

NOTICE OF DECISION

PLANNING DIVISION
555 LIBERTY ST. SE, RM 305
SALEM, OREGON 97301
PHONE: 503-588-6173
FAX: 503-588-6005



*Si necesita ayuda para comprender esta informacion, por favor llame
503-588-6173*

DECISION OF THE PLANNING ADMINISTRATOR

**URBAN GROWTH AREA PRELIMINARY DECLARATION / CLASS 3 SITE PLAN REVIEW / CLASS 2 ADJUSTMENT / CLASS 2 DRIVEWAY APPROACH PERMIT
CASE NO. UGA-SPR-ADJ-DAP17-01**

APPLICATION NO. : 17-102293-LD, 17-102294-RP & 17-102296-ZO

NOTICE OF DECISION DATE: May 17, 2017

SUMMARY: An Urban Growth Area Preliminary Declaration to determine the public facilities required for development of 4.88 acres and a Site Plan Review, Class 2 Adjustment, and Driveway Approach Permit for a mini-storage development located at the northeast corner of Hyacinth and Salem Parkway, and 1940 Claxter Rd NE.

REQUEST: Consolidated application including an Urban Growth Area Preliminary Declaration, a Class 3 Site Plan Review, a Class 2 Adjustment, and a Class 2 Driveway Approach Permit for a mini-storage development on property approximately 4.88 acres, zoned IC (Commercial Industrial), and located at the northeast corner of Hyacinth and Salem Parkway, and 1940 Claxter Rd NE (Marion County Map and Tax Lot Number: 073W01CC / 500 & 073W12B / 3000, 3100, 3101, 3102). The proposal consists of 13 storage buildings and an office building with an on-site residential dwelling.

The Class 2 Adjustment is requested for the driveway locations on to Hyacinth, reduce the drive aisles abutting buildings from 5 feet to 1.5 feet, and reduce the width of the required landscaped area adjacent to the street property lines long Hyacinth St NE and Salem Parkway from 10 feet to 5 feet.

APPLICANT(S): Mountian West Investment Corporation

OWNER(S): VIPS Industries Inc.

AGENT(S): Mark Grenz for Multi Tech Engineering Services Inc.

LOCATION: 1940 Claxter Road NE / 97301

CRITERIA: UGA Preliminary Declaration - SRC 200.025(d)(e)
Class 3 Site Plan Review - SRC 220.005(f)(3)
Class 2 Adjustment - SRC 250.005(d)(2)
Class 2 Driveway Approach Permit - SRC 804.025(d)

FINDINGS: The finding are in the attached Order dated May 17, 2017.

DECISION: The Planning Administrator **APPROVED** Urban Growth Area Preliminary Declaration, a Class 3 Site Plan Review, a Class 2 Adjustment, and a Class 2 Driveway Approach Permit Case No. UGA-SPR-ADJ-DAP17-01 subject to the following conditions of approval:

- Condition 1.** Along the development frontage of Claxter Road NE, a three-quarter street improvement shall be constructed to local street standards as specified in PWDS and consistent with the provisions of SRC 803.
- Condition 2.** Along the development frontage of Hyacinth Street NE, a half-street improvement shall be constructed to Major Arterial street standards as specified in PWDS and consistent with the provisions of SRC 803. Prior to building permit issuance, construction plans shall be approved and secured per SRC Chapter 77 or a street improvement deferral agreement shall be completed and recorded pursuant to SRC 803.070(c)

CONDITIONS OF CLASS 3 SITE PLAN REVIEW

- Condition 3:** The fence shall not exceed a maximum height of 12 feet, except when located within 10 feet of a property line abutting a street it shall not exceed a maximum height of 8 feet.
- Condition 4:** Fencing within 10 feet of a property line abutting a street shall have the portion of the fence above 30 inches in height be less than 25 percent opaque when viewed at any angle at a point 25 feet away from the fence.
- Condition 5:** Land shall be conveyed for dedication to equal a half-width right-of-way of 30 feet on the development side of Claxter Road NE and 48 feet on the development side of Hyacinth Street NE.
- Condition 6:** A raised median on Hyacinth Street NE shall be constructed to restrict turning movements to right-in and right-out only.

CONDITIONS OF CLASS 2 ADJUSTMENT

- Condition 7.** The vehicle use areas adjacent to Claxter Road NE and Salem Parkway NE that are less than 10 feet in width shall be landscaped with a minimum of 1 plant unit per 10 square feet of landscaped area.
- Condition 8:** The adjusted standards, as approved in this zoning adjustment, shall only apply to the specific development proposal shown in the attached site plan. Any future development, beyond what is shown in the attached site plan, shall conform to the requirements for the development site, unless adjusted through a future land use action.

The rights granted by the attached decision must be exercised, or an extension granted, as follows or this approval shall be null and void:

Urban Growth Area Preliminary Declaration	<u>June 2, 2019</u>
Class 3 Site Plan Review	<u>June 2, 2021</u>
Class 2 Adjustment	<u>June 2, 2019</u>
Class 2 Driveway Approach Permit	<u>June 2, 2021</u>

A copy of the decision is attached.

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May 17, 2017
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Application Deemed Complete: March 31, 2017
Notice of Decision Mailing Date: May 17, 2017
Decision Effective Date: June 2, 2017
State Mandate Date: August 13, 2017 ASD

Case Manager: Amy Dixon, adixon@cityofsalem.net

This decision is final unless written appeal from an aggrieved party is filed with the City of Salem Planning Division, Room 305, 555 Liberty Street SE, Salem OR 97301, **no later than 5:00 p.m., June 1, 2017**. The notice of appeal must contain the information required by SRC 300.1020 and must state where the decision failed to conform to the provisions of the applicable code section, SRC Chapter(s) Chapters 200, 220, 250 and 804. The appeal must be filed in duplicate with the City of Salem Planning Division. The appeal fee must be paid at the time of filing. If the appeal is untimely and/or lacks the proper fee, the appeal will be rejected. The City Council will review the appeal at a public hearing. After the hearing, the City Council may amend, rescind, or affirm the action, or refer the matter to staff for additional information.

The complete case file, including findings, conclusions and conditions of approval, if any, is available for review at the Planning Division office, Room 305, City Hall, 555 Liberty Street SE, during regular business hours.

<http://www.cityofsalem.net/planning>

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BEFORE THE PLANNING ADMINISTRATOR OF THE CITY OF SALEM

**URBAN GROWTH AREA PRELIMINARY DECLARATION / SITE PLAN REVIEW /
ADJUSTMENT / DRIVEWAY APPROACH PERMIT
CASE NO. UGA-SPR-ADJ-DAP17-01
DECISION**

**IN THE MATTER OF APPROVAL OF) UGA-SPR-ADJ-DAP
URBAN GROWTH AREA PRELIMINARY) CASE NO. 17-01
DECLARATION, SITE PLAN REVIEW,)
ADJUSTMENT, AND DRIVEWAY)
APPROACH PERMIT CASE NO. 17-01)
NE CORNER OF HYACINTH STREET NE)
AND SALEM PARKWAY NE, AND)
1940 CLAXTER RD NE) May 17, 2017**

In the matter of the application for an Urban Growth Area Preliminary Declaration, Class 3 Site Plan Review, Class 2 Adjustment and Class 2 Driveway Approach Permit submitted by the applicant, Mountain West Investments Corporation, and represented by Mark Grenz, PE, Multi/Tech Engineering Services, the Planning Administrator, having received and reviewed evidence and the application materials, makes the following findings and adopts the following order as set forth herein.

REQUEST

Summary: An Urban Growth Area Preliminary Declaration to determine the public facilities required for development of 4.88 acres and a Site Plan Review, Class 2 Adjustment, and Driveway Approach Permit for a mini-storage development located at the northeast corner of Hyacinth Street NE and Salem Parkway NE, and 1940 Claxter Road NE.

Request: Consolidated application including an Urban Growth Area Preliminary Declaration, a Class 3 Site Plan Review, a Class 2 Adjustment, and a Class 2 Driveway Approach Permit for a mini-storage development on property approximately 4.88 acres, zoned IC (Industrial Commercial), and located at the northeast corner of Hyacinth Street NE and Salem Parkway NE, and 1940 Claxter Road NE (Marion County Map and Tax Lot Number: 073W01CC / 500 & 073W12B / 3000, 3100, 3101, 3102). The proposal consists of 13 storage buildings and an office building with an on-site residential dwelling.

The Class 2 Adjustment is requested for the driveway locations on to Hyacinth Street NE, reduce the setback between a vehicle use area and a building from 5 feet to 1.5 feet, and reduce the width of the required landscaped area adjacent to the street property lines long Hyacinth Street NE and Salem Parkway NE from 10 feet to 5 feet.

DECISION

APPROVED subject to the applicable standards of the Salem Revised Code, the findings contained herein, conformance with the approved site plans, and the following conditions of approval:

CONDITIONS OF UGA PRELIMINARY DECLARATION

- Condition 1:** Along the development frontage of Claxter Road NE, a three-quarter street improvement shall be constructed to local street standards as specified in PWDS and consistent with the provisions of SRC Chapter 803.
- Condition 2:** Along the development frontage of Hyacinth Street NE, a half-street improvement shall be constructed to Major Arterial street standards as specified in PWDS and consistent with the provisions of SRC Chapter 803. Prior to building permit issuance, construction plans shall be approved and secured per SRC Chapter 77 or a street improvement deferral agreement shall be completed and recorded pursuant to SRC 803.070(c).

CONDITIONS OF CLASS 3 SITE PLAN REVIEW

- Condition 3:** The fence shall not exceed a maximum height of 12 feet, except when located within 10 feet of a property line abutting a street it shall not exceed a maximum height of 8 feet.
- Condition 4:** Fencing within 10 feet of a property line abutting a street shall have the portion of the fence above 30 inches in height be less than 25 percent opaque when viewed at any angle at a point 25 feet away from the fence.
- Condition 5:** Land shall be conveyed for dedication to equal a half-width right-of-way of 30 feet on the development side of Claxter Road NE and 48 feet on the development side of Hyacinth Street NE.
- Condition 6:** A raised median on Hyacinth Street NE shall be constructed to restrict turning movements to right-in and right-out only.

CONDITIONS OF CLASS 2 ADJUSTMENT

- Condition 7.** The vehicle use areas adjacent to Claxter Road NE and Salem Parkway NE that are less than 10 feet in width shall be landscaped with a minimum of 1 plant unit per 10 square feet of landscaped area.
- Condition 8:** The adjusted standards, as approved in this zoning adjustment, shall only apply to the specific development proposal shown in the attached site plan. Any future development, beyond what is shown in the

attached site plan, shall conform to the requirements for the development site, unless adjusted through a future land use action.

FINDINGS

1. Background

On January 19, 2017, Urban Growth Preliminary Declaration, Site Plan Review, Adjustment and Driveway Approach permit applications were submitted for the proposed development. Additional information was requested from the applicant. The applications were deemed complete for processing on March 31, 2017. The applicant's proposed site plan is included as Attachment B and a written statement by the applicant addressing the approval criteria is included as Attachment C.

Neighborhood and Citizen Comments:

Notice of the application was sent to the Northgate Neighborhood Association (Northgate) and all property owners of record within 250 feet of the subject property. No comments were received from Northgate or surrounding property owners.

City Department Comments:

The Public Works Department reviewed the proposal and provided a memo which is included as Attachment D.

The Fire Department has reviewed the proposal and indicated that they have no issues with this Land Division. However, Fire Department access and water supply will be required. Plans indicate one hydrant however addition fire hydrants maybe required due to type of construction, size of buildings and approved routes to get to the fire hydrant. Access and water supply shall be in service prior to combustible arrive on site. Building H appears to be 12,200 sq ft. This would either require a fire sprinkler system or fire separation to reduce fire area.

Public Agency Comments:

PGE reviewed the proposal and commented, "Development cost per current tariff and service requirements. A 10-foot PUE is required on all front street lots."

2. Analysis of Urban Growth Preliminary Declaration Approval Criteria

SRC 200.025(d) states:

The Director shall review a completed application for an Urban Growth Preliminary Declaration in light of the applicable provisions of the Master Plans and the Area Facility Plans and determine:

- (1) The required facilities necessary to fully serve the development; and
- (2) The extent to which the required facilities are in place or fully committed.

Analysis of the development based on relevant criteria in SRC 200 is as follows:

SRC 200.055 – Standards for Street Improvements:

All streets abutting the property boundaries shall be designed to the greater of the standards of SRC Chapter 803 and the standards of linking streets in SRC 200.055(b). An adequate linking street is defined as the nearest point on a street that has a minimum 60-foot-wide right-of-way with a minimum 30-foot improvement for Local streets or a minimum 34-foot improvement for Arterial streets (SRC 200.055(b)).

Findings: The nearest adequate linking street is Hyacinth Street NE, but only for westbound traffic. Eastbound traffic will gain access to the site via Salem Industrial Drive NE and Claxter Road NE. Pursuant to SRC 200.055(b), the existing configuration of Salem Industrial Drive NE and Claxter Road NE meet the functional levels necessary to meet the increased demands. Therefore, no additional linking street improvements are required along Salem Industrial Drive NE or Claxter Road NE.

Boundary street improvements are required along the development frontage of Hyacinth Street NE and Claxter Road NE, as shown on the applicant's development plan. The improvements on Claxter Road NE shall include a minimum three-quarter street improvement to Local street standards along the entire development frontage. The improvements on Hyacinth Street NE shall include a half-street improvement to Major Arterial street standards along the entire development frontage. The applicant has requested a deferral of required boundary street improvements along Hyacinth Street NE, pursuant to SRC 803.070(a)(1)(A)(iv). City staff concurs with the applicant's request and recommends a deferral as an option to satisfy the required boundary street improvements. Prior to building permit issuance, construction plans shall be approved and secured per SRC Chapter 77, or a street improvement deferral agreement shall be completed and recorded pursuant to SRC 803.070(c). To ensure compliance with the street improvements, the following conditions are necessary:

Condition 1: Along the development frontage of Claxter Road NE, a three-quarter street improvement shall be constructed to Local street standards as specified in PWDS and consistent with the provisions of SRC Chapter 803.

Condition 2: Along the development frontage of Hyacinth Street NE, a half-street improvement shall be constructed to Major Arterial street standards as specified in PWDS and consistent with the provisions of SRC Chapter 803. Prior to building permit issuance, construction plans shall be approved and secured per SRC Chapter 77 or a street improvement deferral agreement shall be completed and recorded pursuant to SRC 803.070(c).

SRC 200.060 – Standards for Sewer Improvements:

The proposed development shall be linked to adequate facilities by the construction of sewer lines and pumping stations, which are necessary to connect to such existing sewer facilities (SRC 200.060). The applicant shall link the site to existing facilities that are defined as adequate under 200.005(a).

Findings: The existing 8-inch sewer along the eastern boundary of the subject property is adequate to serve the proposed development. The applicant has not previously assessed and is subject to sewer connection fees pursuant to SRC Chapter 21.

SRC 200.065 – Standards for Storm Drainage Improvements

The proposed development shall link the on-site system to existing facilities that are defined as adequate under SRC 200.005(a).

Finding: Existing stormwater facilities adjacent to the property are adequate to serve the subject property. The proposed development will limit its stormwater discharge through implementation of green stormwater infrastructure pursuant to SRC Chapter 71.

SRC 200.070 – Standards for Water Improvements

The proposed development shall be linked to adequate facilities by the construction of water distribution lines, reservoirs, and pumping stations that connect to such existing water service facilities (SRC 200.070). The applicant shall provide linking water mains consistent with the *Water System Master Plan* adequate to convey fire flows to serve the proposed development as specified in the Water Distribution Design Standards.

Finding: The proposed utility plan indicates the site will be served by extending an 8-inch public water main in Claxter Road NE to the north property line of the subject property. The proposed extension is consistent with the *Water System Master Plan* and adequate to serve the proposed development.

SRC 200.075 – Standards for Park Improvements

The applicant shall reserve for dedication prior to development approval that property within the development site that is necessary for an adequate neighborhood park, access to such park, and recreation routes, or similar uninterrupted linkages, based upon the Salem Comprehensive Parks System Master Plan.

Finding: The Master Plan proposed park system does not identify that any park systems are to be constructed within or adjacent to the subject property. Because the proposed development is not residential, no park facilities are required in conjunction with the proposed development

3. Analysis of Class 3 Site Plan Review Approval Criteria

SRC 220.005(f)(3) states:

An application for Class 3 Site Plan Review shall be granted if:

- (1) The application meets all applicable standards of the UDC;
- (2) The transportation system provides for the safe, orderly, and efficient circulation of traffic into and out of the proposed development, and negative impacts to the transportation system are mitigated adequately;
- (3) Parking areas and driveways are designed to facilitate safe and efficient movement of vehicles, bicycles, and pedestrians; and

- (4) The proposed development will be adequately served with City water, sewer, stormwater facilities, and other utilities appropriate to the nature of the development.

Criterion 1:

The application meets all applicable standards of the UDC.

Finding: The project includes development of a mini-storage facility with an office and caretaker facility located at the northeast corner of Hyacinth Street NE and Salem Parkway NE, and 1940 Claxter Road NE. The proposal includes adjustments to the driveway locations on to Hyacinth Street NE, reduce the drive aisles abutting buildings from 5 feet to 1.5 feet, and reduce the width of the required landscaped area adjacent to the street property lines long Hyacinth Street NE and Salem Parkway NE from 10 feet to 5 feet. The requested adjustment will be analyzed in Section 4, page 13, of this report.

Development Standards – IC (Industrial Commercial) Zone:

SRC 551.005(a) - Uses:

Except as otherwise provided in Chapter 551, the permitted, special, conditional and prohibited uses in the IC zone are set forth in Table 551-1.

Finding: The proposed development is for a mini-storage facility. Mini-storage facilities are classified in the Self-Service Storage use category, which is listed as a permitted use in the IC zone pursuant to Table 551-1. A dwelling unit for a caretaker is listed as a permitted use in the IC zone pursuant to Table 551-1

SRC 551.010(a) – Lot Standards:

There are no minimum lot area or dimension requirements in the IC zone. All uses are required to have a minimum of 16 feet of street frontage.

Finding: The subject property has frontage along three streets, Claxter Road NE, Salem Parkway NE, and Hyacinth Street NE, which exceeds the minimum frontage requirement.

SRC 551.010(b) – IC Zone Setbacks & SRC 806.035:

Street Setback

North: Adjacent to the north is the right-of-way for Salem Parkway NE. There is a 5-foot building setback required adjacent to a street. Vehicle use areas are required to be setback a minimum 6-10 feet from a street per SRC 806.035(c)(2).

East: Adjacent to the east is the right-of-way for Claxter Road NE. There is a 5-foot building setback required adjacent to a street. Vehicle use areas are required to be setback a minimum 6-10 feet from a street per SRC 806.035(c)(2).

West: Adjacent to the west is the right-of-way for Hyacinth Street NE. There is a 5-foot building setback required adjacent to a street. Vehicle use areas are required to be setback a minimum 6-10 feet from a street per SRC 806.035(c)(2).

Interior Property Lines

South: Adjacent to the south is an IC Zone and the right-of-way of Burlington Northern Railroad. There is no minimum building setback required adjacent to an interior lot line; vehicle use areas are required to be setback a minimum of 5 feet from an interior lot line.

East: Adjacent to the south is an IC Zone. There is no minimum building setback required adjacent to an interior lot line; vehicle use areas are required to be setback a minimum of 5 feet from an interior lot line.

Finding: The proposed site plan indicates that the setback along right-of-way of Claxter Road and the interior property lines meet the building and vehicle setback requirements. The proposed site plan indicates setback along right-of-way Hyacinth Street NE and Salem Parkway meet the building setback requirements. The applicant is requesting an adjustment to required landscaped area adjacent to the street property lines long Hyacinth Street NE and Salem Parkway NE from 10 feet to 5 feet and is analyzed in Section 4, page 13, of this report.

SRC 551.010(c) - Lot Coverage, Height:

There is no maximum lot coverage standard. The maximum building height in the IC zone is 70 feet.

Finding: The proposed building height is approximately 17 feet. Therefore, the standards are met.

SRC 551.010(d) - Landscaping:

- (1) **Setbacks.** Required setbacks shall be landscaped. Landscaping shall conform to the standards set forth in SRC Chapter 807.
- (2) **Vehicle Use Areas.** Vehicle use areas shall be landscaped as provided under SRC Chapter 806 and SRC Chapter 807.
- (3) **Development Site.** A minimum of 15 percent of the development site shall be landscaped. Landscaping shall meet the Type A standard set forth in SRC Chapter 807. Other required landscaping under the UDC, such as landscaping required for setbacks or vehicular use areas, may count toward meeting this requirement.

Finding: All required setbacks shall be landscaped with a minimum of 1 plant unit per 20 square feet of landscaped area. A minimum of 40 percent of the required number of plant units shall be a combination of mature trees, shade trees, evergreen/conifer trees, or ornamental trees. Plant materials and minimum plant unit values are defined in SRC Chapter 807, Table 807-2.

The subject property is approximately 209,932 square feet in area, requiring a minimum of 31,490 square feet of landscape area. The site plan indicates that

approximately 33,448 square feet (15.93 percent) of landscape area will be provided, exceeding the minimum landscaping requirement.

General Development Standards SRC 800

SRC 800.050 - Fences

Fences and walls within non-residential zones shall not exceed a maximum height of 12 feet; provided, however fences and walls within a front, side, or rear yard abutting a street shall not exceed a maximum height of 8 feet when located within 10 feet of a property line abutting a street; provided, however, any portion of the fence or wall above 30 inches in height shall be less than 25 percent opaque when viewed at any angle at a point 25 feet away from the fence or wall.

Finding: The applicant is proposing a fence along the property lines. The proposed plans do not indicate height or material of the fence. Although, the written statement does indicate material and height of the fence to be 6-foot sight-obscuring with location not specifically specified. To ensure compliance with standards, the following condition is necessary:

Condition 3: The fence shall not exceed a maximum height of 12 feet, except when located within 10 feet of a property line abutting a street it shall not exceed a maximum height of 8 feet.

Condition 4: Fencing within 10 feet of a property line abutting a street shall have the portion of the fence above 30 inches in height be less than 25 percent opaque when viewed at any angle at a point 25 feet away from the fence.

SRC 800.055(a) – Applicability.

Solid waste service area design standards shall apply to all new solid waste, recycling, and compostable services areas, where use of a solid waste, recycling, and compostable receptacle of 1 cubic yard or larger is proposed.

Finding: No new solid waste area is being developed.

Off-Street Parking, Loading, and Driveways SRC 806

SRC 806.005 - Off-Street Parking; When Required.

Off-street parking shall be provided and maintained for each proposed new use or activity.

SRC 806.010 - Proximity of Off-Street Parking to Use or Activity Served.

Required off-street parking shall be located on the same development site as the use or activity it serves, or within the IC zone, off-street parking for customers may be located within 800 feet of the development site containing the use or activity it serves; off-street parking for employees may be located within 2,000 feet of the development site containing the use or activity it serves.

Finding: All required parking will be provided on site.

SRC 806.015 - Amount of Off-Street Parking.

- a) *Minimum Required Off-Street Parking.* The minimum off-street parking requirement for uses in the Self Service Storage category is the greater of 0.75 per employee or 1 space per 5,000 square feet of floor area. The caretaker dwelling unit requires 2 off-street parking spaces.
- b) *Compact Parking.* Up to 75 percent of the minimum off-street parking spaces required under this Chapter may be compact parking spaces.
- c) *Carpool and Vanpool Parking.* New developments with 60 or more required off-street parking spaces, and falling within the Public Services and Industrial use classifications, and Business and Professional Services use category, shall designate a minimum of 5 percent of their total off-street parking spaces for carpool or vanpool parking.
- d) *Maximum Off-Street Parking.* Unless otherwise provided in the SRC, off-street parking shall not exceed the amounts set forth in Table 806-2.

Finding: The proposed storage buildings are approximately 93,250 square feet in size. The applicant has indicated that there will be 2 on-site employees. Therefore, a minimum of 11 off-street parking spaces ($93,250 / 10,000 = 9.325 + 2$ (caretaker unit)) are required for the proposed use. No carpool/vanpool parking spaces are required less than 60 off-street parking spaces. The maximum parking allowance is 28 spaces ($11 \times 2.5 = 27.5$). Maximum number of compact spaces is 68 ($9 \times 0.75 = 8.25$)

The proposed site plan indicates that a total of 12 standard off-street parking spaces will be provided, which is consistent with the minimum and maximum off-street parking requirements of SRC Chapter 806.

SRC 806.035 - Off-Street Parking and Vehicle Use Area Development Standards.

- a) *General Applicability.* The off-street parking and vehicle use area development standards set forth in this section apply to the development of new off-street parking and vehicle use areas.
- b) *Location.* Off-street parking and vehicle use areas shall not be located within required setbacks.
- c) *Perimeter Setbacks and Landscaping.* Perimeter setbacks shall be required for off-street parking and vehicle use areas abutting streets, abutting interior front, side, and rear property lines, and adjacent to buildings and structures.

Finding: Perimeter setbacks for off-street parking and vehicle use areas abutting streets, abutting interior front, side, and rear property lines are reviewed on Page 6 of this report.

A minimum 5-foot-wide landscape strip or paved pedestrian walkway perimeter setbacks for off-street parking space abutting building are required. The applicant is

requesting an adjustment to reduce the required setback to the exterior wall of the buildings from a minimum 5-foot-wide landscape strip or paved pedestrian walkway to a 1.5-foot-wide paved pedestrian walkway and analyzed in Section 4, page 13, of this report.

- d) *Interior Landscaping.* Interior landscaping shall be provided in amounts not less than those set forth in Table 806-5. For parking areas less than 5,000 square feet in size, no interior parking area shall be required.

Finding: The proposed parking area is less than 5,000. Therefore, no interior landscaping is required.

- e) *Off-Street Parking Area Dimensions.* Off-street parking areas shall conform to the minimum dimensions set forth in Table 806-6.

Finding: The proposed parking spaces, driveway and drive aisle for the off-street parking area meet the minimum dimensional requirements of SRC Chapter 806.

- f) *Additional Off-Street Parking Development Standards 806.035(f)-(m).*

Finding: The proposed off-street parking area is developed consistent with the additional development standards for grade, surfacing, and drainage. Bumper guards and wheel barriers are required for the parking area and indicated on the proposed site plan.

The parking area striping, marking, signage and lighting shall be consistent with SRC Chapter 806. Off-street parking area screening is not required for the proposed parking area.

SRC 806.040 - Driveway Development Standards.

- a) *Access.* Off-street parking and vehicle use areas shall have either separate driveways for ingress and egress, a single driveway for ingress and egress with an adequate turnaround that is always available or a loop to the single point of access.
- b) *Location.* Driveways shall not be located within required setbacks.
- c) *Additional Development Standards 806.040(c)-(g).*

Finding: The interior driveways proposed for the off-street parking area conform to the driveway location and dimensional requirements of SRC 806.040.

Bicycle Parking

SRC 806.045 - General Applicability.

Bicycle parking shall be provided and maintained for each proposed new use or activity.

SRC 806.050 – Proximity of Bicycle Parking to Use or Activity Served.

Bicycle parking shall be located on the same development site as the use or activity it serves.

SRC 806.055 - Amount of Bicycle Parking.

No bicycle parking is required for the caretaker dwelling unit or Self Service Storage uses.

Finding: No bicycle parking is indicated on the proposed plans.

Off-Street Loading Areas

SRC 806.065 - General Applicability.

Off-street loading areas shall be provided and maintained for each proposed new use or activity.

SRC 806.075 - Amount of Off-Street Loading.

A minimum of one off-street loading space is required for buildings between 5,000 and 100,000 square feet in floor area. The minimum dimensions for the off-street loading spaces are 12 feet in width, 40 feet in length and 14 feet in height.

Finding: The proposed site plan does not indicate an off-street loading area. Although existing pavement will provide adequate area to accommodate loading areas.

Landscaping

All required setbacks shall be landscaped with a minimum of 1 plant unit per 20 square feet of landscaped area. A minimum of 40 percent of the required number of plant units shall be a combination of mature trees, shade trees, evergreen/conifer trees, or ornamental trees. Plant materials and minimum plant unit values are defined in SRC Chapter 807, Table 807-2.

All building permit applications for development subject to landscaping requirements shall include landscape and irrigation plans meeting the requirements of SRC Chapter 807.

Finding: Approximately 31,490 square feet of landscape area is required for the site. A minimum of 1,575 plant units ($31,490 / 20 = 1,574.5$). At least 40 percent of the plant units, or 630 ($1,364 \times 0.4 = 545.6$) shall be a combination of mature trees, shade trees, evergreen/conifer trees, or ornamental trees.

Landscape and irrigation plans will be reviewed for conformance with the requirements of SRC 807 at the time of building permit application review.

Natural Resources

SRC 808 - Preservation of Trees and Vegetation: The City's tree preservation ordinance, under SRC Chapter 808, provides that no person shall remove a significant tree (Oregon White Oak greater than 24 inches in diameter at breast

height) (SRC 808.015) or a tree or native vegetation in a riparian corridor (SRC 808.020), unless the removal is excepted under SRC 808.030(a)(2), undertaken pursuant to a permit issued under SRC 808.030(d), undertaken pursuant to a tree conservation plan approved under SRC 808.035, or permitted by a variance granted under SRC 808.045.

No protected riparian trees or significant trees have been identified on the site plan for removal.

SRC 809 - Wetlands: Grading and construction activities within wetlands are regulated by the Oregon Department of State Lands (DSL) and US Army Corps of Engineers. State and Federal wetland laws are also administered by the DSL and Army Corps, and potential impacts to jurisdictional wetlands are addressed through application and enforcement of appropriate mitigation measures.

According to the Salem-Keizer Local Wetland Inventory (LWI) there are no mapped wetlands found on the subject property; although, hydric soils is found on the subject property.

SRC 810 - Landslide Hazards: A geological assessment or report is required when regulated activity is proposed in a mapped landslide hazard area. The subject property does not contain mapped landslide hazards in the area of development. The proposed commercial development is assigned 3 activity points.

A total of 3 points indicates a low landslide hazard risk, therefore a geological assessment is not required for the proposed development

Criterion 2:

The transportation system provides for the safe, orderly, and efficient circulation of traffic into and out of the proposed development, and negative impacts to the transportation system are mitigated adequately.

Finding: The existing configuration of Claxter Road NE and Hyacinth Street NE do not meet the current street standards per the Salem TSP. Boundary street improvements and right-of-way dedication are required as described in the proposed conditions of approval and in compliance with SRC Chapter 803. The City Traffic Engineer has determined that a raised median shall be constructed on Hyacinth Street NE, to restrict turning movements to right-in and right-out only.

Condition 5: Land shall be conveyed for dedication to equal a half-width right-of-way of 30 feet on the development side of Claxter Road NE and 48 feet on the development side of Hyacinth Street NE.

Condition 6: A raised median on Hyacinth Street NE shall be constructed to restrict turning movements to right-in and right-out only.

Criterion 3:

Parking areas and driveways are designed to facilitate safe and efficient movement of vehicles, bicycles, and pedestrians.

Finding: The driveway accesses onto Claxter Road NE and Hyacinth Street NE provide for safe turning movements into and out of the property as specified in the driveway access permit and in conjunction with the proposed conditions of approval.

The applicant has provide pedestrian pathways from the parking area to the office area, which provides for safe and efficient movement of vehicles, bicycles and pedestrians.

Criterion 4:

The proposed development will be adequately served with City water, sewer, stormwater facilities, and other utilities appropriate to the nature of the development.

Finding: The Public Works Department has reviewed the applicant's preliminary utility plan for this site. Water and sewer infrastructure is available and appears to be adequate to serve the proposed development in accordance with the proposed conditions of approval and PWDS.

The applicant's proposed utility plan indicates sanitary sewer service will be provided by utilizing the existing 8-inch public sewer main along the eastern property line of the subject property. Sewer connection fees will be assessed based on the developed area of proposed Building 1 and in accordance with SRC Chapter 21.

The applicant's engineer submitted a statement demonstrating compliance with Stormwater PWDS Appendix 004-E(4)(b) and SRC Chapter 71. The preliminary stormwater design demonstrates the use of green stormwater infrastructure to the maximum extent feasible.

4. Analysis of Class 2 Adjustment Approval Criteria

SRC 250.005(d)(2) states:

An application for a Class 2 Adjustment shall be granted if all of the following criteria are met:

- 1) The purpose underlying the specific development standard proposed for adjustment is:
 - i. Clearly inapplicable to the proposed development; or
 - ii. Equally or better met by the proposed development.
- 2) If located within a residential zone, the proposed development will not detract from the livability or appearance of the residential area.

- 3) If more than one adjustment has been requested, the cumulative effect of all the adjustments result in a project which is still consistent with the overall purpose of the zone.

Criterion 1:

The purpose underlying the specific development standard proposed for adjustment is:

- i) Clearly inapplicable to the proposed development; or
- ii) Equally or better met by the proposed development.

Finding:

Driveway Locations onto Hyacinth Street NE:

The proposed driveway to Hyacinth Street NE does not meet the spacing standards described in SRC 804.035(d). The applicant submitted findings indicating the driveway to Hyacinth Street NE is essential to provide efficient circulation through the site. City staff concur with these findings and have determined there are no opportunities for providing an alternate location or to construct a shared driveway with the limitations of the railroad crossing on the east and Salem Parkway NE, west of the subject property. A raised median on Hyacinth Street NE will be required to restrict turning movements to right-in and right-out only, limiting potential conflicts. Therefore, the proposed driveway equally or better meets the intent of the standard by providing safe access and minimizing traffic conflicts.

Reduce the Drive Aisles Abutting Buildings:

The applicant is requesting an adjustment to SRC 806.035(c)(4) to allow a 1.5-foot vehicle use area setback to buildings where code requires vehicle use areas to be setback by a minimum of 5 feet.

The applicant states that the use of the property is self-storage facility where there is very limited pedestrian activity. The purpose of the setback is to provide a safe means of pedestrian movement and for the protection of the building from damage. Most patrons access the development by vehicles. A 1.5-foot separation would provide adequate means for pedestrian to access the units while still providing adequate protection for the buildings. Therefore, this criterion is met.

Reduce the Width of the Required Landscaped Area Adjacent to the Street Property Lines Long Hyacinth Street NE and Salem Parkway NE:

The applicant is requesting an adjustment to SRC 806.035(c)(2)(A) to allow a 5-foot landscaped area for a vehicle use area adjacent to the street property lines along Hyacinth Street NE and Salem Parkway NE where code requires vehicle use areas to be setback by a minimum of 10 feet.

The purpose of the setback is to provide a visible and separated landscaped setback to help minimize vehicle lights on the streets, adjacent properties and to have an attractive development by providing visual screen of the site vehicle use area. To equally or better meet the intent of the standard, the area needs to provide the same

buffer by providing the same plant units. To ensure compliance with this intent, the following condition is necessary, which increases the number of required plant units within the reduced setbacks from 1 plant unit per 20 square feet to 1 plant unit per 10 square feet:

Condition 7. The vehicle use areas adjacent to Claxter Road NE and Salem Parkway NE that is less than 10 feet in width shall be landscaped with a minimum of 1 plant unit per 10 square feet of landscaped area.

Criterion 2:

If located within a residential zone, the proposed development will not detract from the livability or appearance of the residential area.

Finding: The property is not located within a residential zone.

Criterion 3:

If more than one adjustment has been requested, the cumulative effect of all the adjustments result in a project which is still consistent with the overall purpose of the zone.

Finding: Three adjustments have been requested with this development. Each of the adjustments has been evaluated separately for conformance with the Adjustment approval criteria. The cumulative impact of the adjustments results in an overall project which is consistent with the intent and purpose of the zoning code.

Any future development, beyond what is shown in the proposed plans, shall conform to the minimum perimeter setback requirements, unless adjusted through a future land use action.

Condition 8: The adjusted standards, as approved in this zoning adjustment, shall only apply to the specific development proposal shown in the attached site plan. Any future development, beyond what is shown in the attached site plan, shall conform to the requirements for the development site, unless adjusted through a future land use action.

5. Analysis of Class 2 Driveway Approach Permit Criteria

SRC 804.025(d) states:

A Class 2 Driveway Approach Permit shall be granted if:

- 1) The proposed driveway approach meets the standards of this Chapter and the Public Works Design Standards;
- 2) No site conditions prevent placing the driveway approach in the required location;
- 3) The number of driveway approaches onto an arterial are minimized;
- 4) The proposed driveway approach, where possible:
 - i. Is shared with an adjacent property; or
 - ii. Takes access from the lowest classification of street abutting the property;

- 5) The proposed driveway approach meets vision clearance standards;
- 6) The proposed driveway approach does not create traffic hazards and provides for safe turning movements and access;
- 7) The proposed driveway approach does not result in significant adverse impacts to the vicinity;
- 8) The proposed driveway approach minimizes impact to the functionality of adjacent streets and intersections; and
- 9) The proposed driveway approach balances the adverse impacts to residentially zoned property and the functionality of adjacent streets.

Criterion 1:

The proposed driveway approach meets the standards of this Chapter and the Public Works Design Standards.

Finding: The proposed driveways meet the standards of SRC Chapter 804, except for spacing standards as approved through a concurrent Class 2 adjustment. The Class 2 Adjustment findings are addressed above.

Criterion 2:

No site conditions prevent placing the driveway approach in the required location.

Finding: There are no obstructions, conflicts, or other site conditions prohibiting the location of the proposed driveways. A median is required in Hyacinth Street NE to address potential traffic conflicts with Mainline Drive NE

Criterion 3:

The number of driveway approaches onto an arterial are minimized.

Finding: As authorized in the Class 2 adjustment, the driveway approach onto Hyacinth Street NE is limited to right-in, right-out only with a median being constructed in Hyacinth Street NE to minimize traffic conflicts.

Criterion 4:

The proposed driveway approach, where possible:

- a) Is shared with an adjacent property; or
- b) Takes access from the lowest classification of street abutting the property.

Finding: A shared driveway is not an option because there are no adjacent properties to the subject property. The existing railroad crossing to the east and Salem Parkway NE to the west limit options for access. Class 2 Adjustment findings for access to Hyacinth Street NE are addressed above.

Criterion 5:

The proposed driveway approach meets vision clearance standards.

Finding: The proposed driveway meets the PWDS vision clearance standards set forth in SRC Chapter 805.

Criterion 6:

The proposed driveway approach does not create traffic hazards and provides for safe turning movements and access.

Finding: The conditions of approval require construction of a raised median along Hyacinth Street NE in order to restrict turning movements to right-in and right-out only. The proposed driveways will not create a known traffic hazard and will provide for safe turning movements for access to the subject property.

Criterion 7:

The proposed driveway approach does not result in significant adverse impacts to the vicinity.

Finding: The location of the proposed driveway does not appear to have any adverse impacts to the adjacent streets. The proposed median will limit any adverse impacts by restricting left-turn movements out of the proposed driveway.

Criterion 8:

The proposed driveway approach minimizes impact to the functionality of adjacent streets and intersections.

Finding: The proposed median minimizes the potential for impact to the Hyacinth Street NE/Salem Parkway NE intersection.

Criterion 9:

The proposed driveway approach balances the adverse impacts to residentially zoned property and the functionality of adjacent streets.

Finding: The proposed driveway approaches are not located in the vicinity of a residentially zoned area. The driveways will not have an effect on the functionality of the adjacent streets.

6. Based upon review of SRC Chapters 200, 220, 250 and 804, the applicable standards of the Salem Revised Code, the findings contained herein, and due consideration of comments received, the application complies with the requirements for an affirmative decision.

ORDER

Final approval of Urban Growth Area Preliminary Declaration, Class 3 Site Plan Review, Class 2 Adjustment and Class 2 Driveway Approach Permit Case No. 17-01 is hereby GRANTED subject to SRC Chapters 200, 220, 250 and 804, the applicable standards of

the Salem Revised Code, conformance with the approved site plan included as Attachment B, and the following conditions of approval:

CONDITIONS OF UGA PRELIMINARY DECLARATION

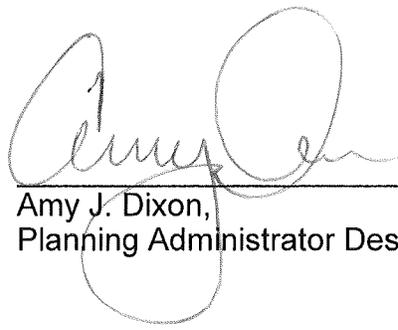
- Condition 1:** Along the development frontage of Claxter Road NE, a three-quarter street improvement shall be constructed to Local street standards as specified in PWDS and consistent with the provisions of SRC Chapter 803.
- Condition 2:** Along the development frontage of Hyacinth Street NE, a half-street improvement shall be constructed to Major Arterial street standards as specified in PWDS and consistent with the provisions of SRC Chapter 803. Prior to building permit issuance, construction plans shall be approved and secured per SRC Chapter 77 or a street improvement deferral agreement shall be completed and recorded pursuant to SRC 803.070(c).

CONDITIONS OF CLASS 3 SITE PLAN REVIEW

- Condition 3:** The fence shall not exceed a maximum height of 12 feet, except when located within 10 feet of a property line abutting a street it shall not exceed a maximum height of 8 feet.
- Condition 4:** Fencing within 10 feet of a property line abutting a street shall have the portion of the fence above 30 inches in height be less than 25 percent opaque when viewed at any angle at a point 25 feet away from the fence.
- Condition 5:** Land shall be conveyed for dedication to equal a half-width right-of-way of 30 feet on the development side of Claxter Road NE and 48 feet on the development side of Hyacinth Street NE.
- Condition 6:** A raised median on Hyacinth Street NE shall be constructed to restrict turning movements to right-in and right-out only.

CONDITIONS OF CLASS 2 ADJUSTMENT

- Condition 7:** The vehicle use areas adjacent to Claxter Road NE and Salem Parkway NE that are less than 10 feet in width shall be landscaped with a minimum of 1 plant unit per 10 square feet of landscaped area.
- Condition 8:** The adjusted standards, as approved in this zoning adjustment, shall only apply to the specific development proposal shown in the attached site plan. Any future development, beyond what is shown in the attached site plan, shall conform to the requirements for the development site, unless adjusted through a future land use action.



Amy J. Dixon,
Planning Administrator Designee

Prepared by Amy J. Dixon, Planner II

Attachments: A. Vicinity Map
B. Proposed Site Plan
C. Applicant's Written Statement
D. Public Works Memo

Application Deemed Complete: March 31, 2017
Notice of Decision Mailing Date: May 17, 2017
Decision Effective Date: June 2, 2017
State Mandated Decision Date: August 13, 2017

The rights granted by the attached decision for Urban Growth Preliminary Declaration Case No. UGA-SPR-ADJ-DAP 17-01 must be exercised or an extension granted by **June 2, 2019** or this approval shall be null and void. The rights granted by the attached decision for Class 3 Site Plan Review Case No. UGA-SPR-ADJ-DAP 17-01 must be exercised by **June 2, 2021** or this approval shall be null and void. The rights granted by the attached decision for Class 2 Adjustment Case No. UGA-SPR-ADJ-DAP 17-01 must be exercised or an extension granted by **June 2, 2019** or this approval shall be null and void. The rights granted by the attached decision for Class 2 Driveway Approach Permit Case No. UGA-SPR-ADJ-DAP 17-01 must be exercised or an extension granted by **June 2, 2019** or this approval shall be null and void.

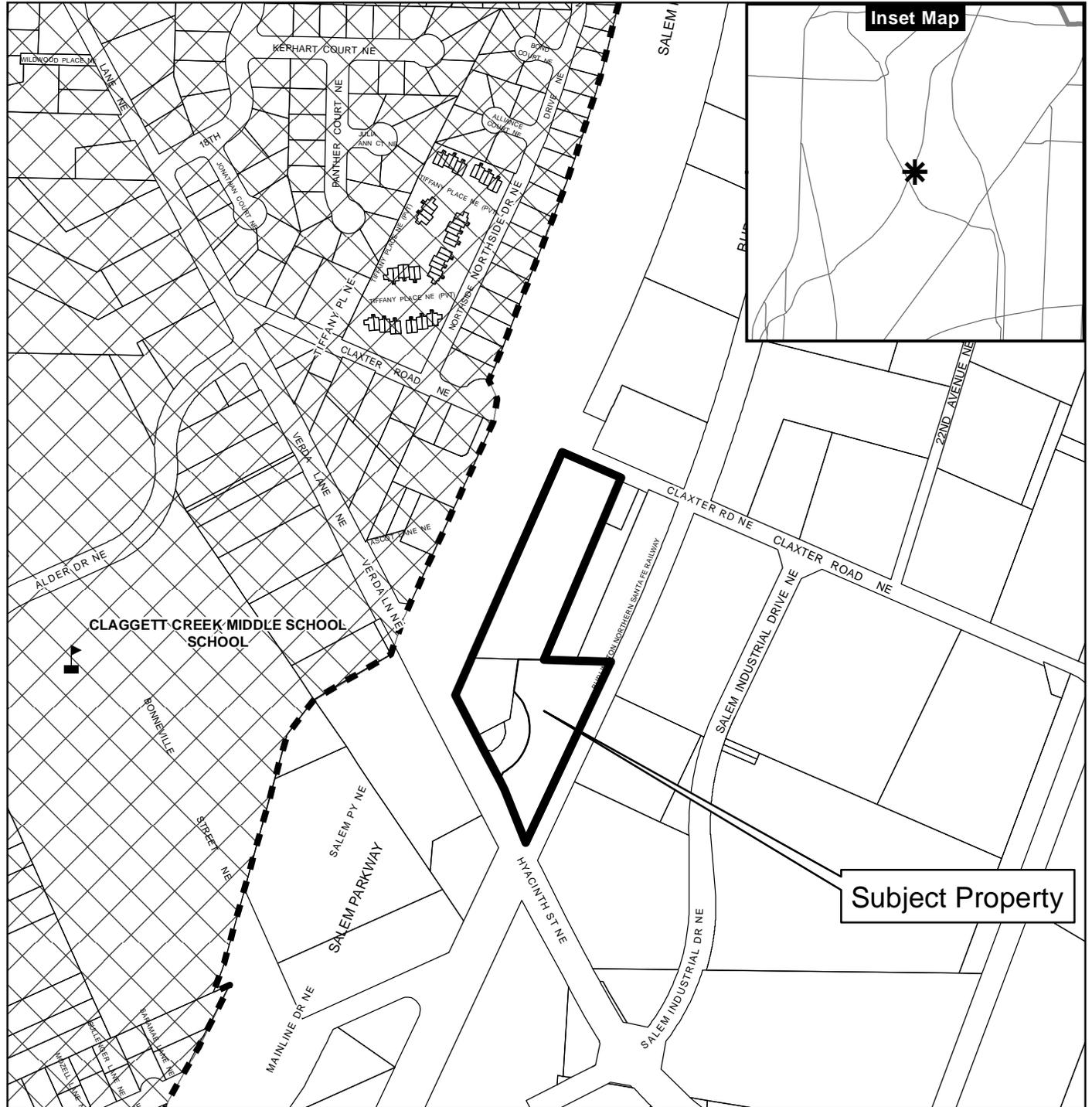
This decision is final unless written appeal from an aggrieved party is filed with the City of Salem Planning Division, Room 305, 555 Liberty Street SE, Salem OR 97301, no later than **5:00 p.m., June 1, 2017**. The notice of appeal must contain the information required by SRC 300.1020 and must state where the decision failed to conform to the provisions of the applicable code section, SRC Chapter(s) 200, 220, 250 and 804. The appeal must be filed in duplicate with the City of Salem Planning Division. The appeal fee must be paid at the time of filing. If the appeal is untimely and/or lacks the proper fee, the appeal will be rejected. The Salem Hearings Officer will review the appeal at a public hearing. After the hearing, the Hearings Officer may amend, rescind, or affirm the action, or refer the matter to staff for additional information.

<http://www.cityofsalem.net/planning>

Vicinity Map

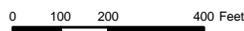
Parkway/Hyacinth/Claxter

073W01CC / 500 & 073W12B / 3000, 3100, 3101, 3102

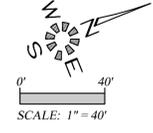


Legend

-  Taxlots
-  Urban Growth Boundary
-  City Limits
-  Outside Salem City Limits
-  Historic District
-  Schools
-  Parks

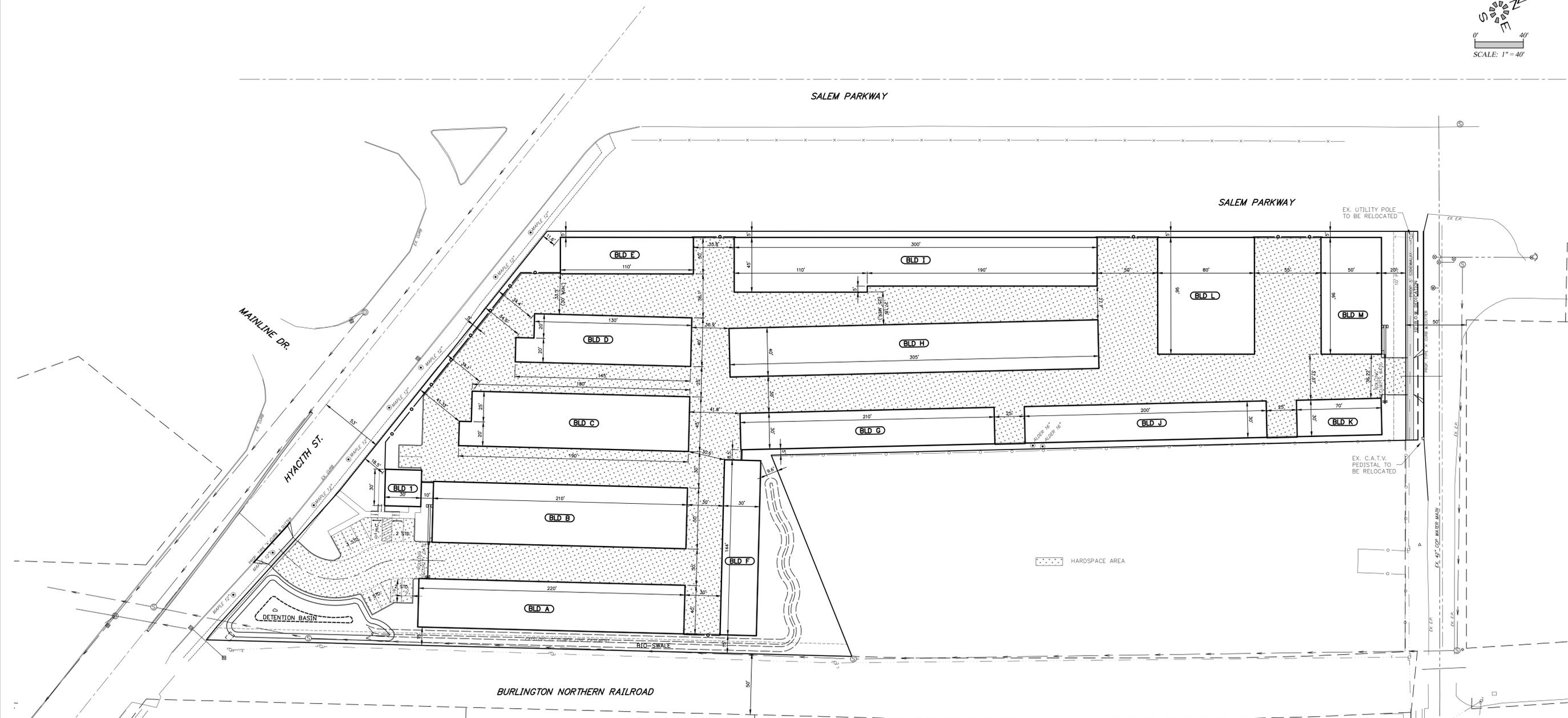


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**PRELIMINARY
 SITE PLAN**

**HYACINTH
 SELF STORAGE**



SITE DEVELOPMENT

BLD 1 MGR. OFFICE 900 S.F.
 W/ 2 BEDROOM APARTMENT UNIT

STORAGE UNITS:

BLD A	89 UNITS	8,800 S.F.
BLD B	100 UNITS	10,500 S.F.
BLD C	90 UNITS	8,300 S.F.
BLD D	31 UNITS	5,500 S.F.
BLD E	13 UNITS	3,300 S.F.
BLD F	14 UNITS	4,320 S.F.
BLD G	25 UNITS	6,300 S.F.
BLD H	64 UNITS	12,200 S.F.
BLD I	110 UNITS	12,550 S.F.
BLD J	21 UNITS	6,000 S.F.
BLD K	9 UNITS	2,100 S.F.
BLD L	14 UNITS	7,680 S.F.
BLD M	7 UNITS	4,800 S.F.
TOTAL	587 UNITS	93,250 S.F.

STANDARD PARKING STALLS 11
 COMPACT PARKING STALLS 0
 HANDICAP PARKING STALLS 1

TOTAL SITE AREA:	209,931.4 S.F.	100.0%
LANDSCAPE AREA:	33,448.0 S.F.	15.93%
HARD SURFACE AREA:	176,318.0 S.F.	83.99%
PARKING SPACES:	STANDARD 11	
	HANDICAPPED 1	

**Salem Parkway Self Storage Facility
 Unit Mix
 01/17/17**

SELF STORAGE Unit SIZE	Building No. Number of Units											Totals			Percent by Area
	A	B	C	D	E	F	G	H	I	J	K	Total	Heated	Un-Heated	
5x5	11	-	-	-	-	-	-	-	14	-	-	25	25	-	0.83
5x10	24	24	24	-	-	-	-	-	11	-	-	83	83	-	5.54
7.5x10	16	16	16	-	-	-	-	-	16	-	-	64	64	-	6.41
10x10	18	39	50	6	3	-	6	4	42	6	3	177	74	103	23.63
10x15	20	21	-	2	-	-	-	4	17	-	-	64	14	50	12.82
10x20	-	-	-	23	-	-	-	56	10	-	-	89	-	89	23.77
10x30	-	-	-	-	10	12	19	-	-	-	6	47	-	47	18.83
12x30	-	-	-	-	2	-	-	-	-	15	-	17	-	17	08.17
												566	260	306	100.00

Average unit size Heated = 19,075/260 = 73.4 ft²
 Average unit size Un-heated = 55,820/306 = 182.4 ft²
 Average unit size Combined = 74,895/566 = 132.3 ft²

NO CHANGES, MODIFICATIONS OR REPRODUCTIONS TO BE MADE TO THESE DRAWINGS WITHOUT WRITTEN AUTHORIZATION FROM DESIGN ENGINEER. DIMENSIONS & NOTES TAKE PRECEDENCE OVER GRAPHICAL REPRESENTATION. MULTI/TECH ENGINEERING DESIGNS FROM LIABILITY IF NOT STAMPED APPROVED

P.H.S. 03/06/2017
 P.H.S. 03/06/2017
 Design: M.D.G.
 Drawn: C.D.S.
 Checked: M.D.G.
 Date: JAN. 2017
 Scale: AS SHOWN
 As-Built: _____

 EXPIRES: 06-30-2017
 JOB # 6384

2. REVISED TRAFFIC ISLAND AND PUBLIC WATER.
 1. REVISED WEST ACCESS & PARKING.
SDR3



117 Commercial St. NE, Suite 310
Salem, OR 97301
503.391.8773
www.dksassociates.com

MEMORANDUM

DATE: January 17, 2017
TO: Richard Berger, Mountain West Investment Corp.
FROM: Scott Mansur, P.E., PTOE
Lacy Brown, Ph.D., P.E.
SUBJECT: Hyacinth Mini Storage Traffic Evaluation

This memorandum presents the findings an evaluation of the potential traffic impacts of the proposed Hyacinth Mini Storage Facility development in Salem, Oregon. The applicant is proposing to develop a 96,510 square foot mini storage facility on the currently vacant lot located in the southeast quadrant of the Salem Parkway/Hyacinth Street NE intersection. The following sections summarize the key findings of a historical traffic impact study for the site, an evaluation of the proposed mini storage trip generation and how it compares to other allowed uses, and a conceptual design for a right-in/right-out access onto Hyacinth Street.

Historical Traffic Study Summary

In 2001, the subject property was under different ownership and a retail development was proposed and approved by the City of Salem for the site. A traffic impact study¹ was conducted for a card lock gas station with 12 fueling positions and a 33,180 square foot retail development to be constructed on the vacant lot. The trip generation, operational analysis results, and recommended access configurations outlined in the previous study are summarized below.

Historical Trip Generation

The trip generation estimates for the proposed retail development, as outlined in the previous traffic impact study, are summarized in Table 1.

¹ Traffic Analysis Report for Salem Retail – Hyacinth Street. Charbonneau Engineering. January 2001.



Table 1: Trip Generation Estimates from 2001 Traffic Impact Study

Land Use	Units	Weekday Trip Generation		
		Daily	AM Peak Hour	PM Peak Hour
Specialty Retail (ITE LU Code 814)	33,180 SF	1,349	34	86
Card Lock Fueling Station ^a	12 Fueling Positions	360	53	36
Total		1,709	87	122

^a Trip generation estimates based on field-collected data at three local locations.

Historical Site Plan and Intersection Operations

The proposed site plan included three access points – two full-movement driveways onto Claxter Road and one full-movement or right-in/right-out driveway onto Hyacinth Street. Expected 2001 intersection operations were analyzed for the three site access points and six additional study area intersections, including the intersections of Salem Parkway/Hyacinth Street and Hyacinth Street/Mainline Drive. For the forecasted 2001 full-build traffic conditions, the analysis results showed that the Salem Parkway/Hyacinth Street and Hyacinth Street/Full-movement Access intersections would fail to meet the City's operational standards based on expected volume-to-capacity ratios.

Historical Recommended Improvements

To mitigate the operational deficiencies described above, the TIA recommended the addition of a second westbound left-turn lane on Hyacinth Street at Salem Parkway, as well as general traffic signal timing improvements at the intersection. Additionally, the TIA suggested that the access onto Hyacinth Street be restricted to right-in/right-out operations until the intersection of Mainline Drive/Hyacinth Street was closed (which was planned in conjunction with the future extension of Salem Industrial Drive south of Hyacinth Street).

City Approval of TIA and Access Permit

In pre-application documents dated July 15, 2003², the City of Salem Public Works Department indicates that the City Traffic Engineer approved a right-in/right-out access onto Hyacinth Street.

Zoning Uses and Trip Generation

The proposed development site is currently zoned Industrial Commercial (IC)³. Under this zoning, a variety of allowed land uses could be developed, including:

² City of Salem Memo: Preliminary Declaration for UGA 03-08, from Arlan Schendel to Lynette Martino. July 15, 2003

³ City of Salem Community Development Planning Department. Zoning Map. Updated November 30, 2016.



- Retail Sales
- Eating and Drinking Establishment
- Office
- Commercial Entertainment
- Religious Assembly
- Day Care and Schools
- Self Service Storage
- General Manufacturing
- Lodging
- Gas Station

Many of these land uses would generate substantially more traffic than the proposed mini storage facility. In fact, the proposed land use is one of the lowest generators of traffic allowed under the Industrial Commercial zoning designation. A summary of the estimated trip generation⁴ for different land uses allowed under the existing zoning is presented in Table 2.

Table 2. Trip Generation Summary for Selected Allowed Land Uses under IC Zoning

Land Use (ITE Code)	Units	Weekday Trip Generation		
		Daily	AM Peak Hour	PM Peak Hour
Allowed Development under IC Zoning				
Gas Station with Convenience Store (945)	12 Fueling Positions	1,953	122	162
General Office (710)	200 KSF	2,206	298	312
Fast Food Restaurant with Drive-Thru (934)	4,500 SF	2,233	147	205
Specialty Retail (826)	50,000 SF	2,216	48	136
Proposed Development				
Mini Storage Facility (151)	96.5 KSF	241	14	25

As shown in Table 2, the proposed mini storage facility is expected to generate 241 daily trips, 14 trips in the AM peak hour, and 25 trips in the PM peak hour. The other allowed land uses presented in Table 2 would generate up to nine times as many daily trips, and up to 12 times as many PM peak hours trips.

⁴ Trip generation estimates calculated using average rates from the ITE Trip Generation Handbook, 9th Edition.



Conceptual Access Drawing and Safety Evaluation

The applicant is seeking an access permit for a right-in/right-out driveway onto Hyacinth Street. The City of Salem classifies the study of Hyacinth Street as a major arterial. According to the City of Salem Revised Code (SRC), the minimum spacing between access points on major arterial roadways is 370 feet, measured centerline to centerline. The proposed access location, shown on the attached site plan, is located 430 feet from the centerline of Salem Parkway, thus exceeding the minimum spacing requirements. The proposed access is also located a sufficient distance (180 feet) from the at-grade rail crossing to the south, and should not create or experience any impacts associated with rail operations.

The proposed access would be limited to right-in/right-out movements. The turning movement restrictions should be enforced through the use of a narrow median on Hyacinth Street that would prohibit left-turns into or out of the development. In comparison to a full-movement driveway, a right-in/right-out access is a safer design that limits the number of potential conflict points and reduces crash risk, particularly for higher severity crashes (angle and turning). The recommended median would also improve safety along Hyacinth Street by reducing the potential for head-on collisions between opposing through vehicles.



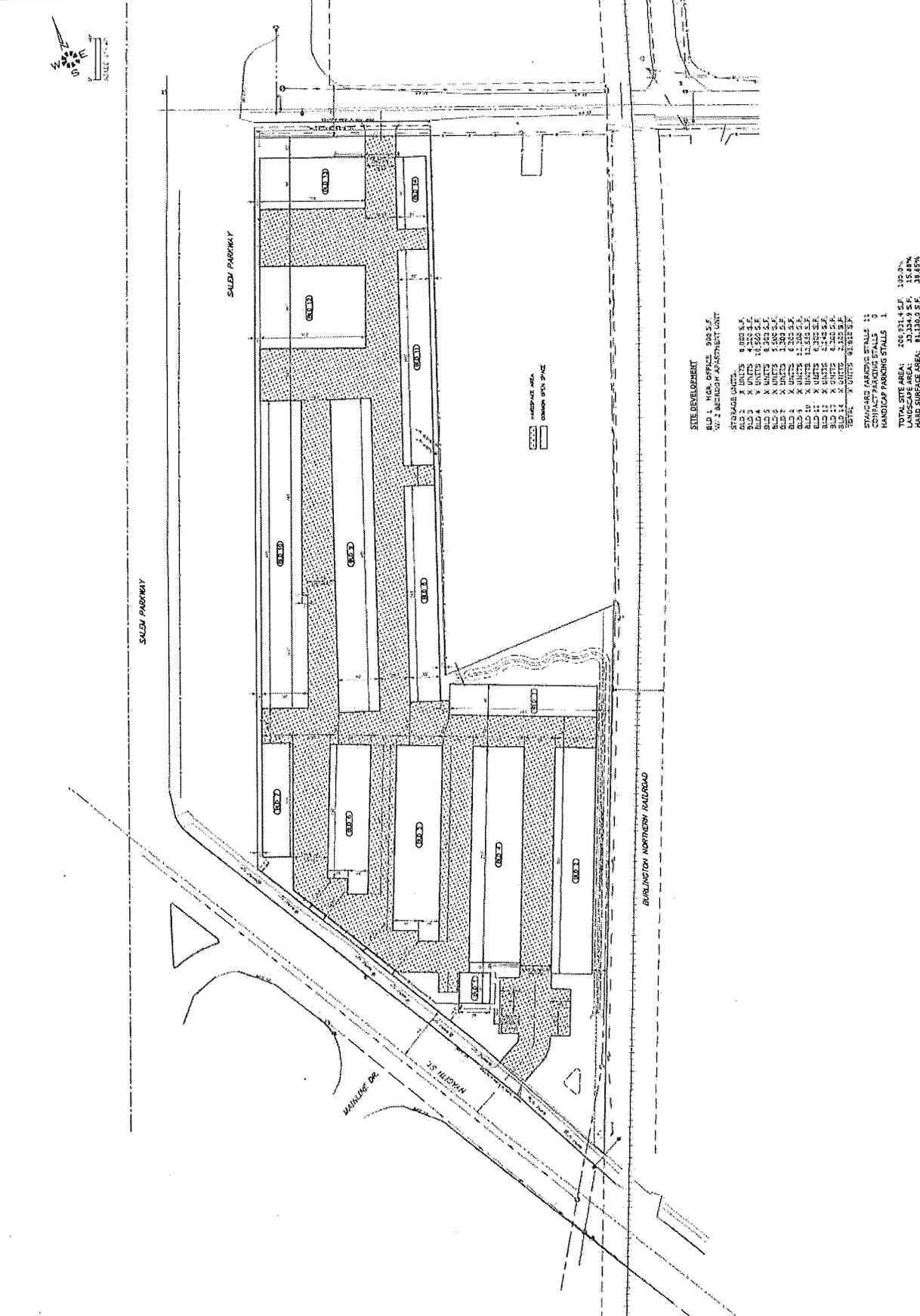
Date: 02/12/13
 Drawn: J.K.
 Checked: J.K.
 Design: J.K.
 Project: SDR3

NO CHANGES, INDICATIONS OR
 REVISIONS TO BE MADE TO THIS
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 PERMISSION OF THE ENGINEER.
 MUNICIPALITY OF CHERRY HILL
 DEPARTMENT OF PUBLIC WORKS
 1000 CHERRY HILL ROAD
 CHERRY HILL, NJ 08002
 PHONE: 609.646.2000
 FAX: 609.646.2001
 WWW: WWW.CHERRYHILLNJ.GOV

HYACINTH SELF STORAGE

PRILIMINARY SITE PLAN

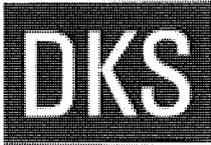
MULTITECH
 ENGINEERING & DESIGN, P.C.
 1000 CHERRY HILL ROAD
 CHERRY HILL, NJ 08002
 PHONE: 609.646.2000
 FAX: 609.646.2001
 WWW: WWW.CHERRYHILLNJ.GOV



SITE DEVELOPMENT

NO.	AREA	OFFICE	NO. OF	AREA
1	STORAGE UNIT		12	4,110.0 S.F.
2	STORAGE UNIT		12	4,110.0 S.F.
3	STORAGE UNIT		12	4,110.0 S.F.
4	STORAGE UNIT		12	4,110.0 S.F.
5	STORAGE UNIT		12	4,110.0 S.F.
6	STORAGE UNIT		12	4,110.0 S.F.
7	STORAGE UNIT		12	4,110.0 S.F.
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37	STORAGE UNIT		12	4,110.0 S.F.
38	STORAGE UNIT		12	4,110.0 S.F.
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98	STORAGE UNIT		12	4,110.0 S.F.
99	STORAGE UNIT		12	4,110.0 S.F.
100	STORAGE UNIT		12	4,110.0 S.F.

TOTAL SITE AREA: 208,071.4 S.F. 100.0%
 LANDSCAPE AREA: 23,244.9 S.F. 11.17%
 HARD SURFACE AREA: 81,110.0 S.F. 38.97%
 PAVING SPACES: 1
 HANDICAPPED: 1



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Salem, OR 97301
503.391.8773
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MEMORANDUM

DATE: February 27, 2017
TO: Richard Berger, Mountain West Investment Corp.
FROM: Scott Mansur, P.E., PTOE
Lacy Brown, Ph.D., P.E.
SUBJECT: Hyacinth Mini Storage –Safety Performance Comparison of Access Alternatives

Two access configurations are being considered for the proposed Hyacinth Mini Storage Facility, to be developed on the currently vacant lot located in the southeast quadrant of the Salem Parkway/Hyacinth Street NE intersection in Salem, Oregon. The first access alternative includes a right-in/right-out driveway onto Hyacinth Street NE (this assumes a traffic separator or pork-chop island is installed to prohibit left-turn movements) as well as a full movement access onto Claxter Road NE. The second alternative includes only a full movement access onto Claxter Road NE.

This memo briefly compares the potential safety impacts of each access configuration, as related to the likelihood and severity of conflicts experienced by site patrons. Although any new access onto the roadway system will introduce additional conflict points, forcing traffic to route through existing unprotected railroad crossings and high-volume intersections may have a larger negative impact on safety performance.

Figure 1 on the following page shows four specific locations in the vicinity of the project site that are included in a comparison of relative safety performance for the two access configurations.

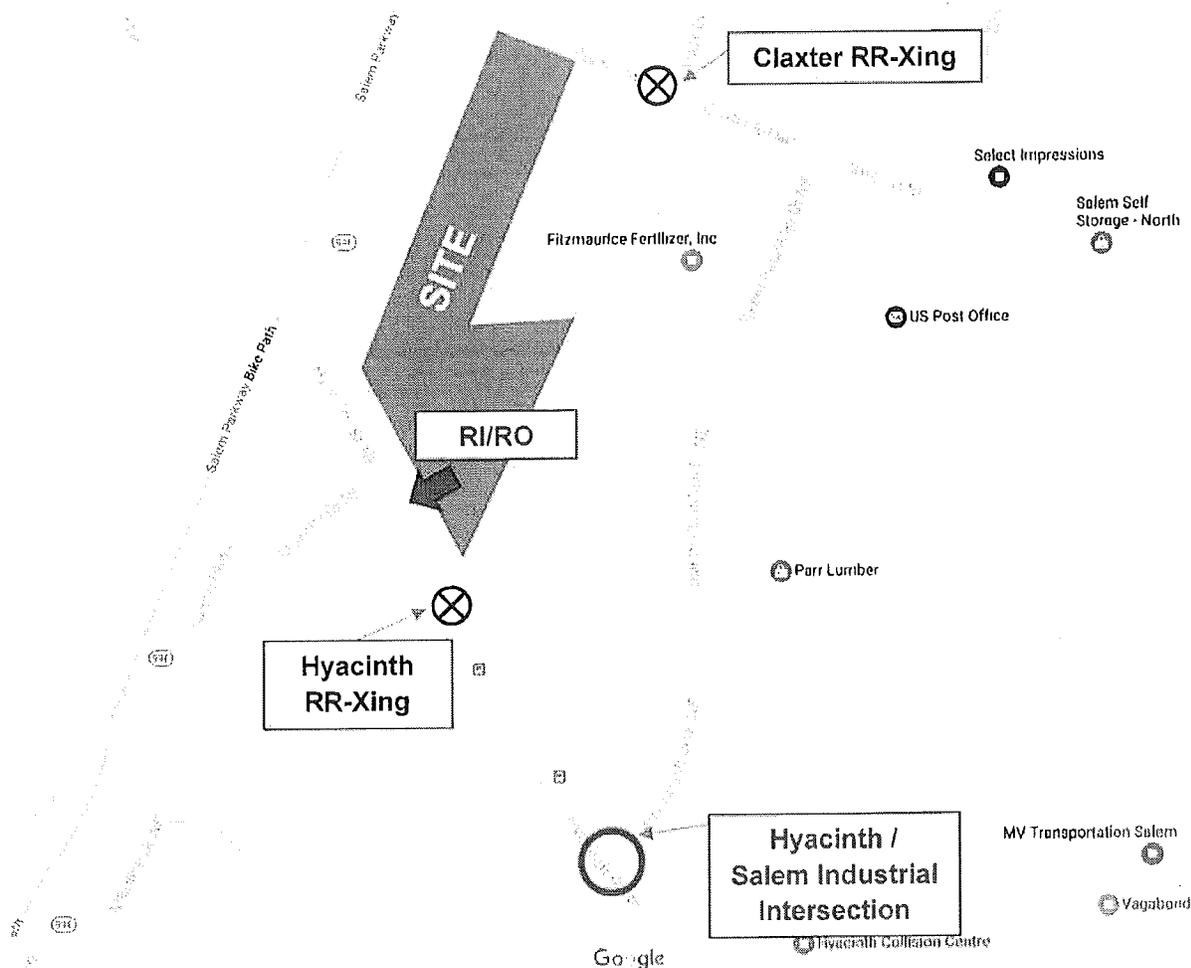


Figure 1. Key Safety Considerations Surrounding Project Site

A high-level safety evaluation was completed for each of the four locations shown on Figure 1, including the risk for conflicts, the potential severity of a conflict that does occur, and the level of exposure to each type of conflict (daily site generated trips). The conflict characteristics of each location are summarized below, and compared with exposure estimates in Table 1 on the following page.

- Right-In/Right-Out Access on Hyacinth Street – Low volume, low speed turning movements (low risk of conflicts, low conflict severity)
- Hyacinth Railroad Crossing – Gated crossing that limits potential for vehicle-train conflicts (low risk of conflicts, high conflict severity)



- Hyacinth Street/Salem Industrial Avenue Intersection – High volume signalized intersection with permitted-protected left-turn phasing (moderate risk of conflicts, moderate conflict severity)
- Claxter Railroad Crossing – No gates, higher potential for vehicle-train interaction (moderate risk of conflicts, high conflict severity)

Table 1. Comparison of Conflict Risk, Severity, and Exposure

Location	Conflict Risk	Conflict Severity	Conflict Exposure: Estimated Site-Generated Daily Trips ^a	
			Hyacinth + Claxter Accesses	Claxter Access Only
Proposed Right-In, Right-Out on Hyacinth	Low	Low	148	Not Applicable
Existing RR-xing on Hyacinth	Low	High	111	119
Existing Hyacinth/Salem Industrial Intersection	Moderate	Moderate	164	241
Existing RR-xing on Claxter	Moderate	High	94	241

^a Based on an estimated 241 total daily trips, with 65% oriented to/from Salem Parkway and 35% oriented to/from the South-East on Hyacinth Street

Providing a right-in/right-out access onto Hyacinth Street would add low risk, low severity conflict points to Hyacinth Street. However, as shown in Table 1, providing access via Claxter Road only would force a large portion of the site generated traffic to travel through existing locations that have a higher conflict risk and higher conflict severity.

It is our opinion that providing access onto Hyacinth Street (thus limiting exposure to moderate and high severity conflicts) will result in better safety performance of the overall transportation system than only providing access via Claxter Road.

Safety Performance and Allowed Land Uses

The relative differences in safety performance described above are notable even with the very low volumes generated by the proposed mini-storage facility. Under different land use scenarios (see Table 2 of the January 2017 memo¹), the differences in safety impacts between the two access alternatives would be even more substantial. For example, a fast-food restaurant would generate up to nine times more daily trips, resulting in a larger proportion of the traveling public being exposed to higher-risk conflicts. This type of land use also requires a relatively small footprint,

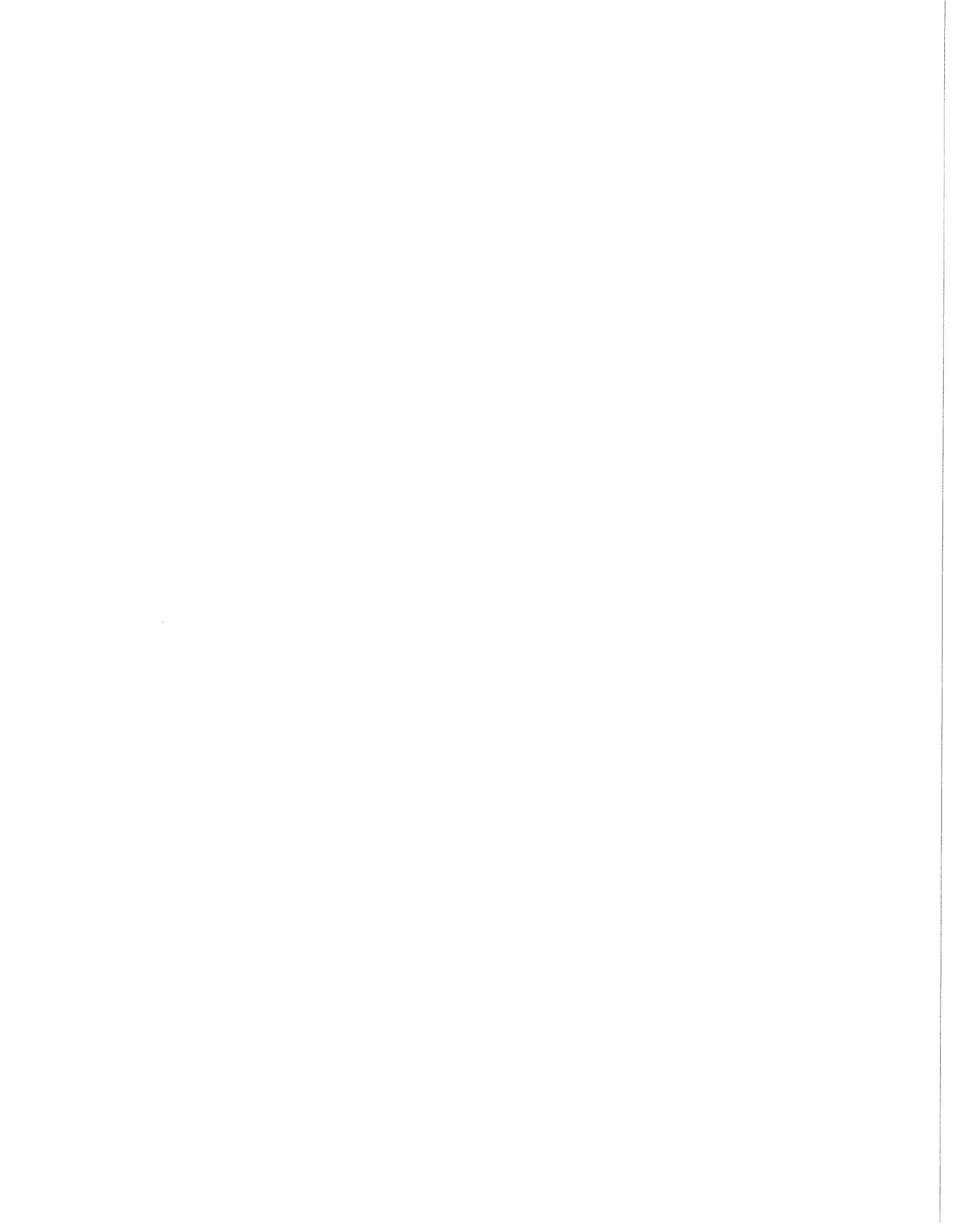
¹ A trip generation summary for allowed land uses under IC zoning was included in the Hyacinth Mini Storage Traffic Evaluation memorandum, dated January 17, 2017.



which would allow a large portion of the subject property to be developed with other uses and generate additional traffic. In other words, lack of support for the Hyacinth Mini Storage development (by prohibiting access onto Hyacinth Street) increases the potential safety risks on the surrounding road network by encouraging development of other land uses that would generate significantly more traffic.

Multi-Modal Safety Considerations

Providing access only via Claxter Road would force bicyclists and pedestrians to cross an ungated railroad crossing and travel on the northern segment of Claxter Road where no appropriate facilities are provided (bicycle lanes or sidewalks). Improving the Claxter Road railroad crossing for better vehicle, pedestrian, or bicycle travel would be cost prohibitive and would not be proportional to the impacts of this development.



Hyacinth Street

Adjustment Class-2 Application

Proposal:

The site is located at 1940 Claxter Road NE (073W01CC/Tax Lot 500 & 073W12B/Tax Lots 3000, 3100, 3101, 3102) zoned IC (Industrial Commercial), and approximately 4.9 acres in size.

The applicant is requesting an adjustment greater than 20% adjustment to SRC 804.035(a)(2)(C):

(c) The development cannot be feasibly served by access onto a local or collector street.

Adjustment Criteria-SRC 250.005(d)(2) Criteria

(A) The purpose underlying the specific development standard proposed for adjustment is:

- (i) Clearly inapplicable to the proposed development; or***
- (ii) Equally or better met by the proposed development.***

(B) If located within a residential zone, the proposed development will not detract from the livability or appearance of the residential area.

(C) If more than one adjustment has been requested, the cumulative effect of all the adjustments result in a project which is still consistent with the overall purpose of the zone.

Applicant Findings:

(A) The proposed driveways for the mini storage facility are onto a 'major arterial' (Hyacinth Road) and a 'local street' (Claxter Road). For more efficient circulation throughout the site, there are two driveway approaches proposed. One driveway onto Hyacinth Road and one driveway onto Claxter Road. The number of driveway approaches has been minimized and only one driveway is proposed onto an arterial.

Two Traffic Evaluations dated January 17, 2017 and February 27, 2017, have been provided. The Traffic Evaluations outline the need for an access onto Hyacinth Road and mitigation measures that will be put in place to minimize traffic issues. See attached documents.

A proposed access onto Hyacinth is better suited for the site as stated in the memo dated, February 27, 2017:

"Providing a right-in/right-out access onto Hyacinth Street would add low risk, low severity conflict points to Hyacinth Street. However, as shown in Table 1, providing access via Claxter Road only would force a large portion of the site generated traffic to travel through existing locations that have a higher conflict risk and higher conflict severity.

It is our opinion that providing access onto Hyacinth Street (thus limiting exposure to moderate and high severity conflicts) will result in better safety performance of the overall transportation system than only providing access via Claxter Road."

Furthermore, the memo also states:

"Providing access only via Claxter Road would force bicyclists and pedestrians to cross an ungated railroad crossing and travel on the northern segment of Claxter Road where no appropriate facilities are provided (bicycle lanes or sidewalks). Improving the Claxter Road railroad crossing for better vehicle, pedestrian, or bicycle travel would be cost prohibitive and would not be proportional to the impacts of this development."

Therefore, the driveway approach onto Hyacinth Street is better suited and safer for the site.

- (B) The subject property is not located within a residential zone. The subject property is zoned IC and surrounded by commercial and industrial uses. All residential uses are located east of the site. The location of the drive as shown on the site plan will not have an impact on the residential uses. The location will provide a safe and convenient entrance and exit out of the development. The location does not create any vision or traffic hazards onto Hyacinth Road. Therefore, the driveway location will have no effect on the proposed use or surrounding uses.
- (C) The applicant is requesting more than one adjustment. The requested adjustment will not have any effect on the overall purpose of the zone. The site will be developed to Code and designed to City standards. Therefore, the purpose of the zone will be met.

Hyacinth Street

Adjustment Class-2 Application

Proposal:

The site is located at 1940 Claxter Road NE (073W01CC/Tax Lot 500 & 073W12B/Tax Lots 3000, 3100, 3101, 3102) zoned IC (Industrial Commercial), and approximately 4.9 acres in size.

The applicant is requesting an adjustment greater than 20% adjustment to SRC 806.035(C)(2)(A):

- (2) ***Perimeter Setbacks and Landscaping Abutting Streets. Unless a greater setback is required elsewhere within the UDC, off-street parking and vehicle use areas abutting a street shall be setback and landscaped according to one the methods set forth in this paragraph. Street trees located along an arterial street may be counted towards meeting the minimum required number of plant units.***

(A) Method A. The off-street parking and vehicle use area shall be setback a minimum of 10 feet (see Figure 806-1). The setback shall be landscaped according to the Type A standard set forth in SRC Chapter 807.

The applicant is providing a 5-foot setback from the vehicle use area abutting the street (Hyacinth Street) and the vehicle use areas to the north. As stated above, a 10-foot setback is required. Therefore, the applicant is requesting a Class 2-Adjustment to SRC 806.035(C)(2)(A).

Adjustment Criteria-SRC 250.005(d)(2) Criteria

(A) The purpose underlying the specific development standard proposed for adjustment is:

- (i) Clearly inapplicable to the proposed development; or***
(ii) Equally or better met by the proposed development.

(B) If located within a residential zone, the proposed development will not detract from the livability or appearance of the residential area.

(C) If more than one adjustment has been requested, the cumulative effect of all the adjustments result in a project which is still consistent with the overall purpose of the zone.

Applicant Findings:

- (A) The applicant is requesting a greater than 20% zoning adjustment to SRC 806.035(C)(2)(A), which will allow the applicant to provide a 5-foot setback adjacent the street, Hyacinth Street and adjacent the property to the north.

The purpose of this requirement is to provide a visible and separated landscaped setback to help minimize vehicle lights on the streets, adjacent properties, and provide screening of the use. The applicant is proposing the development of a mini-storage facility. This kind of use does not generate a lot of traffic, so vehicle lights on the street will be minimal. The applicant is providing a 5-foot setback with landscaping along the street, along with a fence. The setback, landscaping, and fence will all provide screening from the property use, therefore, meeting the intent of the code.

(B) The subject property is not surrounded by residential uses. Surrounding properties are zoned for industrial uses. The reduction in the setback will have no effect on the proposed use or surrounding uses.

Claxter Road

Adjustment Class-2 Application

Proposal:

The site is located at 1940 Claxter Road NE (073W01CC/Tax Lot 500 & 073W12B/Tax Lots 3000, 3100, 3101, 3102) zoned IC (Industrial Commercial), and approximately 4.9 acres in size.

The applicant is requesting an adjustment greater than 20% adjustment to SRC 806.035(C)(4):

(4) Setback Adjacent to Buildings and Structures. Except for drive-through lanes, where an off-street parking or vehicular use area is located adjacent to a building or structure, the off-street parking or vehicular use area shall be setback from the exterior wall of the building or structure by a minimum 5-foot-wide landscape strip, planted to the Type A standard set forth in SRC Chapter 807, or by a minimum 5-foot-wide paved pedestrian walkway (see Figure 806-6). A landscape strip or paved pedestrian walkway is not required for drive-through lanes located adjacent to a building or structure.

The applicant is providing drive-through lanes adjacent to the mini-storage buildings and structure. However, staff has determined that 5-foot wide landscape strips or a 5-foot wide paved pedestrian walkway is still required. Therefore, the adjustment will allow the applicant to provide two-way driveways throughout the development with a 1.5-foot wide paved pedestrian walkway on both sides of the driveway.

Since the driveways vary in width throughout the site from 25 to 30 feet, in order to be consistent the applicant is requesting a 1.5-foot wide paved pedestrian walkways throughout.

Adjustment Criteria-SRC 250.005(d)(2) Criteria

(A) The purpose underlying the specific development standard proposed for adjustment is:

- (i) Clearly inapplicable to the proposed development; or***
- (ii) Equally or better met by the proposed development.***

(B) If located within a residential zone, the proposed development will not detract from the livability or appearance of the residential area.

(C) If more than one adjustment has been requested, the cumulative effect of all the adjustments result in a project which is still consistent with the overall purpose of the zone.

Applicant Findings:

- (A)** The applicant is requesting a greater than 20% zoning adjustment to SRC 806.035(C)(4), which will allow the applicant to provide two-way driveways (22 to 27-feet in width) with 1.5-foot wide paved pedestrian walkways on both sides of the driveway.

The purpose of this requirement is to provide a visible and separated pathway for pedestrian safety and circulation.

The applicant is proposing the development of a mini-storage facility. This kind of use is not intended for pedestrian access and/or pedestrian circulation. Therefore, the purpose of the

standard is inapplicable to this proposal. However, the applicant is still proposing to provide 1.5-foot wide paths instead of the 5-foot wide required by code.

- (B) The proposed storage facility will generate vehicle traffic not pedestrian traffic. The reduction in the pathways will have no effect on the proposed use or surrounding uses.

RECEIVED



MAY 16 2017

MEMO

COMMUNITY DEVELOPMENT

TO: Amy Dixon, Planner II
Community Development Department

FROM: *for* Glenn J. Davis, PE, CFM, Chief Development Engineer
Public Works Department *GD*

DATE: May 16, 2017

**SUBJECT: PUBLIC WORKS RECOMMENDATIONS (REVISED)
UGA-SPR-ADJ-DAP17-01 (17-102294 RP)
1940 CLAXTER ROAD NE
MINI STORAGE DEVELOPMENT**

PROPOSAL

Consolidated application including an Urban Growth Area Preliminary Declaration, a Class 3 Site Plan Review, a Class 2 Adjustment, and a Class 2 Driveway Approach Permit for a mini-storage development on property approximately 4.88 acres, zoned IC (Commercial Industrial), and located at the northeast corner of Hyacinth Street NE and Salem Parkway, and 1940 Claxter Road NE (Marion County Map and Tax Lot Number: 073W01CC / 500 & 073W12B / 3000, 3100, 3101, 3102). The proposal consists of 13 storage buildings and an office building with an on-site residential dwelling.

The Class 2 Adjustment is requested for the driveway locations on to Hyacinth Street NE, reduce the drive aisles abutting buildings from 5 feet to 1.5 feet, and reduce the width of the required landscaped area adjacent to the street property lines long Hyacinth Street NE and Salem Parkway from 10 feet to 5 feet.

RECOMMENDED CONDITIONS OF PRELIMINARY DECLARATION

1. Along the development frontage of Claxter Road NE, construct a three-quarter street improvement to Local street standards as specified in PWDS and consistent with the provisions of SRC Chapter 803.
2. Along the development frontage of Hyacinth Street NE, construct a half-street improvement to Major Arterial street standards as specified in PWDS and consistent with the provisions of SRC Chapter 803. Prior to building permit issuance, construction plans shall be approved and secured per SRC Chapter 77 or a street improvement deferral agreement shall be completed and recorded pursuant to SRC 803.070(c).

RECOMMENDED CONDITIONS OF SITE PLAN REVIEW

1. Convey land for dedication to equal a half-width right-of-way of 30 feet on the development side of Claxter Road NE and 48 feet on the development side of Hyacinth Street NE.
2. Construct a raised median on Hyacinth Street NE to restrict turning movements to right-in and right-out only.

FACTS

Streets

1. Claxter Road NE
 - a. Standard—This street is designated as a Local street in the Salem Transportation System Plan. The standard for this street classification is a 30-foot-wide improvement within a 60-foot-wide right-of-way.
 - b. Existing Conditions—This street has an approximate 22-foot improvement within a 40-foot-wide right-of-way abutting the subject property.
2. Hyacinth Street NE
 - a. Standard—This street is designated as a Major Arterial street in the Salem Transportation System Plan. The standard for this street classification is a 68-foot-wide improvement within a 96-foot-wide right-of-way.
 - b. Existing Conditions—This street has an approximate 62-foot improvement within a 78- to 87-foot-wide right-of-way abutting the subject property.

Storm Drainage

1. Existing Conditions—An 18-inch storm line is located in Hyacinth Street NE.

Water

1. Existing Conditions
 - a. The subject property is located within the G-0 water service level.
 - b. A 42-inch water transmission main is located in Claxter Road NE.
 - c. An 8-inch water main extends north from the 42-inch main in Claxter Road NE to serve developments north of Claxter Road NE.

Sanitary Sewer

1. Existing Sewer

- a. An 8-inch sewer line is located in Hyacinth Street NE.
- b. An 8-inch sewer line is located in Claxter Road NE.
- c. An 8-inch sewer line is located in an easement along the railroad right-of-way.

CRITERIA AND FINDINGS

Standards for Street Improvements (SRC 200.055)—All streets abutting the property boundaries shall be designed to the greater of the standards of SRC Chapter 803 and the standards of linking streets in SRC 200.055(b). An adequate linking street is defined as the nearest point on a street that has a minimum 60-foot-wide right-of-way with a minimum 30-foot improvement for Local streets or a minimum 34-foot improvement for Arterial streets (SRC 200.055(b)).

Findings—The nearest adequate linking street is Hyacinth Street NE, but only for westbound traffic. Eastbound traffic will gain access to the site via Salem Industrial Drive NE and Claxter Road NE. Pursuant to SRC 200.055(b), the existing configuration of Salem Industrial Drive NE and Claxter Road NE meet the functional levels necessary to meet the increased demands. Therefore, no additional linking street improvements are required along Salem Industrial Drive NE or Claxter Road NE.

Boundary street improvements are required along the development frontage of Hyacinth Street NE and Claxter Road NE, as shown on the applicant's development plan. The improvements on Claxter Road NE shall include a minimum three-quarter street improvement to Local street standards along the entire development frontage. The improvements on Hyacinth Street NE shall include a half-street improvement to Major Arterial street standards along the entire development frontage. The applicant has requested a deferral of required boundary street improvements along Hyacinth Street NE, pursuant to SRC 803.070(a)(1)(A)(iv). City staff concurs with the applicant's request and recommends a deferral as an option to satisfy the required boundary street improvements. Prior to building permit issuance, construction plans shall be approved and secured per SRC Chapter 77, or a street improvement deferral agreement shall be completed and recorded pursuant to SRC 803.070(c).

Standards for Sewer Improvements (SRC 200.060)—The proposed development shall be linked to adequate facilities by the construction of sewer lines and pumping stations, which are necessary to connect to such existing sewer facilities (SRC 200.060). The applicant shall link the site to existing facilities that are defined as adequate under 200.005(a).

Findings—The existing 8-inch sewer along the eastern boundary of the subject property is adequate to serve the proposed development. The applicant has not been previously assessed and is subject to sewer connection fees pursuant to SRC Chapter 21.

Standards for Storm Drainage Improvements (SRC 200.065)—The proposed development shall link the on-site system to existing facilities that are defined as adequate under SRC 200.005(a).

Findings—Existing stormwater facilities adjacent to the property are adequate to serve the subject property. The proposed development will limit its stormwater discharge through implementation of green stormwater infrastructure pursuant to SRC Chapter 71.

Standards for Water Improvements (SRC 200.070)—The proposed development shall be linked to adequate facilities by the construction of water distribution lines, reservoirs, and pumping stations that connect to such existing water service facilities (SRC 200.070). The applicant shall provide linking water mains consistent with the *Water System Master Plan* adequate to convey fire flows to serve the proposed development as specified in the Water Distribution Design Standards.

Findings—The proposed utility plan indicates the site will be served by extending an 8-inch public water main in Claxter Road NE to the north property line of the subject property. The proposed extension is consistent with the *Water System Master Plan* and adequate to serve the proposed development.

Standards for Park Sites (SRC 200.075)—The applicant shall reserve for dedication prior to development approval that property within the development site that is necessary for an adequate neighborhood park, access to such park, and recreation routes, or similar uninterrupted linkages, based upon the Salem Comprehensive Parks System Master Plan.

Findings—The Master Plan proposed park system does not identify that any park systems are to be constructed within or adjacent to the subject property. Because the proposed development is not residential, no park facilities are required in conjunction with the proposed development.

CRITERIA AND FINDINGS—SITE PLAN REVIEW

Analysis of the development based on relevant criteria in SRC 220.005(f)(3) is as follows:

Criteria—The transportation system provides for the safe, orderly, and efficient circulation of traffic into and out of the proposed development, and negative impacts to the transportation system are mitigated adequately

Finding—The existing configuration of Claxter Road NE and Hyacinth Street NE do not meet the current street standards per the Salem TSP. Boundary street improvements and right-of-way dedication are required as described in the proposed conditions of approval and in compliance with SRC Chapter 803. The City Traffic Engineer has determined that a raised median shall be constructed on Hyacinth Street NE, to restrict turning movements to right-in and right-out only.

Criteria—**Parking areas and driveways are designed to facilitate safe and efficient movement of vehicles, bicycles, and pedestrians**

Finding—The driveway accesses onto Claxter Road NE and Hyacinth Street NE provide for safe turning movements into and out of the property as specified in the driveway access permit and in conjunction with the proposed conditions of approval.

Criteria—**The proposed development will be adequately served with City water, sewer, storm drainage, and other utilities appropriate to the nature of the development**

Finding—The Public Works Department has reviewed the applicant's preliminary utility plan for this site. Water and sewer infrastructure is available and appears to be adequate to serve the proposed development in accordance with the proposed conditions of approval and PWDS.

The applicant's proposed utility plan indicates sanitary sewer service will be provided by utilizing the existing 8-inch public sewer main along the eastern property line of the subject property. Sewer connection fees will be assessed based on the developed area of proposed Building 1 and in accordance with SRC Chapter 21.

The applicant's engineer submitted a statement demonstrating compliance with Stormwater PWDS Appendix 004-E(4)(b) and SRC Chapter 71. The preliminary stormwater design demonstrates the use of green stormwater infrastructure to the maximum extent feasible.

CRITERIA AND FINDINGS—Class 2 Adjustment

Analysis of the development based on relevant criteria in SRC 250.005(d)(2) is as follows:

Criteria—The purpose underlying the specific development standard proposed for adjustment is:

1. Clearly inapplicable to the proposed development; or
2. Equally or better met by the proposed development.

Finding—The proposed driveway to Hyacinth Street NE does not meet the spacing standards described in SRC 804.035(d). The applicant submitted findings indicating the driveway to Hyacinth Street NE is essential to provide efficient circulation through the site. City staff concur with these findings and have determined there are no opportunities for providing an alternate location or to construct a shared driveway with the limitations of the railroad crossing on the east and Salem Parkway NE, west of the subject property. A raised median on Hyacinth Street NE will be required to restrict turning movements to right-in and right-out only, limiting potential conflicts. Therefore, the proposed driveway equally or better meets the intent of the standard by providing safe access and minimizing traffic conflicts.

CRITERIA AND FINDINGS—Class 2 Driveway Approach Permit

A Class 2 Driveway Approach Permit shall be granted if the following criteria are met pursuant to SRC 804.025;

(1) The proposed driveway approach meets the standards of SRC Chapter 804 and the Public Works Design Standards;

Finding—The proposed driveways meet the standards of SRC Chapter 804, except for spacing standards as approved through a concurrent Class 2 adjustment. The Class 2 Adjustment findings are addressed above.

(2) No site conditions prevent placing the driveway approach in the required location;

Finding—There are no obstructions, conflicts, or other site conditions prohibiting the location of the proposed driveways. A median is required in Hyacinth Street NE to address potential traffic conflicts with Mainline Drive NE.

(3) The number of driveway approaches onto an arterial are minimized;

Finding—As authorized in the Class 2 adjustment, the driveway approach onto Hyacinth Street NE is limited to right-in, right-out only with a median being constructed in Hyacinth Street NE to minimize traffic conflicts.

(4) The proposed driveway approach, where possible:

(A) Is shared with an adjacent property; or

(B) Takes access from the lowest classification of street abutting the property;

Finding—A shared driveway is not an option because there are no adjacent properties to the subject property. The existing railroad crossing to the east and Salem Parkway NE to the west limit options for access. Class 2 Adjustment findings for access to Hyacinth Street NE are addressed above.

(5) The proposed driveway approach meets vision clearance standards;

Finding—The proposed driveway meets the PWDS vision clearance standards set forth in SRC Chapter 805.

(6) The proposed driveway approach does not create traffic hazards and provides for safe turning movements and access;

Finding—The conditions of approval require construction of a raised median along Hyacinth Street NE in order to restrict turning movements to right-in and right-out only. The proposed driveways will not create a known traffic hazard and will provide for safe turning movements for access to the subject property.

(7) The proposed driveway approach does not result in significant adverse impacts to the vicinity;

Finding—The location of the proposed driveway does not appear to have any adverse impacts to the adjacent streets. The proposed median will limit any adverse impacts by restricting left-turn movements out of the proposed driveway.

(8) The proposed driveway approach minimizes impact to the functionality of adjacent streets and intersections; and

Finding—The proposed median minimizes the potential for impact to the Hyacinth Street NE/Salem Parkway NE intersection.

(9) The proposed driveway approach balances the adverse impacts to residentially zoned property and the functionality of adjacent streets.

Finding—The proposed driveway approaches are not located in the vicinity of a residentially zoned area. The driveways will not have an effect on the functionality of the adjacent streets.

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cc: File