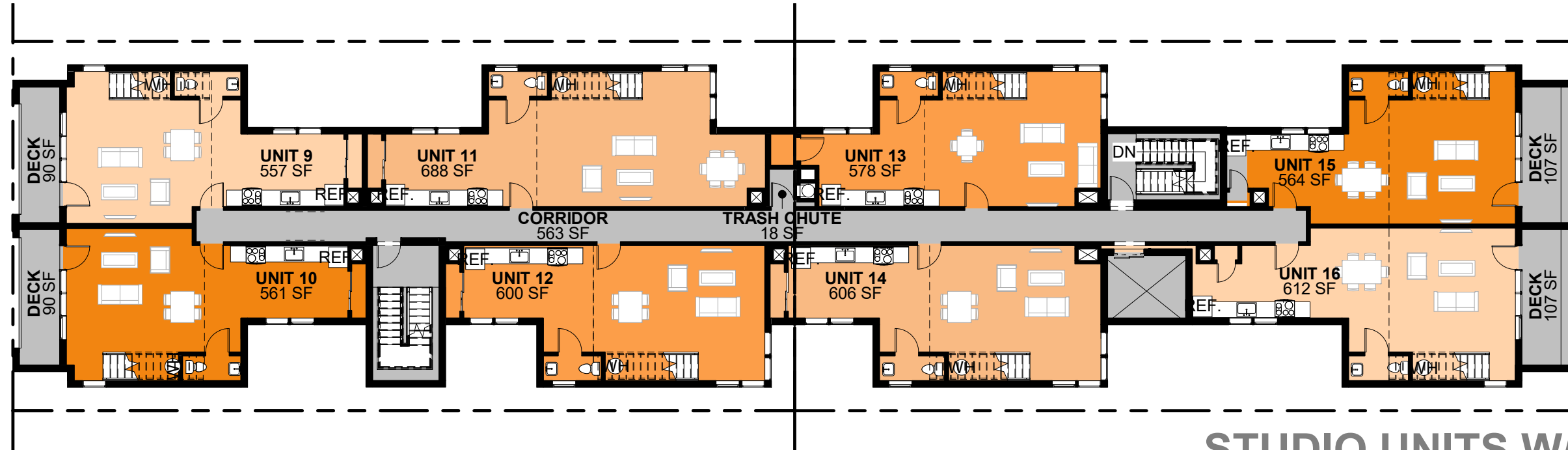


TAX LOT 300 & 401



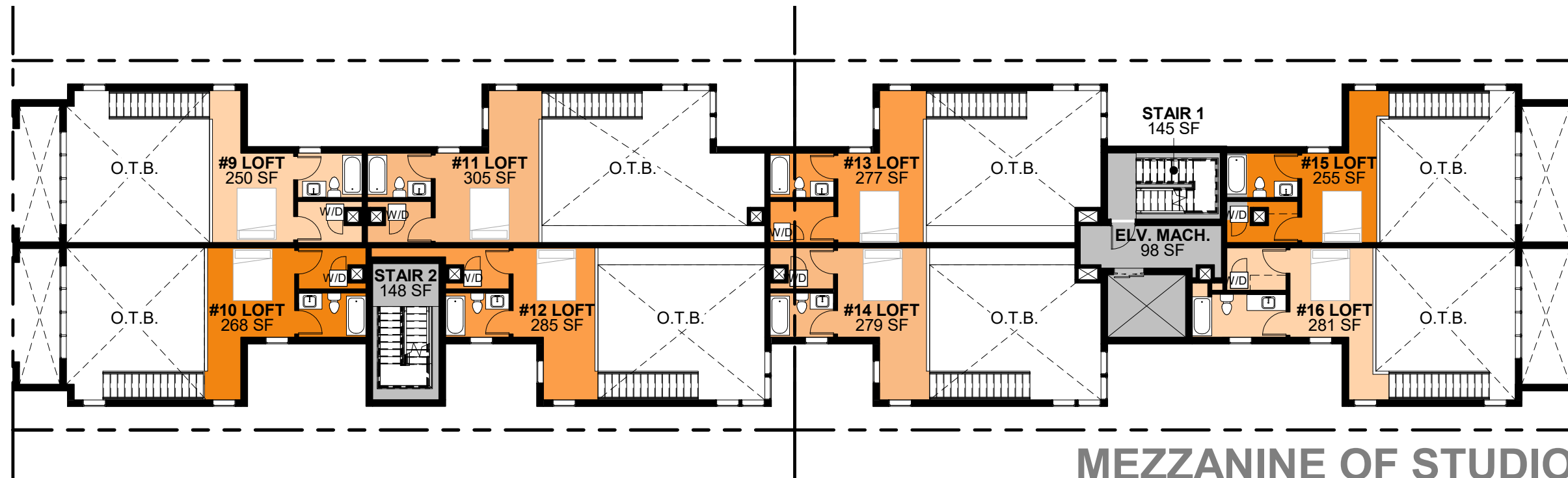
A7

5/13/2024 9:52:07 AM



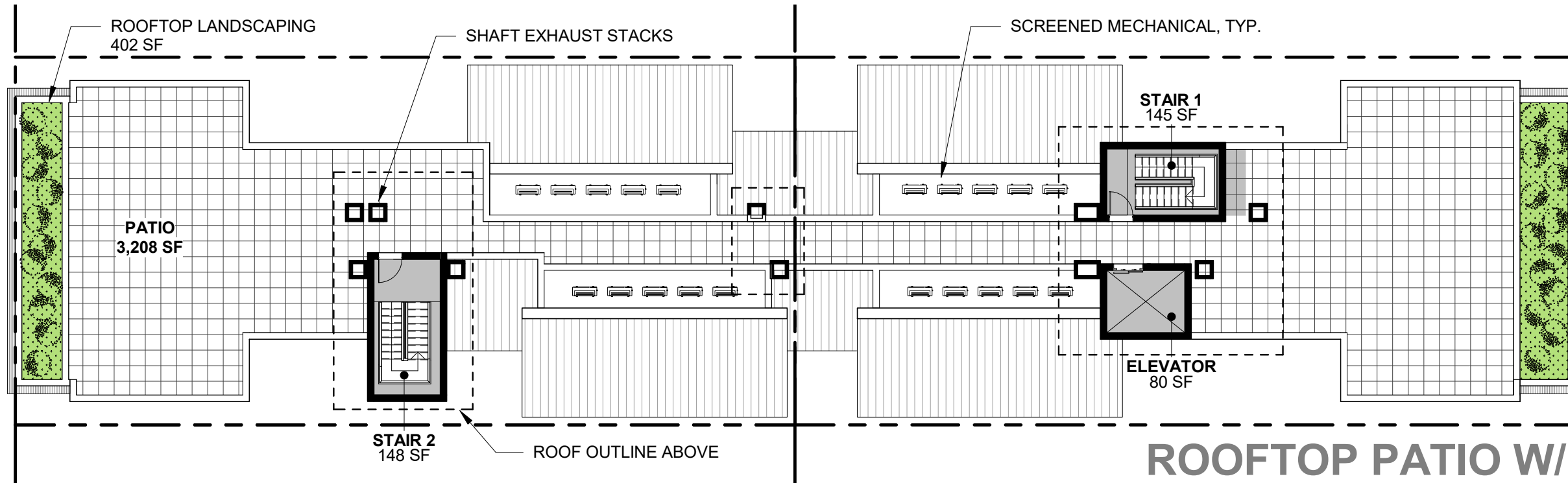
**STUDIO UNITS W/
MEZZANINE ABOVE**

1 LEVEL 3 PLAN
1/16" = 1'-0"



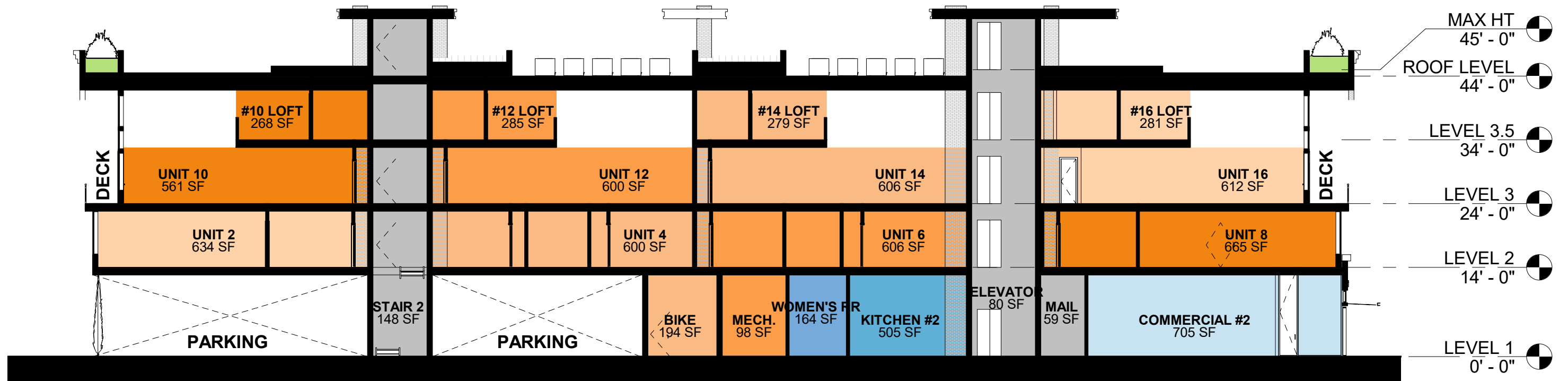
**MEZZANINE OF STUDIO
UNITS BELOW**

2 LEVEL 4 PLAN
1/16" = 1'-0"



ROOFTOP PATIO W/ LANDSCAPE BOOKENEDS

1 ROOF PLAN
1/16" = 1'-0"



BUILDING SECTION

2 EAST - WEST BUILDING SECTION
1/16" = 1'-0"



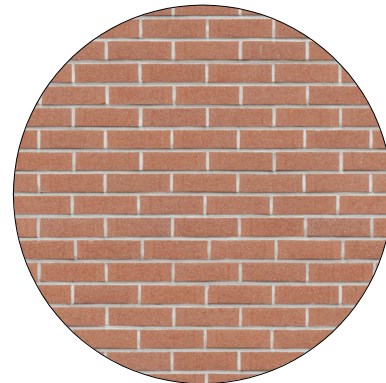
LIMESTONE VENEER



AWNING SYSTEM



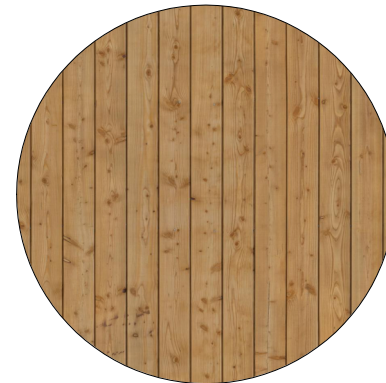
BRICK VENEER ARCHES



HORIZONTAL PAINTED WOOD



VERTICAL WOOD

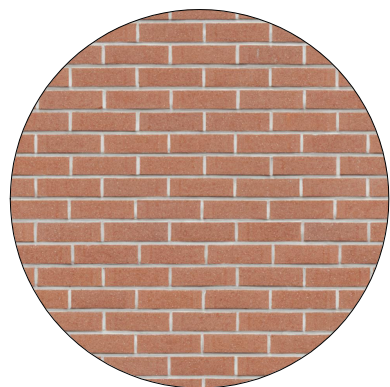


GREEN ROOF





BRICK VENEER ARCHES



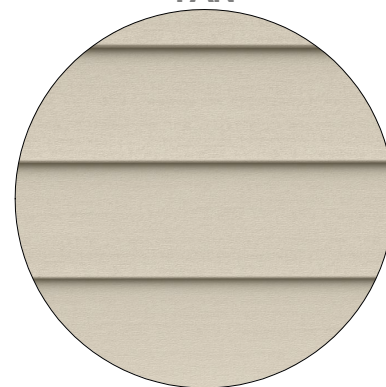
STANDING SEAM
METAL ROOF /
SIDING



HORIZONTAL
WOOD PAINTED
BROWN



HORIZONTAL
WOOD PAINTED
TAN



VERTICAL
WOOD PAINTED
DARK

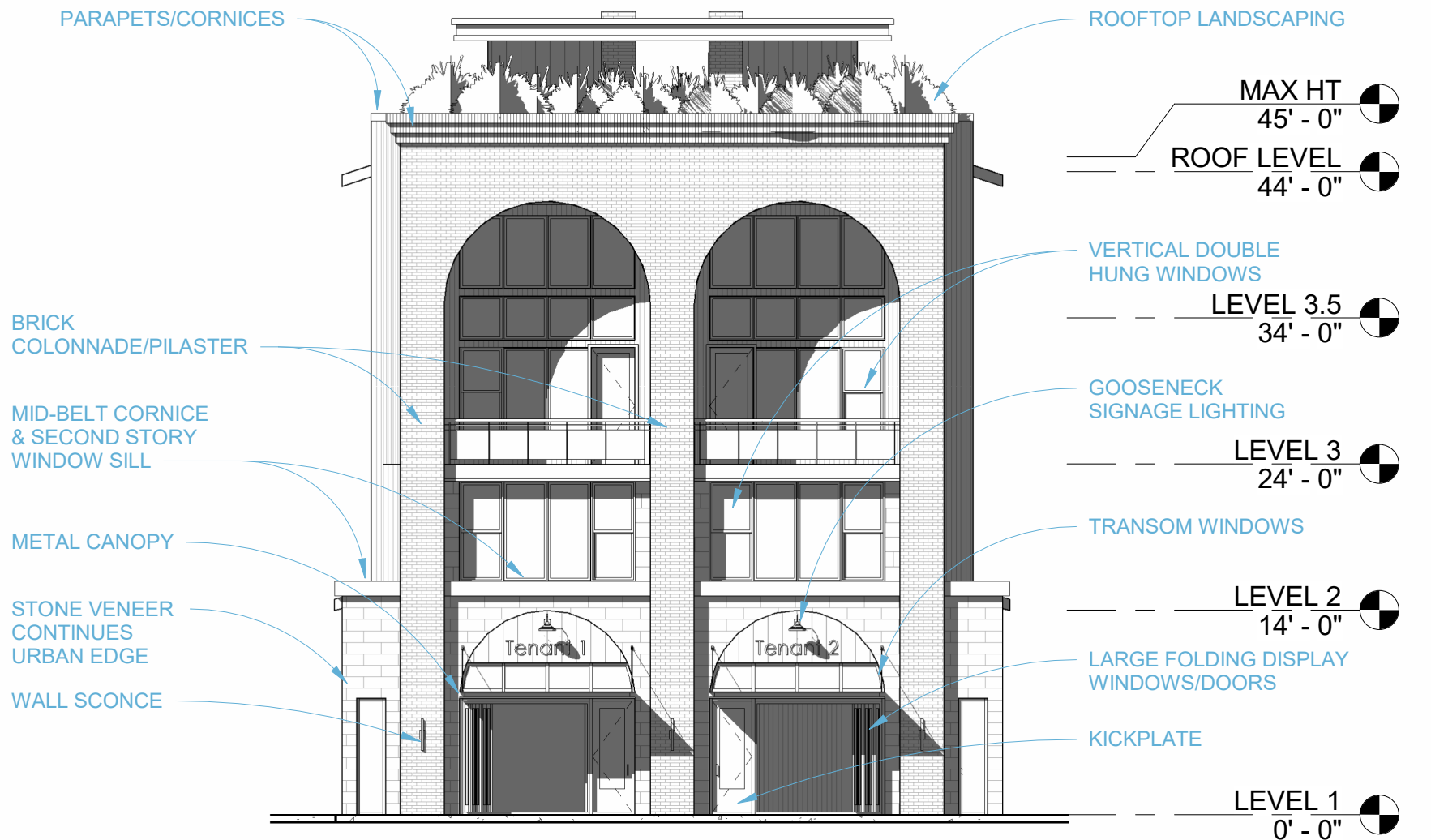


GREEN ROOF



EAST ELEVATION:

THE STRAND ST FACADE (EAST ELEVATION) WILL CONTINUE THE URBAN EDGE W/ A STONE FACADE THAT TERMINATES AT A MID-BELT CORNICE AT LEVEL 2 THAT ALSO FUNCTIONS AS A SECOND STORY WINDOW SILL. A FULL HEIGHT ARCH BRICK COLONNADE INTERSECTS THE HORIZONTAL URBAN EDGE AND TAKES THE EYE UPWARD TO THE ROOF LANDSCAPING LOCATED ABOVE THE CORNICE. THE COLONNADE FRAMES THE TWO MAIN BUILDING ENTRANCES AS WELL AS THE RESIDENTIAL UNITS ABOVE, TWO OF WHICH CONTAIN COVERED DECKS OVERLOOKING THE WATERFRONT. LARGE OPERABLE STOREFRONT GLAZING GREETES THE PEDESTRIAN LEVEL COMPLETE WITH METAL AWNINGS OVERHEAD FOR ADDED WEATHER PROTECTION. TRANSOM WINDOWS SIT JUST BELOW THE EXTERIOR SIGNAGE THAT IS DOWNLIT FROM SIMPLE FARMHOUSE STYLE WALL SCONCES.



1 EAST ELEVATION (STRAND ST FACADE)
3/32" = 1'-0"



2 NORTH ELEVATION
1/16" = 1'-0"

ELEVATIONS

VARIANCE REQUEST



TAX LOT 300 & 401

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A12

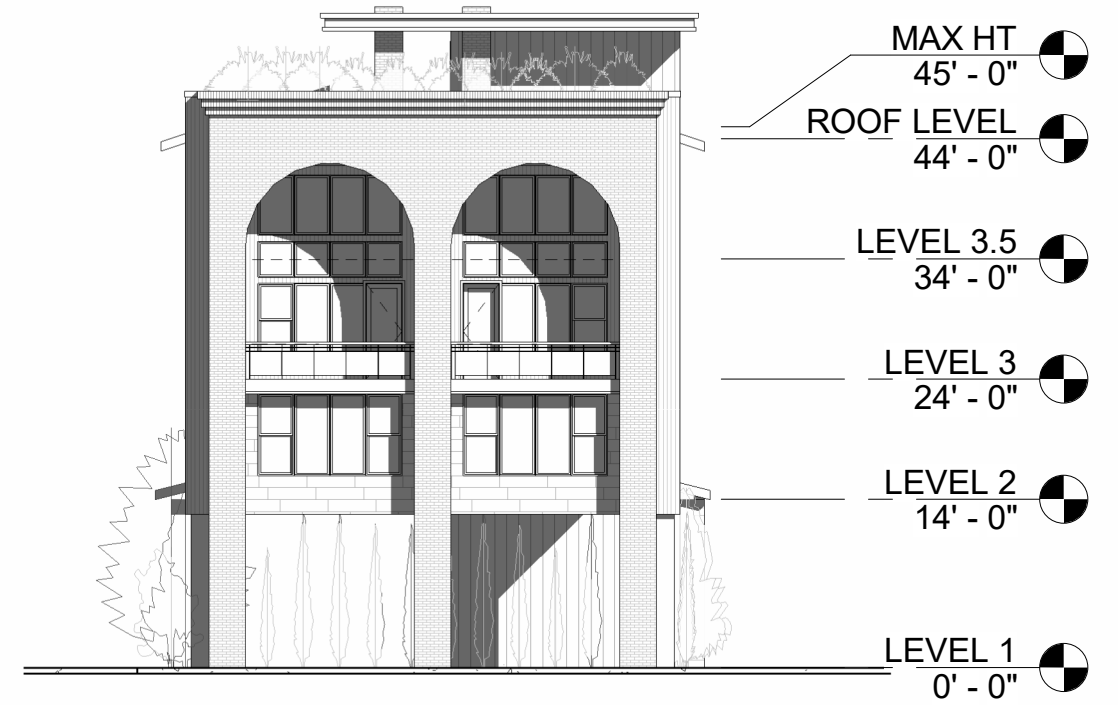
SOUTH ELEVATION:

THE TWO BRICK COLONNADES THAT FRONT S 1ST ST AND STRAND ST ACT AS A BOOKENDS TO THE PROPOSED DEVELOPMENT, AND METAPHORICALLY TO THE CONNECTION BETWEEN OLDE TOWNE AND THE NEW WATERFRONT DEVELOPMENT.

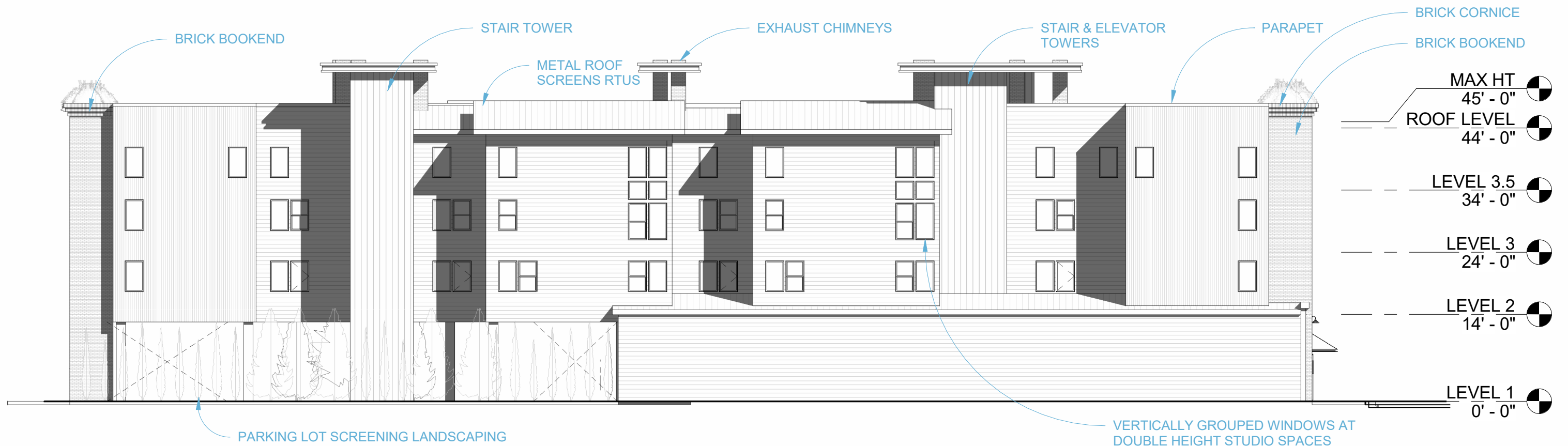
IN ORDER TO BREAK UP THE 200' BUILDING LENGTH, THE ZONING CODE REQUIRES 8' MINIMUM RELIEFS FOR EVERY 30' IN BUILDING LENGTH. THIS RESTRICTION HELPED DEFINE THE RESIDENTIAL LIVING SPACE AS SHOWN IN THE LARGER BUMP-OUTS.

PER THE OLDE TOWNE ARCHITECTURAL DESIGN GUIDELINES, WINDOWS ARE VERTICAL IN NATURE AND FOLLOW THE RULE OF TWICE THE HEIGHT AS THE WIDTH WHERE POSSIBLE. DOUBLE HUNG WINDOWS ARE USED FOR VENTILATION PURPOSES, THOUGH CASEMENT WINDOWS ARE USED IN BEDROOMS FOR PROPER EGRESS. STUDIO UNITS HAVE DOUBLE HEIGHT SPACES THAT CAPTURE THE WATERFRONT VIEW AND ARE GROUPED IN A VERTICAL ORIENTATION WITH SMALLER WINDOWS RATHER THAN USING FULL HEIGHT STOREFRONT GLAZING.

STAIR AND ELEVATOR TOWERS BREAKS THE HORIZONTALITY OF THE BUILDING BY USING A VERTICALLY APPLIED MATERIAL. ROOFTOP ACCESS IS PROVIDED TO THE RESIDENTS FOR 360 VIEWS OF OLDE TOWNE.



1 WEST ELEVATION (S. 1ST ST)
1/16" = 1'-0"



2 SOUTH ELEVATION
1/16" = 1'-0"



AERIAL VIEW LOOKING SW



AERIAL VIEW LOOKING NE



STRAND ST PERSPECTIVE LOOKING NW

PARKING VARIANCE REQUEST: CONCLUSION

17.80 OFF-STREET PARKING

- (1) PARKING DIMENSIONS. THE MINIMUM DIMENSIONS FOR PARKING SPACES ARE:
 (a) NINE FEET WIDE AND 18 FEET LONG FOR A STANDARD SPACE;
 (b) EIGHT FEET WIDE AND 15 FEET LONG FOR A COMPACT SPACE;

MINIMUM OFF-STREET PARKING REQUIREMENTS

RESIDENTIAL

- (G) MULTIPLE DWELLING (ALSO SEE SHMC 17.80.020(7)):

- (I) STUDIO – ONE SPACE FOR EACH UNIT.
 (II) ONE BEDROOM – ONE AND ONE-HALF SPACES FOR EACH UNIT.
 (III) MORE THAN ONE BEDROOM PER UNIT – TWO SPACES FOR EACH.

COMMERCIAL

- (M) EATING AND/OR DRINKING ESTABLISHMENTS – ONE SPACE PER 50 SQUARE FEET OF ESTABLISHMENT'S DINING AREA PLUS ONE SPACE FOR EVERY TWO EMPLOYEES.

- (1) COMPACT CAR SPACES. UP TO 40 PERCENT OF THE REQUIRED PARKING SPACES MAY BE COMPACT SPACES.

Note that the applicant is using "Studio" parking requirements for 8 Loft units. The SHMC has no definition for "Loft" as it relates to residential dwelling units.

THE EXISTING BUILDING ON TAX LOT 300 HAS NO HISTORICAL VALUE, THOUGH IT CARRIES AN IMPORTANT EXEMPTION TO THE PARKING REQUIREMENTS FOR REMODELING AND/OR ALTERATIONS. GIVEN THAT THE PROPOSED NEW CONSTRUCTION WILL HAVE LESS PARKING DEMAND THAN CARRYING OUT A PHASED APPROACH, THE SUBSECTION (4)(K) OF 17.32.172 SHOULD BE APPLIED TO THE PROPOSED DEVELOPMENT IN THE FORM OF A PARKING VARIANCE.

GIVEN THAT THE WATERFRONT DEVELOPMENT IS WELL UNDERWAY, PARKING WILL BE AN ONGOING ISSUE NOT ONLY FOR THE CITY, BUT FOR FUTURE DEVELOPERS. THE CITY MUST BE PREPARED FOR FUTURE PARKING VARIANCES AS NO NEW GROUND FLOOR RESTAURANT WILL BE ABLE TO MEET THE PARKING DEMAND IT WARRANTS. WILL FUTURE GROWTH BE STYMIED BY THE PARKING ZONING CODE REQUIREMENTS, OR WILL THE WATERFRONT BE TURNED INTO SURFACE PARKING LOTS TO SUPPORT THE ADDITION OF A SINGLE RESTAURANT?

A BALANCE BETWEEN GROWTH AND HISTORIC CHARM IS THE KEY, AND PART OF THAT CHARM IS DENSITY IN WALKABLE STREETS WITH AMPLE SHOPPING, EATING, AND ENTERTAINMENT OPTIONS. LET THIS DEVELOPMENT BE A BOOKENED BETWEEN HISTORIC CHARM AND SENSIBLE GROWTH.



or 12 spaces based on 1-bedrooms

$705/50 = 14.1 + 1.5$ (staff) = 15.6 spaces rounded up to 16 spaces for each tenant

PARKING VARIANCE REQUEST

TOTAL PROPOSED PARKING

RESIDENTIAL PARKING

UNIT 1	630 SF	ONE BED
UNIT 2	634 SF	ONE BED
UNIT 3	674 SF	ONE BED
UNIT 4	589 SF	ONE BED
UNIT 5	566 SF	ONE BED
UNIT 6	595 SF	ONE BED
UNIT 7	600 SF	ONE BED
UNIT 8	665 SF	ONE BED
		12 PARKING SPACES

"Loft" sq. ft. is larger than the 1 bdrm units which require 1.5 spaces per unit. Is it appropriate to use 1 space per "Loft" or should the 1 bedroom requirement of 1.5 spaces be used to determine minimum off-street parking need?

UNIT 9	807 SF	LOFT
UNIT 10	829 SF	LOFT
UNIT 11	993 SF	LOFT
UNIT 12	885 SF	LOFT
UNIT 13	855 SF	LOFT
UNIT 14	869 SF	LOFT
UNIT 15	819 SF	LOFT
UNIT 16	893 SF	LOFT
		8 PARKING SPACES

This should be "dining area", which is 705 sq. ft.

1 space for every 2 employees. With 3 staff, it is 1.5 spaces.

COMMERCIAL PARKING

NORTH TENANT	
KITCHEN	505 SF
RETAIL	$761 \text{ SF} / 50 = 15.2 + 3$ (3 STAFF) = 18 PARKING SPACES

SOUTH TENANT	
KITCHEN	517 SF
RETAIL	$756 \text{ SF} / 50 = 15.1 + 3$ (3 STAFF) = 18 PARKING SPACES

TOTAL PARKING REQUIRED

COMMERCIAL SPACES:	36	32
RESIDENTIAL SPACES:	20	or 24
TOTAL		56 PARKING SPACES or 52

OFF-STREET PROVIDED:	7 (1 ADA, 2 COMPACT)
ON-STREET PROVIDED:	6*
TOTAL	13 PARKING SPACES

VARIANCE REQUEST: **43 PARKING SPACES***

*IF COUNTING ADJACENT UNCLAIMED SPACES TOTAL OFF-STREET PROVIDED IS 12, BRINGING THE VARIANCE REQUEST AMOUNT TO 37 PARKING SPACES