

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

DECISION OF THE PLANNING ADMINISTRATOR

**URBAN GROWTH AREA PRELIMINARY DECLARATION / SITE PLAN REVIEW /
ADJUSTMENT / DRIVEWAY APPROACH PERMIT
CASE NO UGA-SPR-ADJ-DAP16-02**

APPLICATION NO. : 16-109927-LD, 16-109269-RP & 16-121315-ZO

NOTICE OF DECISION DATE: FEBRUARY 02, 2017

APPLICATION SUMMARY: An Urban Growth Area Preliminary Declaration to determine the public facilities required for development of 155 acres and a Site Plan Review, Driveway Approach Permit, and Class 2 Adjustment for a phased office and warehouse development on 43 acres of those 155 acres.

REQUEST: Consolidated application including an Urban Growth Area Preliminary Declaration for 112 acres in the RA (Residential Agriculture) zone (Marion County Assessor Map and Tax Lot 082W06 / 00400, 00500, and 00600) and 43 acres in the IG (General Industrial) zone (Marion County Assessor Map and Tax Lot 082W06 / 00700 and 00800) and a Class 3 Site Plan Review, Class 2 Driveway Approach Permit, and Class 2 Adjustment for a phased development consisting of (1) a 20,320 square foot warehouse, (2) a 12,000 square foot office, (3) a 24,000 square foot warehouse, and (4) a 12,000 square foot office on the 43 acre property in the IG (General Industrial) zone at 2685 Lancaster Drive SE 97317 (Marion County Assessor Map and Tax Lot 082W06 / 00700 and 00800). The Class 2 Adjustment is requested to reduce the width of the required landscaped area adjacent to the north property line from 40 feet to 20 feet and to eliminate the required 6-foot-tall wall along that property line.

APPLICANT: MIKE WALLING for WALLING PROPERTIES LLC (JERRY H. WALLING & MIKE WALLING)

PROPERTY OWNERS: WALLING PROPERTIES LLC (JERRY H. WALLING & MIKE WALLING), T AND S PROPERTIES LLC (MIKE WALLING), D AND S WALLING PROPERTIES LLC (MIKE WALLING)

LOCATION: 2685 LANCASTER DR SE / 97317

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 findings are in the attached Order dated February 02, 2017

DECISION: The Planning Administrator **APPROVED** Urban Growth Area Preliminary Declaration, Class 3 Site Plan Review, Class 2 Adjustment, and Class 2 Driveway Approach Permit UGA-SPR-ADJ-DAP16-02 subject to the following conditions of approval:

NOTICE OF DECISION

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

CITY OF Salem
AT YOUR SERVICE

Phase 1:

- Condition 1:** Construct a public sewer main and dedicate a public sewer easement from the terminus of the existing sewer main in Hagers Grove Road SE to the subject property.
- Condition 2:** Construct downstream sewer system improvements to mitigate negative impacts to system capacity as specified in the Wastewater Management Master Plan; or connect to the existing downstream system as a temporary facility pursuant to SRC 200.080(a) through payment of a temporary access fee of \$3,990.

Phase 2:

- Condition 3:** Along the entire frontage of Lancaster, the applicant shall convey land for dedication of right-of-way to equal 48 feet from centerline and construct a minimum 34-foot-wide half-street improvement to Major Arterial standards. The improvement shall include striping and tapers for left-turn lanes from northbound Lancaster into each of the driveways serving the property.
- Condition 4:** Dedicate a 60-foot-wide easement or right-of-way along the future alignment of Carson Drive SE from the south line of the subject property to its existing terminus to accommodate future construction of Carson Drive SE and City utilities.
- Condition 5:** Construct downstream sewer system improvements to mitigate negative impacts to system capacity as specified in the Wastewater Management Master Plan; or connect to the existing downstream system as a temporary facility pursuant to SRC 200.080(a) through payment of a temporary access fee of \$2,310.

Phase 3:

- Condition 6:** Construct downstream sewer system improvements to mitigate negative impacts to system capacity as specified in the Wastewater Management Master Plan; or connect to the existing downstream system as a temporary facility pursuant to SRC 200.080(a) through payment of a temporary access fee of \$4,620.

Phase 4:

- Condition 7:** Construct downstream sewer system improvements to mitigate negative impacts to system capacity as specified in the Wastewater Management Master Plan; or connect to the existing downstream system as a temporary facility pursuant to SRC 200.080(a) through payment of a temporary access fee of \$2,310.

Class 3 Site Plan Review, Class 2 Adjustment, and Driveway Approach Permit Conditions

- Condition 8:** (Phase 4) Reconfigure the proposed parking spaces so that a minimum 5-foot-wide landscaped setback is provided between all parking spaces and the south property line.
- Condition 9:** (Phase 1) Provide one loading space at least 12 feet in width, 40 feet in length, and 14 feet in height (vertical clearance) for the Phase 1 warehouse/shop.
- Condition 10:** (Phase 3) Provide one loading space at least 12 feet in width, 40 feet in length, and 14 feet in height (vertical clearance) for the Phase 3 warehouse/shop.
- Condition 11:** (Phase 1) This development phase is located within the regulatory floodplain and requires a floodplain development permit pursuant to SRC Chapter 601.
- Condition 12:** (Phase 3) This development phase is located within the regulatory floodplain and requires a floodplain development permit pursuant to SRC Chapter 601.
- Condition 13:** (Phase 4) Enter into a deferral agreement for construction of a full street improvement of Carson Drive SE within the limits of the subject property.
- Condition 14:** (Phase 1) Record restrictive covenants on tax lots 082W0600500 and 082W0600600 that require a 20-foot-wide landscaped area, planted with one plant unit per 16 square feet, in the locations indicated on the applicant's site plan Sheet C3.1 and specify that this landscaped area shall be provided at the time of development of tax lot 082W0600500 or 082W0600600, unless the tax lot subject to development has been rezoned to a district other than Residential Agriculture at the time of development.
- Condition 15:** (Phase 1) Provide a 20-foot-wide landscaped area south of the property line separating tax lots 082W0600700 and 082W0600800 from tax lots 082W0600500 and 082W0600600, planted with one plant unit per 16 square feet, from the western edge of the future Carson Drive SE right-of-way to the top of bank, as indicated on the applicant's site plan Sheet C3.1.
- Condition 16:** (Phase 1) Provide a 20-foot-wide landscaped area south of the property line separating tax lots 082W0600700 and 082W0600800 from tax lots 082W0600500 and 082W0600600, planted with one plant unit per 16 square feet, from the Lancaster Drive SE right-of-way to the existing private road near the fuel station.
- Condition 17:** (Phase 1) At least 40 percent of the plant units within the 20-foot-wide landscaped areas south of the property line separating tax lots 082W0600700 and 082W0600800 from tax lots 082W0600500 and

082W0600600 shall be a combination of mature trees, shade trees, evergreen/conifer trees, or ornamental trees.

- Condition 18:** (Phase 1) Record restrictive covenants on tax lots 082W0600500 and 082W0600600 that specify that at least 40 percent of the plant units within the 20-foot-wide landscaped areas north of the property line separating tax lots 082W0600700 and 082W0600800 from tax lots 082W0600500 and 082W0600600 shall be a combination of mature trees, shade trees, evergreen/conifer trees, or ornamental trees, unless the tax lot subject to development has been rezoned to a district other than Residential Agriculture at the time of development.
- Condition 19:** (Phase 1) The landscaping within the 20-foot-wide landscaped areas south of the property line separating tax lots 082W0600700 and 082W0600800 from tax lots 082W0600500 and 082W0600600 shall include evergreen species that will attain a height of at least 6 feet within 3 years after planting, shall be at least 75 percent opaque when viewed from any angle at a point 25 feet away from the landscaping, and shall attain the required opacity within 3 years after planting.
- Condition 20:** (Phase 1) Record restrictive covenants on tax lots 082W0600500 and 082W0600600 that specify that the landscaping within the 20-foot-wide landscaped areas north of the property line separating tax lots 082W0600700 and 082W0600800 from tax lots 082W0600500 and 082W0600600 shall include evergreen species that will attain a height of at least 6 feet within 3 years after planting, shall be at least 75 percent opaque when viewed from any angle at a point 25 feet away from the landscaping, and shall attain the required opacity within 3 years after planting, unless the tax lot subject to development has been rezoned to a district other than Residential Agriculture at the time of development.
- Condition 21:** (Phase 2) Consolidate driveways by closing the existing driveway immediately south of the subject property and relocating the neighboring property's access through the proposed development. The applicant shall provide a reciprocal access agreement or easement agreement to ensure permanent shared access.

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	February 18, 2019
Class 3 Site Plan Review	February 18, 2021
Class 2 Adjustment	February 18, 2019
Class 2 Driveway Approach Permit	February 18, 2019

Application Deemed Complete:	<u>July 21, 2016</u>
Notice of Decision Mailing Date:	<u>February 02, 2017</u>

Decision Effective Date:

February 18, 2017

State Mandate Date:

April 20, 2017

Case Manager: Pamela Cole,  pcole@cityofsalem.net /(503)540-2309

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., February 17, 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 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-DAP16-02
DECISION**

IN THE MATTER OF APPROVAL OF)	UGA-SPR-ADJ-DAP
URBAN GROWTH AREA PRELIMINARY)	CASE NO. 16-02
DECLARATION, CLASS 3)	
SITE PLAN REVIEW, CLASS 2)	
ADJUSTMENT, AND DRIVEWAY)	
APPROACH PERMIT)	
CASE NO. 16-02)	
2685 LANCASTER DRIVE SE 97317)	FEBRUARY 02, 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 Walling Properties LLC, applicant and property owner, and represented by Steve Ward P.E., Westech Engineering, Inc., 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

Application Summary: An Urban Growth Area Preliminary Declaration to determine the public facilities required for development of 155 acres and a Site Plan Review, Driveway Approach Permit, and Class 2 Adjustment for a phased office and warehouse development on 43 acres of those 155 acres.

Request: Consolidated application including an Urban Growth Area Preliminary Declaration for 112 acres in the RA (Residential Agriculture) zone (Marion County Assessor Map and Tax Lot 082W06 / 00400, 00500, and 00600) and 43 acres in the IG (General Industrial) zone (Marion County Assessor Map and Tax Lot 082W06 / 00700 and 00800) and a Class 3 Site Plan Review, Class 2 Driveway Approach Permit, and Class 2 Adjustment for a phased development consisting of (1) a 20,320 square foot warehouse, (2) a 12,000 square foot office, (3) a 24,000 square foot warehouse, and (4) a 12,000 square foot office on the 43 acre property in the IG (General Industrial) zone at 2685 Lancaster Drive SE 97317 (Marion County Assessor Map and Tax Lot 082W06 / 00700 and 00800). The Class 2 Adjustment is requested to reduce the width of the required landscaped area adjacent to the north property line from 40 feet to 20 feet and to eliminate the required 6-foot-tall wall along that property line.

A vicinity map is included as Attachment A.

DECISION

The Urban Growth Preliminary Declaration, Class 3 Site Plan Review, Class 2 Driveway Approach Permit, and Class 2 Adjustment application is **APPROVED** subject to the applicable standards of the Salem Revised Code, the findings contained herein, and the following conditions of approval:

Urban Growth Area Preliminary Declaration

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FINDINGS

1. Class 3 Site Plan Review Applicability

Site plan review is intended to provide a unified, consistent, and efficient means to review proposed development that requires a building permit, other than single-family, duplex residential, and installation of signs, to ensure that such development meets all applicable requirements imposed by the Salem Revised Code (SRC). SRC 220.005(b)(3) requires Class 3 Site Plan Review for any development that requires a building permit, and that involves a land use decision or limited land use decision, as those terms are defined in ORS 197.015.

Class 3 Site Plan Review is required for this application pursuant to SRC 220.005(b)(3)(B) because a geologic assessment is required and a Class 2 Adjustment is requested.

2. Background

On May 11, 2016, Class 3 Site Plan Review and Class 2 Driveway Approach Permit applications were filed for the proposed development. On May 24, 2016, an Urban Growth Area Preliminary Declaration application was filed. Additional information was requested from the applicant. After receiving additional information, the applications were deemed complete for processing and notice was mailed on July 21, 2016. Before the decision was issued, staff discussed landscaping requirements with the applicant's representative. The applicant requested a Class 2 Adjustment to modify the landscaping requirements. The applicant submitted additional information. On December 21, 2016, the revised application was deemed complete for processing and a revised notice was mailed.

The applicant's proposed street and sanitary sewer plan is included as attachment B. The applicant's proposed striping plan for Lancaster Drive SE is included as attachment C. The applicant's proposed site plan is included as Attachments D, E, and F. The applicant's statement addressing the Urban Growth Area Preliminary Declaration is included as Attachment G. The applicant's statement addressing the Class 2 Adjustment is included as Attachment H.

Neighborhood and Citizen Comments:

Notice of the application was sent to the Southeast Mill Creek Association (SEMCA) and all property owners of record within 250 feet of the subject property. No comments were received from SEMCA. Comments were received from three surrounding property owners during the public comment period. These comments and concerns are summarized below.

1. Will properties now on septic have the option to connect to the proposed sewer lines?

Staff Response: The proposed development will construct a sewer main north of the subject property that will be available for connection by abutting property owners once completed. Connection to City sewer is not generally required until failure of the existing septic system.

2. Will the project affect wells on neighboring properties and will those properties have an option to connect to city water?

Staff Response: The proposed development will connect to the City's water system, but will not have a measurable effect on water service to neighboring properties.

3. Will the project affect the existing water main?

Staff Response: An existing 48-inch water main is located west of the area proposed for development. The proposed development is not expected to affect the 48-inch water main.

4. What is the status of the proposed Lancaster/22 interchange?

Staff Response: The City is not aware of any plans for constructing a new interchange at the intersection of Lancaster and Highway 22. Any project in that location would likely be constructed by ODOT because Highway 22 is a state highway. The impacts of the proposed development do not warrant construction of improvements at the Lancaster/Highway 22 interchange.

5. Will the project affect existing storm drainage systems that drain into the Walling property?

Staff Response: No changes are proposed at this time to these systems.

6. How will the project impact traffic?

Staff Response: The traffic impacts of the proposed development are being mitigated through construction of a left-turn lane, bike lane, and sidewalk on Lancaster, and through dedication of right-of-way for Lancaster and Carson Drive SE.

7. Will the project include pedestrian improvements?

Staff Response: Limited pedestrian facilities are available in Lancaster in the vicinity of the proposed development. The developer is required to construct pedestrian facilities in Lancaster abutting the subject property. The impacts of the proposed development do not warrant construction of off-site pedestrian facilities.

8. Is there any noise abatement engineered into this project?

Staff Response: Noise abatement features are not required for this project. The office buildings proposed near Lancaster Drive SE will generate little noise and will provide a buffer between the warehouse uses and the adjacent residential properties.

9. Who will control zoning on the surrounding property if the proposal is approved, and when will the subject property be rezoned?

Staff Response: This proposal does not change the zoning of any of the properties the applicants own or change zoning of any of the surrounding properties owned by

other parties. If the applicants desire to rezone all or part of their property, they could apply at any time for a zone change.

10. How will this proposal affect residential properties on the west side of Lancaster Drive SE?

Staff Response: The decision applies to properties the applicants own. The applicants may be responsible for constructing street improvements on Lancaster Drive SE or constructing other public facilities in the area in order to accommodate their development proposal. The applicant's preliminary plans do not indicate any changes to residential properties at 1803-1985 Lancaster Drive SE but include a future street and public sanitary sewer to the west of those properties.

City Department Comments:

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

The Building and Safety Division reviewed the proposal and indicated no site issues.

The Fire Department reviewed the proposal and indicated that they will have requirements for water supply and access. As the development expands, multiple Fire Department access points may be required or fire sprinklers required in lieu of access as prescribed in the Oregon Fire Code. Other Fire code requirements may be required at time of permitting. Fire sprinklers may be required due to size of buildings and occupancy groups.

Public Agency Comments:

No Public Agency comments were received.

3. 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

Finding: 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).

Lancaster meets the criteria for linking street requirements of local streets. Lancaster is adequate as a temporary linking facility because left-turn lanes are being constructed for

each of the driveways serving the proposed development, and the Lancaster improvement fronting the property once completed will exceed the linking street standard. An additional future linking street connection is being provided to the north through a half-mile-long dedication of an easement or right-of-way for Carson Drive SE, a future collector street pursuant to the Salem TSP. A half-street improvement of Lancaster is required along the entire frontage of the proposed development. Carson Drive SE within the subject property is eligible for deferral because it would be unimproved on both ends of the improvement if constructed.

SRC 200.060 – Standards for Sewer Improvements

Finding: 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 construct the *Salem Wastewater Management Master Plan* improvements and link the site to existing facilities that are defined as adequate under 200.005(a). The nearest available sewer main is located at the terminus of Carson Drive SE north of the subject property.

City records show a history of surcharging in the downstream sewer system during major storm events. The Wastewater Management Master Plan specifies that a number of improvements are needed for the downstream sewer system, including upgrades to Mahrt Pump Station.

Because the sewer impacts of the proposed development are limited, the downstream system is available as a temporary facility pursuant to SRC 200.080 through payment of a temporary access fee in lieu of costly downstream improvements. The methodology for proportional payment of the temporary access fee is based on a one million dollar improvement to eliminate the Mahrt Sewer Pump Station and 477 acres of benefited area, or \$2,100 per acre. Given the underdeveloped nature of the proposed development, the benefited acreage is measured based on 25 percent lot coverage for each of the four buildings proposed on the subject property. Based on a benefited area of 6.3 acres, the temporary access fee is \$13,230 distributed over four phases, proportional to the building square footage of each phase.

SRC 200.065 – Standards for Storm Drainage Improvements

Finding: The applicant shall link the on-site system to existing facilities that are defined as adequate under SRC 200.005(a). The existing ponds in the westerly portion of the subject property have sufficient capacity to serve the proposed development.

SRC 200.070 – Standards for Water Improvements

Finding: 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. The 10-inch water main in Lancaster is adequate to serve the proposed development.

SRC 200.075 – Standards for Park Improvements

Finding: The proposed development is non-residential and is not subject to parks improvement requirements.

Based on the findings addressing the applicable criteria of SRC Chapter 200, the following conditions of approval shall apply to the requested UGA:

Phase 1:

Condition 1: Construct a public sewer main and dedicate a public sewer easement from the terminus of the existing sewer main in Hagers Grove Road SE to the subject property.

Condition 2: Construct downstream sewer system improvements to mitigate negative impacts to system capacity as specified in the Wastewater Management Master Plan; or connect to the existing downstream system as a temporary facility pursuant to SRC 200.080(a) through payment of a temporary access fee of \$3,990.

Phase 2:

Condition 3: Along the entire frontage of Lancaster, the applicant shall convey land for dedication of right-of-way to equal 48 feet from centerline and construct a minimum 34-foot-wide half-street improvement to Major Arterial standards. The improvement shall include striping and tapers for left-turn lanes from northbound Lancaster into each of the driveways serving the property.

Condition 4: Dedicate a 60-foot-wide easement or right-of-way along the future alignment of Carson Drive SE from the south line of the subject property to its existing terminus to accommodate future construction of Carson Drive SE and City utilities.

Condition 5: Construct downstream sewer system improvements to mitigate negative impacts to system capacity as specified in the Wastewater Management Master Plan; or connect to the existing downstream system as a temporary facility pursuant to SRC 200.080(a) through payment of a temporary access fee of \$2,310.

Phase 3:

Condition 6: Construct downstream sewer system improvements to mitigate negative impacts to system capacity as specified in the Wastewater Management Master Plan; or connect to the existing downstream system as a temporary facility pursuant to SRC 200.080(a) through payment of a temporary access fee of \$4,620.

Phase 4:

Condition 7: Construct downstream sewer system improvements to mitigate negative impacts to system capacity as specified in the Wastewater Management Master Plan; or connect to the existing downstream system as a temporary facility pursuant to SRC 200.080(a) through payment of a temporary access fee of \$2,310.

4. 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 a proposal for a phased development consisting of (1) a 20,320 square foot warehouse, (2) a 12,000 square foot office, (3) a 24,000 square foot warehouse, and (4) a 12,000 square foot office on the 43 acre property in the IG (General Industrial) zone at 2685 Lancaster Drive SE 97317. Parking and vehicle use areas and landscaping are also included. The application meets all applicable requirements of the UDC, with the exception of setbacks and landscaping. The applicant has submitted a Class 2 Adjustment to modify those requirements. Findings for the Class 2 Adjustment are in Section 5 of this report.

Development Standards – IG (General Industrial) Zone:

SRC 554.005(a) - Uses:

Except as otherwise provided in Chapter 554, the permitted, special, conditional and prohibited uses in the IG zone are set forth in Table 554-1.

Finding: The proposed use is classified as Building and Grounds Services and Construction Contracting and is a Permitted use in the IG zone according to Table 554-1. The proposed development includes four buildings in the southern area of the subject property for the UGA (Tax Lots 082W06 / 00700 and 00800, owned by Walling Properties LLC), which is zoned IG (General Industrial); two buildings will serve as office space and two will serve as equipment and materials storage, shops, and maintenance facilities:

- Phase 1 – Tax Lot 082W06 00800 – warehouse/shop
- Phase 2 – Tax Lot 082W06 00700 – office
- Phase 3 – Tax Lot 082W06 00800 – storage/warehouse
- Phase 4 – Tax Lot 082W06 00700 – office

The northern area of the subject property for the UGA (Tax Lots 082W06 / 00400, 00500, and 00600, owned by D & S Walling Properties LLC and Walling Properties LLC) is not part of the site plan review, adjustment, and driveway approach permit application.

SRC 554.010(a) – Lot Standards:

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

Finding: The development site consists of two separate tax lots under common ownership, one of which has frontage on Lancaster Drive SE and the other which is a flag lot that is set back with no frontage on the street. The two tax lots are part of a single development site, and the development site has frontage exceeding the minimum.

SRC 554.010(b) – IG Zone Setbacks:

The subject property for the Class 3 Site Plan Review consists of two tax lots under common ownership, constituting a single development site. The following is a summary of the applicable setback requirements for each area.

Phase 1 warehouse/shop:

North: Adjacent to the north are the right-of-way of future Carson Drive SE and an abutting property zoned RA (Residential Agriculture). There is a minimum building setback of 5 feet required adjacent to a street and a minimum building setback of 40 feet abutting the RA zone; vehicle use areas are required to be set back a minimum of 6 to 10 feet from a street per SRC 806.035(c)(2) and 40 feet from the RA zone.

South: Adjacent to the south is an IG (General Industrial) Zone; a flag lot accessway is located inside the property line. There is no minimum building setback required adjacent to an interior lot line; vehicle use areas are required to be set back a minimum of 5 feet from an interior lot line or the most interior access easement line, if an access easement exists for a flag lot accessway.

East: Adjacent to the east is the right-of-way for Lancaster Drive SE. There is a minimum building setback of 5 feet required adjacent to a street; vehicle use areas are required to be setback a minimum of 6 to 10 feet from a street per SRC 806.035(c)(2).

West: Adjacent to the west is the right-of-way of future Carson Drive SE. There is a minimum building setback of 5 feet required adjacent to a street; vehicle use areas are required to be setback a minimum of 6 to 10 feet from a street per SRC 806.035(c)(2).

Finding: The proposed Phase 1 building and vehicle use areas comply with the minimum setback standards of the IG zone and SRC Chapter 806 to the south, east, and west. The proposed fuel station does not comply with the minimum setback to the north. The

applicant has requested an adjustment to reduce the required landscaped setback from 40 feet to 20 feet abutting the RA zone at the north property line. Findings and conditions of approval related to the adjustment are in Section 5 of this report.

Phase 2 office:

North: Adjacent to the north is property zoned RA (Residential Agriculture). There is a minimum 40-foot setback for a building or vehicle use area required adjacent to an interior lot line.

South: Adjacent to the south is an IG (General Industrial) Zone; a flag lot accessway is located inside the property line. There is no minimum building setback required adjacent to an interior lot line; vehicle use areas are required to be set back a minimum of 5 feet from an interior lot line or the most interior access easement line, if an access easement exists for a flag lot accessway.

East: Adjacent to the east is the right-of-way for Lancaster Drive SE. There is a minimum building setback of 5 feet required adjacent to a street; vehicle use areas are required to be setback a minimum of 6 to 10 feet from a street per SRC 806.035(c)(2).

West: Adjacent to the west is the right-of-way of future Carson Drive SE. There is a minimum building setback of 5 feet required adjacent to a street; vehicle use areas are required to be setback a minimum of 6 to 10 feet from a street per SRC 806.035(c)(2).

Finding: The proposed Phase 2 building and vehicle use areas comply with the required setbacks to the south, east, and west. The applicant has requested an adjustment to reduce the required landscaped setback from 40 feet to 20 feet abutting the RA zone at the north property line. Findings and conditions of approval related to the adjustment are in Section 5 of this report.

Phase 3 storage/warehouse:

North: Adjacent to the north is the right-of-way of future Carson Drive SE. There is a minimum building setback of 5 feet required adjacent to a street; vehicle use areas are required to be set back a minimum of 6 to 10 feet from a street per SRC 806.035(c)(2).

South: Adjacent to the south is an IG (General Industrial) Zone; a flag lot accessway is located inside the property line. There is no minimum building setback required adjacent to an interior lot line; vehicle use areas are required to be set back a minimum of 5 feet from an interior lot line or the most interior access easement line, if an access easement exists for a flag lot accessway.

East: Adjacent to the east is the right-of-way for Lancaster Drive SE. There is a minimum building setback of 5 feet required adjacent to a street; vehicle use areas are required to be setback a minimum of 6 to 10 feet from a street per SRC 806.035(c)(2).

West: Adjacent to the west is the right-of-way of future Carson Drive SE. There is a minimum building setback of 5 feet required adjacent to a street; vehicle use areas are required to be setback a minimum of 6 to 10 feet from a street per SRC 806.035(c)(2).

Finding: The proposed Phase 3 building complies with the required setbacks. The proposed vehicle use area setbacks comply with the minimum setback standards of the IG zone and SRC Chapter 806.

Phase 4 office:

North: Adjacent to the north is property zoned RA (Residential Agriculture). There is a minimum 40-foot setback for a building or vehicle use area required adjacent to an interior lot line.

South: Adjacent to the south is an IG (General Industrial) Zone; a flag lot accessway is located inside the property line. There is no minimum building setback required adjacent to an interior lot line; vehicle use areas are required to be set back a minimum of 5 feet from an interior lot line or the most interior access easement line, if an access easement exists for a flag lot accessway.

East: Adjacent to the east is the right-of-way for Lancaster Drive SE. There is a minimum building setback of 5 feet required adjacent to a street; vehicle use areas are required to be setback a minimum of 6 to 10 feet from a street per SRC 806.035(c)(2).

West: Adjacent to the west is the right-of-way of future Carson Drive SE. There is a minimum building setback of 5 feet required adjacent to a street; vehicle use areas are required to be setback a minimum of 6 to 10 feet from a street per SRC 806.035(c)(2).

Finding: The proposed Phase 4 building complies with the required setbacks. Several proposed parking spaces south of the building are closer than 5 feet from the south property line shared with Tax Lot 082W0601200. The proposed vehicle use area setbacks comply with the minimum setback standards of the IG zone and SRC Chapter 806 with the following condition of approval:

Condition 8: (Phase 4) Reconfigure the proposed parking spaces so that a minimum 5-foot-wide landscaped setback is provided between all parking spaces and the south property line.

SRC 554.010(c) - Lot Coverage, Height:

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

Finding: The proposed building heights are less than 70 feet.

SRC 554.010(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.

Finding: Generally, all required setbacks and vehicle use area landscaping shall be landscaped with a minimum of 1 plant unit per 20 square feet of landscaped area. The development standards of the IG zone and SRC Chapter 807 require a minimum of 1 plant

unit per 16 square feet in required setbacks abutting the RA (Residential Agriculture) zone. 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.

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 IG zone, off-street parking may be located within 500 feet of the development site containing the use or activity it serves.

Finding: Parking for the proposed individual buildings will be provided on the development site for each phase.

SRC 806.015 - Amount of Off-Street Parking.

- a) *Minimum Required Off-Street Parking.* The minimum off-street parking requirement for uses in the Building and Grounds Services and Construction Contracting category is the greater of 0.75 space per employee or 1 space per 5,000 square feet of floor area (less than 50,000 square feet), 1 space per 10,000 square feet of floor area (50,000 to 100,000 square feet), or 1 space per 15,000 square feet (greater than 100,000 square feet).
- 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. If the minimum number of spaces equals 20 spaces or less, the maximum allowed is 2.5 times the minimum. If the minimum number of spaces equals more than 20 spaces, the maximum allowed is 1.75 times the minimum.

Finding: A summary table with the minimum off-street parking requirement for the development is included below. Building and Grounds Services and Construction Contracting is an Industrial use. A minimum of 5 percent of the off-street parking spaces shall be designated for carpool/vanpool parking, equal to 4 spaces ($85 \times 0.05 = 4.25$). The maximum parking allowance for the uses is 157 spaces.

Phase	Area	Ratio	Min. by Area	Employees	Min. By Employees	Min.	Max.	Provided
1	20,320 SF	1/5,000 SF	4	5	4	4	10	5
2	12,000 SF	1/5,000 SF	2	50	38	38	67	51
3	24,000 SF	1/5,000 SF	5	4	3	5	13	5
4	12,000 SF	1/5,000 SF	2	50	38	38	67	53
Total	68,320 SF					85	157	114

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.

The following is a summary of the applicable vehicle use area development standards.

Phase 1 Warehouse/Shop:

North: Adjacent to the north are the right-of-way of future Carson Drive SE and an abutting property zoned RA (Residential Agriculture). Vehicle use areas are required to be setback a minimum 6-10 feet from a street per SRC 806.035(c)(2) and a minimum of 40 feet from the RA zone.

South: Adjacent to the south is an IG (General Industrial) Zone; a flag lot accessway is located inside the property line. Vehicle use areas are required to be set back a minimum of 5 feet from an interior lot line or the most interior access easement line, if an access easement exists for a flag lot accessway.

East: Adjacent to the east is the right-of-way for Lancaster Drive SE. 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 future right-of-way for Carson Drive SE. Vehicle use areas are required to be setback a minimum 6-10 feet from a street per SRC 806.035(c)(2).

Adjacent to Buildings and Structures: The off-street parking or vehicle use area shall be setback from the exterior wall of the building or structure by a minimum 5 foot wide landscape strip or by a minimum 5 foot wide paved pedestrian walkway.

Finding: The proposed vehicle use areas for Phase 1 comply with the minimum perimeter setback standards of SRC Chapter 806 and setback requirements adjacent to a building or structure, except the applicant has requested an adjustment to reduce the landscaped setback abutting the RA zone from 40 feet to 20 feet and to eliminate the required 6-foot-tall wall along the north property line abutting the RA zone. Findings and conditions of approval related to the adjustment are in Section 5 of this report.

Phase 2 Office:

North: Adjacent to the north are the right-of-way of future Carson Drive SE and an abutting property zoned RA (Residential Agriculture). Vehicle use areas are required to be setback a minimum 6-10 feet from a street per SRC 806.035(c)(2) and a minimum of 40 feet from the RA zone.

South: Adjacent to the south is an IG (General Industrial) Zone; a flag lot accessway is located inside the property line. Vehicle use areas are required to be set back a minimum of 5 feet from an interior lot line or the most interior access easement line, if an access easement exists for a flag lot accessway.

East: Adjacent to the east is the right-of-way for Lancaster Drive SE. 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 future right-of-way for Carson Drive SE. Vehicle use areas are required to be setback a minimum 6-10 feet from a street per SRC 806.035(c)(2).

Adjacent to Buildings and Structures: The off-street parking or vehicle use area shall be setback from the exterior wall of the building or structure by a minimum 5 foot wide landscape strip or by a minimum 5 foot wide paved pedestrian walkway.

Finding: The proposed vehicle use areas for Phase 2 comply with the minimum perimeter setback standards of SRC Chapter 806 and setback requirements adjacent to a building or structure, except the applicant has requested an adjustment to reduce the landscaped setback abutting the RA zone from 40 feet to 20 feet and to eliminate the required 6-foot-tall wall along the north property line abutting the RA zone. Findings and conditions of approval related to the adjustment are in Section 5 of this report.

Phase 3 Storage Warehouse:

North: Adjacent to the north are the right-of-way of future Carson Drive SE and an abutting property zoned RA (Residential Agriculture). Vehicle use areas are required to be setback a minimum 6-10 feet from a street per SRC 806.035(c)(2) and a minimum of 40 feet from the RA zone.

South: Adjacent to the south is an IG (General Industrial) Zone; a flag lot accessway is located inside the property line. Vehicle use areas are required to be set back a minimum of 5 feet from an interior lot line or the most interior access easement line, if an access easement exists for a flag lot accessway.

East: Adjacent to the east is the right-of-way for Lancaster Drive SE. 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 future right-of-way for Carson Drive SE. Vehicle use areas are required to be setback a minimum 6-10 feet from a street per SRC 806.035(c)(2).

Adjacent to Buildings and Structures: The off-street parking or vehicle use area shall be setback from the exterior wall of the building or structure by a minimum 5 foot wide landscape strip or by a minimum 5 foot wide paved pedestrian walkway.

Finding: The proposed vehicle use areas for Phase 3 comply with the minimum perimeter setback standards of SRC Chapter 806 and setback requirements adjacent to a building or structure, except the applicant has requested an adjustment to reduce the landscaped setback abutting the RA zone from 40 feet to 20 feet and to eliminate the required 6-foot-tall wall along the north property line abutting the RA zone. Findings and conditions of approval related to the adjustment are in Section 5 of this report.

Phase 4 Office:

North: Adjacent to the north are the right-of-way of future Carson Drive SE and an abutting property zoned RA (Residential Agriculture). Vehicle use areas are required to be setback a minimum 6-10 feet from a street per SRC 806.035(c)(2) and a minimum of 40 feet from the RA zone.

South: Adjacent to the south is an IG (General Industrial) Zone; a flag lot accessway is located inside the property line. Vehicle use areas are required to be set back a minimum of 5 feet from an interior lot line or the most interior access easement line, if an access easement exists for a flag lot accessway.

East: Adjacent to the east is the right-of-way for Lancaster Drive SE. 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 future right-of-way for Carson Drive SE. Vehicle use areas are required to be setback a minimum 6-10 feet from a street per SRC 806.035(c)(2).

Adjacent to Buildings and Structures: The off-street parking or vehicle use area shall be setback from the exterior wall of the building or structure by a minimum 5 foot wide landscape strip or by a minimum 5 foot wide paved pedestrian walkway.

Finding: The proposed vehicle use areas for Phase 4 comply with the minimum perimeter setback standards of SRC Chapter 806 and setback requirements adjacent to a building or structure, except the applicant has requested an adjustment to reduce the landscaped

setback abutting the RA zone from 40 feet to 20 feet and to eliminate the required 6-foot-tall wall along the north property line abutting the RA zone, and several proposed parking spaces south of the building are closer than 5 feet from the south property line shared with Tax Lot 082W0601200. Findings and conditions of approval related to the adjustment are in Section 5 of this report. The proposed vehicle use area setbacks comply with the minimum setback standards of the IG zone and SRC Chapter 806 with the following condition of approval, which is also listed in the discussion of IG zone setbacks above:

Condition 8: (Phase 4) Reconfigure the proposed parking spaces so that a minimum 5-foot-wide landscaped setback is provided between all parking spaces and the south property line.

- d) *Interior Landscaping.* Interior landscaping shall be provided in amounts not less than those set forth in Table 806-5. For parking areas 5,000-50,000 square feet in size, a minimum of 5 percent of the interior parking area shall be landscaped. A minimum of one deciduous shade tree shall be planted for every 12 parking spaces. Landscape islands and planter bays shall have a minimum planting area of 25 square feet and minimum width of 5 feet.

Finding: The proposed site plan shows four new parking areas. A summary of the parking area and interior parking lot landscaping is included below:

Location	Parking Lot Area	Landscaping Requirement	Proposed Interior Landscaping
Parking Lot Phase 1	3,285 SF	NA	0 SF
Parking Lot Phase 2	19,060 SF	5% = 953 SF	1,110 SF
Parking Lot Phase 3	4,370 SF	NA	0 SF
Parking Lot Phase 4	18,180	5% = 909 SF	990 SF

The proposed parking lots comply with the minimum interior parking lot landscaping requirement.

- 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 not required for the parking area. 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 806.055 - Amount of Bicycle Parking.

The minimum bicycle parking requirement for uses in the Building and Grounds Services and Construction Contracting is 4 spaces.

Finding: The site plan indicates 4 bicycle parking spaces for each phase.

SRC 806.060 - Bicycle Parking Development Standards.

- a) *Location.* Bicycle parking areas shall be located within a convenient distance of, and shall be clearly visible from, the primary building entrance. In no event shall bicycle parking areas be located more than 50 feet from the primary building entrance.
- b) *Access.* Bicycle parking areas shall have direct and accessible access to the public right-of-way and the primary building entrance.
- c) *Dimensions.* Bicycle parking spaces shall be a minimum of 6 feet by 2 feet, and shall be served by a minimum 4-foot-wide access aisle.
- d) *Bicycle Racks.* Where bicycle parking is provided in racks, the racks may be floor, wall, or ceiling racks. Bicycle racks shall accommodate the bicyclist's own locking device.

Finding: The proposed site plan indicates that bicycle parking spaces will be provided for each phase within 50 feet of the primary building entrance. At the time of building permit review, the plans will be verified for conformance with the bicycle development standards of SRC Chapter 806 and minimum number of required spaces.

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 12 feet in width, 40 feet in length, and 14 feet high (vertical clearance) is required for each building between 5,000 and 100,000 square feet.

Finding: The proposed site plan indicates that an off-street loading area, consistent with the requirements of SRC Chapter 806, will be provided adjacent to the Phase 2 office building; that space would be sufficient for the Phase 2 and Phase 4 office buildings. No loading spaces are shown for either warehouse building. With the following conditions of approval, the proposal will meet the standard:

Condition 9: (Phase 1) Provide one loading space at least 12 feet in width, 40 feet in length, and 14 feet in height (vertical clearance) for the Phase 1 warehouse/shop.

Condition 10: (Phase 3) Provide one loading space at least 12 feet in width, 40 feet in length, and 14 feet in height (vertical clearance) for the Phase 3 warehouse/shop.

Landscaping

Landscape and irrigation plans will be reviewed for conformance with the following requirements of SRC 806 and SRC 807 and the conditions of approval of this decision at the time of building permit application review.

Phase 1:

The minimum landscaped area between the building and future Carson Drive SE right-of-way is approximately 1270 square feet on the north side of the building (254-foot building length x 5-foot-wide setback) and 400 feet on the west side of the building (80-foot building length x 5-foot-wide setback). The minimum number of plant units is 84 $((1,270 + 400)/20)$, and at least 40 percent of the plant units, or 34 $(84 \times 0.4 = 34)$ shall be a combination of mature trees, shade trees, evergreen/conifer trees, or ornamental trees.

Conditions of approval for the landscaped area abutting the RA zone are included in Section 5 of this report.

Phase 2:

The minimum landscaped area between the building and Lancaster Drive SE right-of-way is approximately 1,000 square feet (200 foot building length x 5-foot-wide setback). The minimum number of plant units is 50 $(1,000/20)$, and at least 40 percent of the plant units, or 20 (50×0.4) shall be a combination of mature trees, shade trees, evergreen/conifer trees, or ornamental trees.

The minimum landscaped area between the parking and vehicle use area and Lancaster Drive SE right-of-way is approximately 1,480 square feet (148 feet x 10-foot-wide setback). The minimum number of plant units is 74 $(1,480/20)$, and at least 40 percent of the plant

units, or 30 (74×0.4) shall be a combination of mature trees, shade trees, evergreen/conifer trees, or ornamental trees.

The minimum parking lot interior landscaped area is approximately 953 square feet. The minimum number of plant units is 48 ($952/20$), and at least 40 percent of the plant units, or 19 (48×0.4) shall be a combination of mature trees, shade trees, evergreen/conifer trees, or ornamental trees. For 46 proposed parking spaces, at least 4 deciduous shade trees are required ($46 \text{ parking spaces} \times 1 \text{ tree} / 12 \text{ spaces}$).

Conditions of approval for the landscaped area abutting the RA zone are included in Section 5 of this report.

Phase 3:

The minimum landscaped area between the building and future Carson Drive SE right-of-way is approximately 1,500 square feet (300-foot building length x 5-foot-wide setback). The minimum number of plant units is 75 ($1,000/20$), and at least 40 percent of the plant units, or 30 (75×0.4) shall be a combination of mature trees, shade trees, evergreen/conifer trees, or ornamental trees.

Phase 4:

The minimum landscaped area between the building and Lancaster Drive SE right-of-way is approximately 1,000 square feet (200 foot building length x 5-foot-wide setback). The minimum number of plant units is 50 ($1,000/20$), and at least 40 percent of the plant units, or 20 (50×0.4) shall be a combination of mature trees, shade trees, evergreen/conifer trees, or ornamental trees.

The minimum landscaped area between the parking and vehicle use area and Lancaster Drive SE right-of-way is approximately 1,360 square feet (136 feet x 10-foot-wide setback). The minimum number of plant units is 68 ($1,360/20$), and at least 40 percent of the plant units, or 27 (68×0.4) shall be a combination of mature trees, shade trees, evergreen/conifer trees, or ornamental trees.

The minimum parking lot interior landscaped area is approximately 909 square feet. The minimum number of plant units is 45 ($909/20$), and at least 40 percent of the plant units, or 18 (45×0.4) shall be a combination of mature trees, shade trees, evergreen/conifer trees, or ornamental trees. For 52 proposed parking spaces, at least 4 deciduous shade trees are required ($52 \text{ parking spaces} \times 1 \text{ tree} / 12 \text{ spaces}$).

Natural Resources

SRC 601 – Floodplain: Most of the subject property is within the 100-year floodplain. The following conditions are required to ensure compliance with applicable floodplain development requirements.

Condition 11: (Phase 1) This development phase is located within the regulatory floodplain and requires a floodplain development permit pursuant to SRC Chapter 601.

Condition 12: (Phase 3) This development phase is located within the regulatory

floodplain and requires a floodplain development permit pursuant to SRC Chapter 601.

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 non-significant wetlands and wetland soils mapped in the western area on the subject property, including the areas of the Phase 1 and Phase 3 buildings. The applicant should contact the Department of State Lands to verify if permits are required for the proposed development.

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 contains mapped landslide hazards equal to 2 or 3 landslide susceptibility points. The proposed commercial development is assigned 3 activity points. A total of 6 points indicates a moderate landslide hazard risk.

A geological assessment prepared by GeoEngineers and dated July 15, 2016 was submitted to the City of Salem. This assessment recommends preparing final grading and proposed building plans and conducting a geotechnical study prior to 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: Lancaster is an adequate temporary linking street, but does not meet the current major arterial standards. Right-of-way dedication and half-street improvements are required pursuant to SRC 803.040; in addition, turn lanes are required to accommodate left-turning movements into the driveways serving the proposed development.

Carson Drive SE is a future north/south collector street that is shown in the Salem TSP to be constructed within the subject property. The application materials show a tentative alignment of Carson Drive SE from the existing terminus of Carson Drive SE to the south

line of the subject property. In order to mitigate impacts to the transportation system with phase 1 of the development, the applicant shall dedicate a minimum 60-foot-wide easement or right-of-way for future construction of this portion of Carson Drive SE.

Condition 13: (Phase 4) Enter into a deferral agreement for construction of a full street improvement of Carson Drive SE within the limits of the subject property.

Criterion 3:

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

Finding: The driveway access onto Lancaster provides for safe turning movements into and out of the property as specified in the driveway access permit.

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. The water, sewer, and storm infrastructure are available within surrounding streets / areas and appear to be adequate to serve the proposed development. The applicant shall design and construct all utilities (sewer, water, and storm drainage) according to the PWDS and to the satisfaction of the Public Works Director.

The proposed plan demonstrates compliance with PWDS Appendix 4E related to green stormwater infrastructure by setting aside at least ten percent of the total new impervious surface area for installation of green stormwater infrastructure. The applicant's engineer shall design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS.

5. 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.

The applicant's complete written statement addressing the Adjustment criteria is included as Attachment H.

Applicant's Statement: The requested setback adjustment for landscaping is for properties currently zoned IG (TL 700 and 800) and RA (TL 500 and 600) with a required landscape setback of 40 feet. The owner of tax lots 500, 600, 700, and 800 agrees to place a restrictive covenant on the property to the north which would require an additional 20 feet of landscape setback unless the property to the north is rezoned at some point in the future from RA to a zone which allows a lesser setback. This restrictive covenant would only apply to the portions of the adjoining tax lots where the tax lots have a land-land connection. Therefore, where a tax lot meets another with the lake we would not propose to have a landscaped setback since no separation between uses is necessary.

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.

Applicant's Statement: The proposed 20 feet of landscaping will be provided on the IG zoned tax lots. The owner agrees to place a restrictive covenant on the property to the north which would require an additional 20 feet of landscape setback unless the property to the north is rezoned at some point in the future from RA to a zone which allows a lesser setback. The owner does not want to install the 6-foot wall.

Finding: Because the subject property for the proposed development is zoned IG and the abutting property to the north is zoned RA, a 40-foot setback is required with Type E landscaping. Type E landscaping requires a minimum of 1 plant unit per 16 square feet of landscaped area and a minimum 6-foot-tall wall.

This requirement applies along the sections of the IG/RA zone boundary from Lancaster Drive SE to Interstate 5 that do not run through the pond or the future right-of-way of Carson Drive SE.

The applicant has requested adjustments to reduce the width of the required landscaped area inside the north property line from 40 feet to 20 feet and to eliminate the required 6-foot-tall wall along the north property line.

- a) Request to reduce setback from 40 feet to 20 feet

The purpose of the required 40-foot setback planted with one plant unit per 16 square feet is to provide a wide and dense landscaped area as a buffer between uses allowed in the IG zone and lower-intensity uses allowed in the Residential zone.

The applicant proposes to provide 20 feet of landscaping on the properties south of the property line at the time of development of the subject property and to place restrictive covenants on the properties north of the property line that would require an additional 20 feet of landscaping on the north side of the property line when those properties are

developed, unless the properties on the north side have been rezoned prior to development to a zone which allows a lesser setback.

The applicant's site plan indicates one section of proposed 20-foot-wide landscape strip west of the proposed Carson Drive SE right-of-way to the top of bank of the pond and one section approximately 275 feet in length and located east of the proposed Carson Drive SE right-of-way to the Lancaster Drive SE right-of-way. The proposed landscape strip does not include the area between the proposed fuel station and property line and does not extend all of the way to the existing private road. Because vehicular use will be heavy near the fuel station, staff recommends extending the landscaped strip to the existing private road.

Based on the current RA zoning of the properties north of the property line, the proposed 20-foot setback in combination with the proposed deed restriction requiring an additional 20 feet of landscaping north of the property line would equally meet the purpose of the requirement for 40 feet of landscaping between the higher-intensity industrial use and lower-intensity residential use. The proposal would create at least a 20-foot setback with Type E landscaping, which would exceed the zone-to-zone setbacks and landscaping between the IG zone and any zone other than Residential zones. If the properties north of the property line were currently zoned IG or II (Intensive Industrial), no setback would be required between the property line and the proposed buildings or accessory structures, and a 5-foot landscaped setback with Type A landscaping (one plant unit per 20 square feet) would be required for the proposed vehicle use areas. If the properties north of the property line were currently zoned in any district other than IG, II, or Residential, a 10-foot setback with Type C landscaping (one plant unit per 20 square feet and a minimum 6-foot-tall sight-obscuring fence or wall) would be required for the proposed buildings, accessory structures, and vehicle use areas.

The applicant has not requested a reduction in the density of plant units. Therefore, the requested 20-foot setback will be planted with a minimum of one plant unit per 16 square feet or area and will trees as a minimum of 40 percent of the required plant units. The density will provide a substantial buffer between the proposed use and any adjacent uses.

With the following conditions of approval, the proposal equally or better meets the purpose of the standard:

Condition 14: (Phase 1) Record restrictive covenants on tax lots 082W0600500 and 082W0600600 that require a 20-foot-wide landscaped area, planted with one plant unit per 16 square feet, in the locations indicated on the applicant's site plan Sheet C3.1 and specify that this landscaped area shall be provided at the time of development of tax lot 082W0600500 or 082W0600600, unless the tax lot subject to development has been rezoned to a district other than Residential Agriculture at the time of development.

Condition 15: (Phase 1) Provide a 20-foot-wide landscaped area south of the property line separating tax lots 082W0600700 and 082W0600800

from tax lots 082W0600500 and 082W0600600, planted with one plant unit per 16 square feet, from the western edge of the future Carson Drive SE right-of-way to the top of bank, as indicated on the applicant's site plan Sheet C3.1.

Condition 16: (Phase 1) Provide a 20-foot-wide landscaped area south of the property line separating tax lots 082W0600700 and 082W0600800 from tax lots 082W0600500 and 082W0600600, planted with one plant unit per 16 square feet, from the Lancaster Drive SE right-of-way to the existing private road near the fuel station.

b) Request to eliminate the required 6-foot-tall wall

The purpose of the required 6-foot-tall wall is to provide a visual barrier between uses allowed in the IG zone and lower-intensity uses allowed in the Residential zone.

The applicant is proposing no wall along the north property line with the proposed development.

The applicant's site plan indicates that the proposed Phase 1 building would be adjacent to the future Carson Drive SE right-of-way. In that area, the roadway will provide physical separation between the proposed use and the abutting RA-zoned property. Street trees meeting the requirements of SRC Chapter 86 (Trees on City Owned Property) will be planted in the future Carson Drive SE right-of-way and will provide a visual barrier between the proposed Phase 1 building and future development north of the right-of-way.

The area west of future Carson Drive SE is located in the regulated floodway and floodplain, and a wall would be prohibited within the floodway. In addition, SRC 601.110(a)(2) specifies that all development proposals shall be consistent with the need to minimize flood damage. Because the required wall would have to be constructed perpendicular to the south-to-north flow of the flood waters, a wall of this type would have a strong potential to obstruct flow and cause an increase in flood heights. Public Works staff does not recommend construction of a wall west of future Carson Drive SE because of the potential for increased flood damage due to obstruction of flood flows.

Factors that would make a wall undesirable or difficult to construct east of future Carson Drive SE are a proposed sanitary sewer facility that would be located from the property line northward, paralleling the eastern edge of the future Carson Drive SE right-of-way; landslide hazard areas across the property line; steep slopes along the eastern 65 feet of the property line near the Lancaster Drive SE right-of-way; and existing mature vegetation near the Lancaster Drive SE right-of-way.

Because the applicant is requesting relief from the requirement for a 6-foot-tall wall, the proposed landscaping will need to serve as a visual barrier. SRC 807.015(b) requires at least 40 percent of the required plant units to be a combination of mature trees, shade trees, evergreen/conifer trees, or ornamental trees. The screening standards of SRC 807.015(e) require that landscaping used for screening shall be of a species that

will attain a height of at least 6 feet within 3 years after planting; that landscaping shall be at least 75 percent opaque when viewed from any angle at a point 25 feet away from the landscaping; and that landscaping shall be of an evergreen species that will attain the required opacity within 3 years after planting.

With the following conditions of approval, the proposal equally or better meets the purpose of the standard:

- Condition 17:** (Phase 1) At least 40 percent of the plant units within the 20-foot-wide landscaped areas south of the property line separating tax lots 082W0600700 and 082W0600800 from tax lots 082W0600500 and 082W0600600 shall be a combination of mature trees, shade trees, evergreen/conifer trees, or ornamental trees.
- Condition 18:** (Phase 1) Record restrictive covenants on tax lots 082W0600500 and 082W0600600 that specify that at least 40 percent of the plant units within the 20-foot-wide landscaped areas north of the property line separating tax lots 082W0600700 and 082W0600800 from tax lots 082W0600500 and 082W0600600 shall be a combination of mature trees, shade trees, evergreen/conifer trees, or ornamental trees, unless the tax lot subject to development has been rezoned to a district other than Residential Agriculture at the time of development.
- Condition 19:** (Phase 1) The landscaping within the 20-foot-wide landscaped areas south of the property line separating tax lots 082W0600700 and 082W0600800 from tax lots 082W0600500 and 082W0600600 shall include evergreen species that will attain a height of at least 6 feet within 3 years after planting, shall be at least 75 percent opaque when viewed from any angle at a point 25 feet away from the landscaping, and shall attain the required opacity within 3 years after planting.
- Condition 20:** (Phase 1) Record restrictive covenants on tax lots 082W0600500 and 082W0600600 that specify that the landscaping within the 20-foot-wide landscaped areas north of the property line separating tax lots 082W0600700 and 082W0600800 from tax lots 082W0600500 and 082W0600600 shall include evergreen species that will attain a height of at least 6 feet within 3 years after planting, shall be at least 75 percent opaque when viewed from any angle at a point 25 feet away from the landscaping, and shall attain the required opacity within 3 years after planting, unless the tax lot subject to development has been rezoned to a district other than Residential Agriculture at the time of development.

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 subject 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: Two adjustments have been requested for the development. One adjustment has been requested to reduce the width of the required landscaped area and the other has been requested to eliminate the required 6-foot-tall wall along the property line separating the IG-zoned subject property from the adjacent RA-zoned property. The two adjustments are related and have been separately evaluated for conformance with the Adjustment criteria. The cumulative effect of granting the two adjustments for this case result in a project which is still consistent with the overall purpose of the UDC.

6. 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 driveway meets the standards for SRC 804 and PWDS. The existing driveway immediately south of the subject property shall be closed and relocated through the proposed development in order to meet driveway spacing standards. As a condition of phase 2, consolidate driveways by closing the existing driveway immediately south of the subject property and relocating the neighboring property's access through the proposed development. The applicant shall provide a reciprocal access agreement or easement agreement to ensure permanent shared access.

Condition 21: (Phase 2) Consolidate driveways by closing the existing driveway immediately south of the subject property and relocating the neighboring property's access through the proposed development. The applicant shall provide a reciprocal access agreement or easement agreement to ensure permanent shared access.

Criterion 2:

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

Finding: There are no site conditions prohibiting the location of the proposed driveway.

Criterion 3:

The number of driveway approaches onto an arterial are minimized.

Finding: The subject property only has frontage onto Lancaster, a major arterial street. The proposed driveways are spaced greater than 370 feet apart, which allows for safe turning movements into and out of the proposed development. An existing driveway south of the subject property is being closed in conjunction with the proposed development in order to minimum the total number of driveway approaches onto Lancaster.

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: Access is being shared with the southerly neighboring property. Lancaster is the only street available to serve the proposed development. The development is required to dedicate right-of-way or easement for Carson Drive SE, a future collector street. The impacts of development do not warrant construction of Carson Drive SE at this time.

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 applicant is required to construct turn lanes to accommodate left turns into the driveways serving the proposed development. These turn lanes combined with

sufficient driveway spacing 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 properties or streets.

Criterion 8:

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

Finding: The proposed driveway approach is located on a Major Arterial street and is replacing an existing approach, and does not create a significant impact to adjacent streets and intersections.

Criterion 9:

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

Finding: The proposed driveway approach is located in the vicinity of a residentially zoned area. Left-turn lanes being constructed in Lancaster will sufficiently mitigate any potentially adverse impacts or functionality of adjacent streets.

7. 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. 16-02 is hereby GRANTED subject to SRC Chapter 200, 220, 250, and 804, the applicable standards of the Salem Revised Code, conformance with the approved site plan included as Attachments D, E, and F, and the following conditions of approval:

Urban Growth Area Preliminary Declaration Conditions

Phase 1:

- Condition 1:** Construct a public sewer main and dedicate a public sewer easement from the terminus of the existing sewer main in Hagers Grove Road SE to the subject property.

Condition 2: Construct downstream sewer system improvements to mitigate negative impacts to system capacity as specified in the Wastewater Management Master Plan; or connect to the existing downstream system as a temporary facility pursuant to SRC 200.080(a) through payment of a temporary access fee of \$3,990.

Phase 2:

Condition 3: Along the entire frontage of Lancaster, the applicant shall convey land for dedication of right-of-way to equal 48 feet from centerline and construct a minimum 34-foot-wide half-street improvement to Major Arterial standards. The improvement shall include striping and tapers for left-turn lanes from northbound Lancaster into each of the driveways serving the property.

Condition 4: Dedicate a 60-foot-wide easement or right-of-way along the future alignment of Carson Drive SE from the south line of the subject property to its existing terminus to accommodate future construction of Carson Drive SE and City utilities.

Condition 5: Construct downstream sewer system improvements to mitigate negative impacts to system capacity as specified in the Wastewater Management Master Plan; or connect to the existing downstream system as a temporary facility pursuant to SRC 200.080(a) through payment of a temporary access fee of \$2,310.

Phase 3:

Condition 6: Construct downstream sewer system improvements to mitigate negative impacts to system capacity as specified in the Wastewater Management Master Plan; or connect to the existing downstream system as a temporary facility pursuant to SRC 200.080(a) through payment of a temporary access fee of \$4,620.

Phase 4:

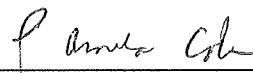
Condition 7: Construct downstream sewer system improvements to mitigate negative impacts to system capacity as specified in the Wastewater Management Master Plan; or connect to the existing downstream system as a temporary facility pursuant to SRC 200.080(a) through payment of a temporary access fee of \$2,310.

Class 3 Site Plan Review, Class 2 Adjustment, and Driveway Approach Permit Conditions

Condition 8: (Phase 4) Reconfigure the proposed parking spaces so that a minimum 5-foot-wide landscaped setback is provided between all parking spaces and the south property line.

- Condition 9:** (Phase 1) Provide one loading space at least 12 feet in width, 40 feet in length, and 14 feet in height (vertical clearance) for the Phase 1 warehouse/shop.
- Condition 10:** (Phase 3) Provide one loading space at least 12 feet in width, 40 feet in length, and 14 feet in height (vertical clearance) for the Phase 3 warehouse/shop.
- Condition 11:** (Phase 1) This development phase is located within the regulatory floodplain and requires a floodplain development permit pursuant to SRC Chapter 601.
- Condition 12:** (Phase 3) This development phase is located within the regulatory floodplain and requires a floodplain development permit pursuant to SRC Chapter 601.
- Condition 13:** (Phase 4) Enter into a deferral agreement for construction of a full street improvement of Carson Drive SE within the limits of the subject property.
- Condition 14:** (Phase 1) Record restrictive covenants on tax lots 082W0600500 and 082W0600600 that require a 20-foot-wide landscaped area, planted with one plant unit per 16 square feet, in the locations indicated on the applicant's site plan Sheet C3.1 and specify that this landscaped area shall be provided at the time of development of tax lot 082W0600500 or 082W0600600, unless the tax lot subject to development has been rezoned to a district other than Residential Agriculture at the time of development.
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- Condition 21:** (Phase 2) Consolidate driveways by closing the existing driveway immediately south of the subject property and relocating the neighboring property's access through the proposed development. The applicant shall provide a reciprocal access agreement or easement agreement to ensure permanent shared access.



Pamela Cole,
Planning Administrator Designee

Prepared by Pamela Cole, Planner II

- Attachments:
- A. Vicinity Map
 - B. Proposed Street and Sanitary Sewer Plan
 - C. Proposed Striping Plan for Lancaster Drive SE
 - D. Overall Site Plan
 - E. Western Area Site Plan
 - F. Eastern Area Site Plan
 - G. Written Statement for Urban Growth Area Preliminary Declaration
 - H. Written Statement for Class 2 Adjustment
 - I. Public Works Memorandum

Application Deemed Complete:	<u>July 21, 2016</u>
Notice of Decision Mailing Date:	<u>February 02, 2017</u>
Decision Effective Date:	<u>February 18, 2017</u>
State Mandated Decision Date:	<u>April 20, 2017</u>

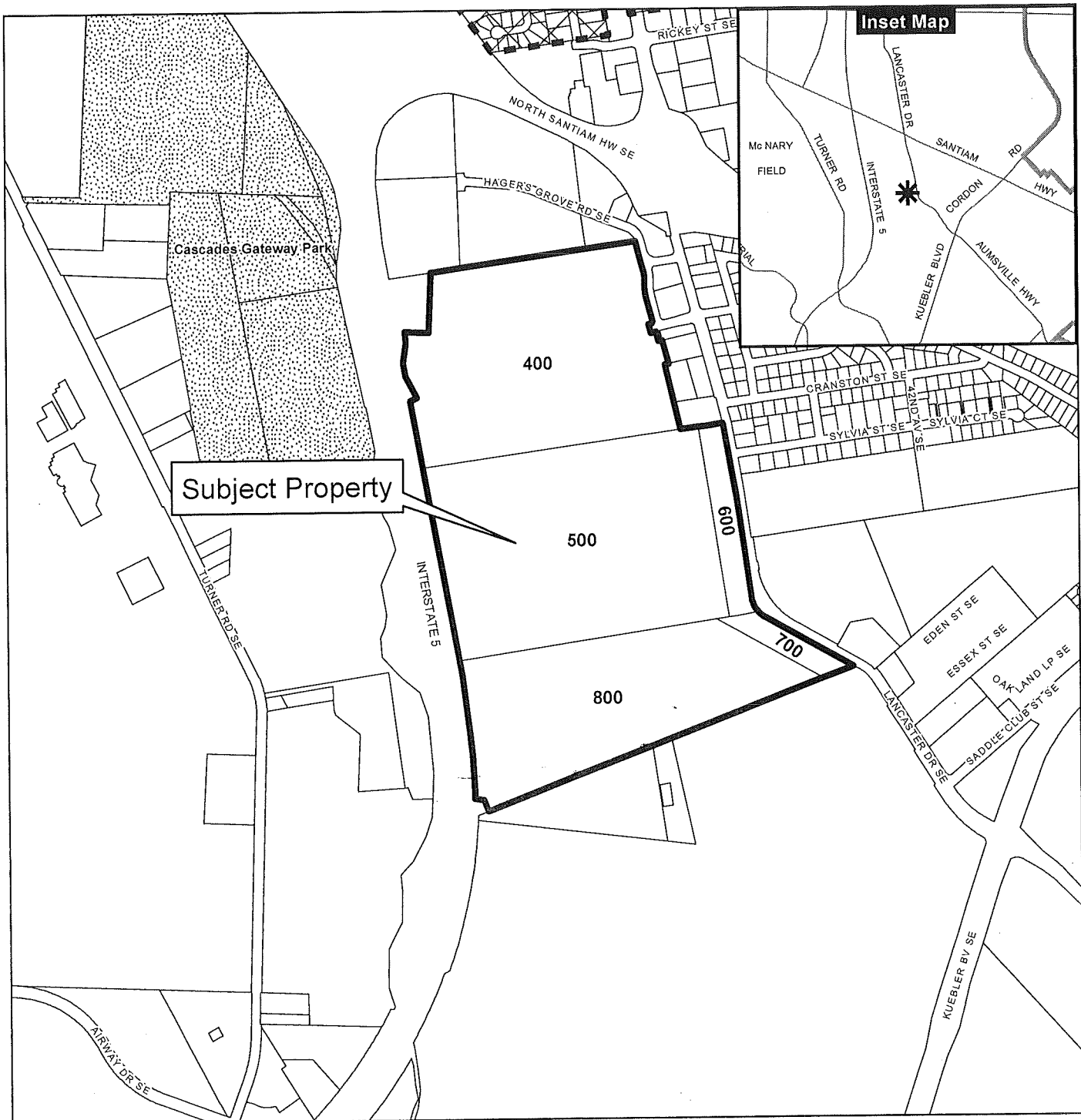
The rights granted by the attached decision for Urban Growth Area Preliminary Declaration No. UGA-SPR-ADJ-DAP 16-02 must be exercised or an extension granted by February 18, 2019 or this approval shall be null and void. The rights granted by the attached decision for Class 3 Site Plan Review Case No. UGA-SPR-ADJ-DAP 16-02 must be exercised by February 18, 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 16-02 must be exercised or an extension granted by February 18, 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 16-03 must be exercised or an extension granted by February 18, 2019 or this approval shall be null and void.

This decision is final unless written appeal from a party with standing to appeal, along with the appeal fee, is received by the City of Salem Planning Division, Room 320, 555 Liberty Street SE, Salem, OR 97301, **not later than 5:00 pm, February 17, 2017**. The notice of appeal must contain the information required by SRC 300.1020. The appeal fee must be paid at the time of filing. If the notice of appeal is untimely and/or lacks the proper fee, the notice of appeal will be rejected. The Salem City Council will review the appeal at a public hearing. The City council may amend, rescind, or affirm the action or refer the matter to staff for additional information.

Any person with standing may appeal the decision by filing an appeal with the applicable appeal fee with the City of Salem not later than fifteen (15) days after the date this decision is mailed to persons with standing to appeal.

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

Vicinity Map 2685 Lancaster Drive SE



Legend

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

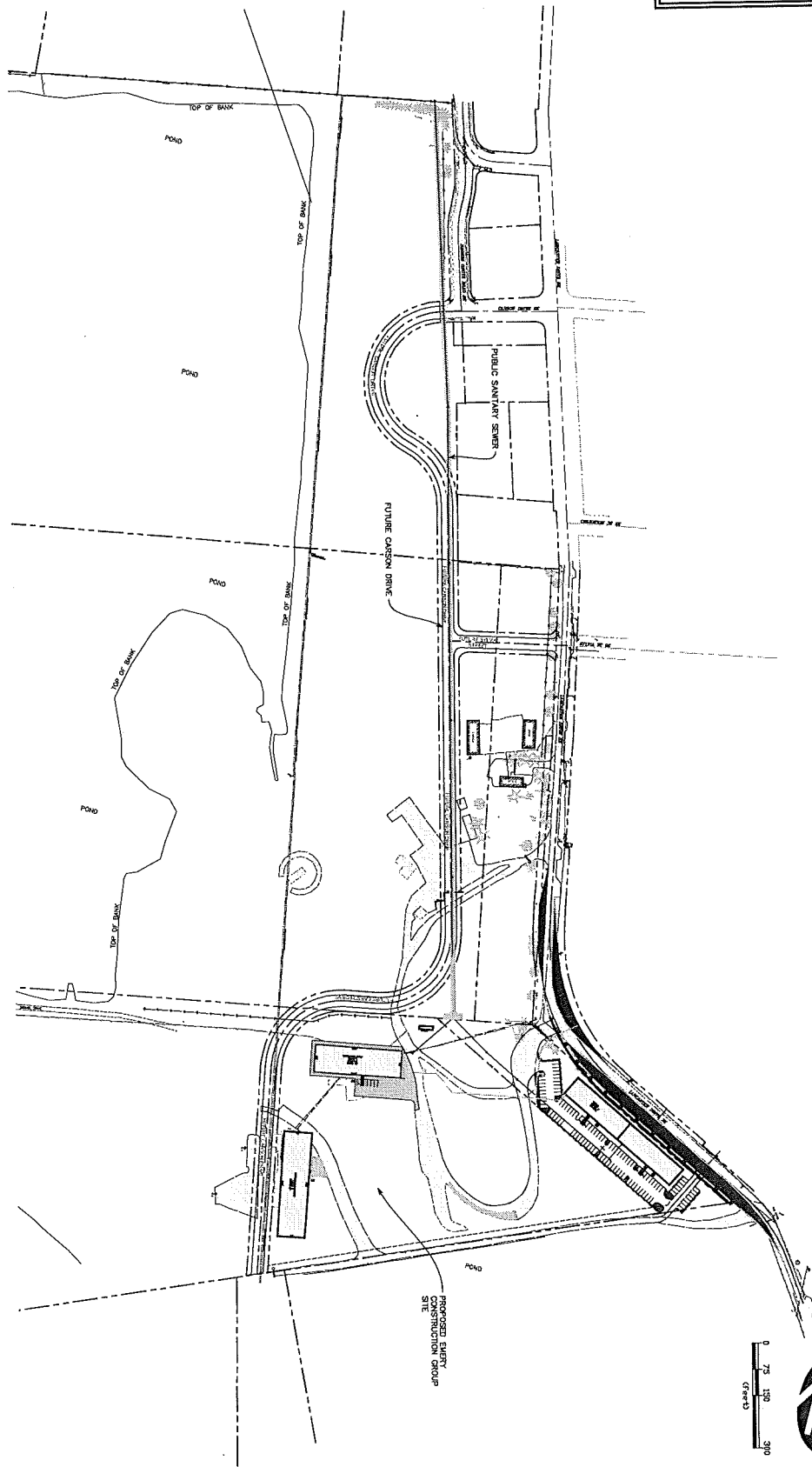
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CITY OF Salem
AT YOUR SERVICE
Community Development Dept.

This product is provided as is, without warranty. In no event is the City of Salem liable for damages from the use of this product. This product is subject to license and copyright limitations and further distribution or resale is prohibited.

ATTACHMENT B

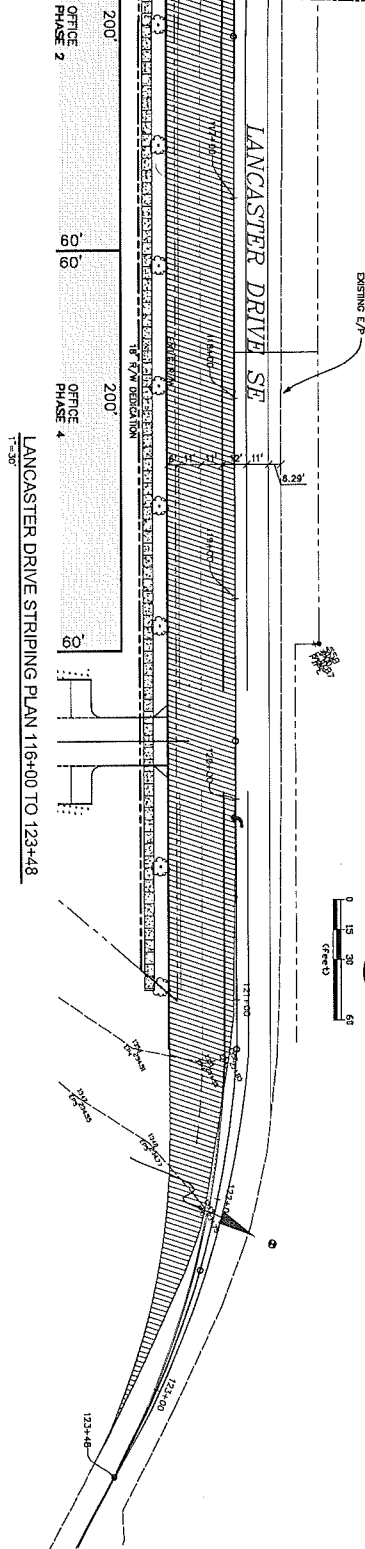


ATTACHMENT B

DRAWING C3.0 JOB NUMBER 2889.0000.0	WALLING PROPERTIES WALLING - LANCASTER	WESTTECH ENGINEERING, INC. CONSULTING ENGINEERS AND PLANNERS 3841 Farview Industrial Dr., S.E., Suite 100, Salem, OR 97302 Phone: (503) 565-2474 Fax: (503) 565-2638 E-mail: westtech@westtech-eng.com	REVIEW STEVEN A. WEST ENGINEER	VERIFY SCALE SEE IF THE SCALE ON ORIGINAL DRAWING 0 INCHES EQUALS 1"	NO. 1 DATE DESCRIPTION REVISIONS	BY
	OVERALL STREET & SANITARY SEWER PLAN			DSN. SAW DRN. RGS/TMT CKD. SAW		
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	DATE: FEB 2018			NO. 1 DATE		

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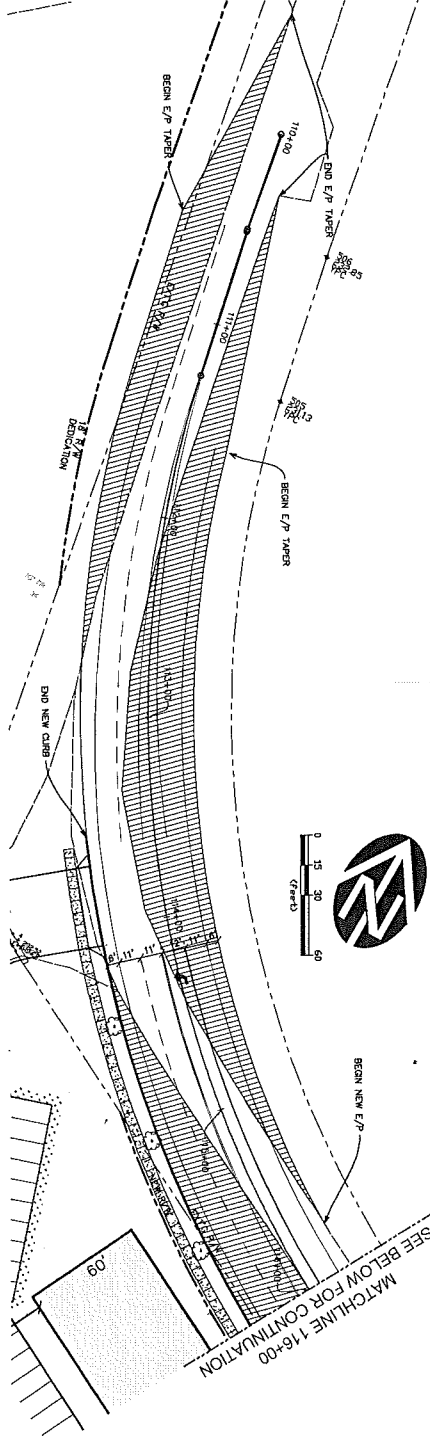
MATCHLINE 116+00
 SEE ABOVE FOR CONTINUATION



NOTE:
 LANCASTER DRIVE IMPROVEMENTS
 TO BE CONSTRUCTED WITH PHASE 2 (OFFICE)

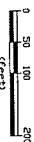


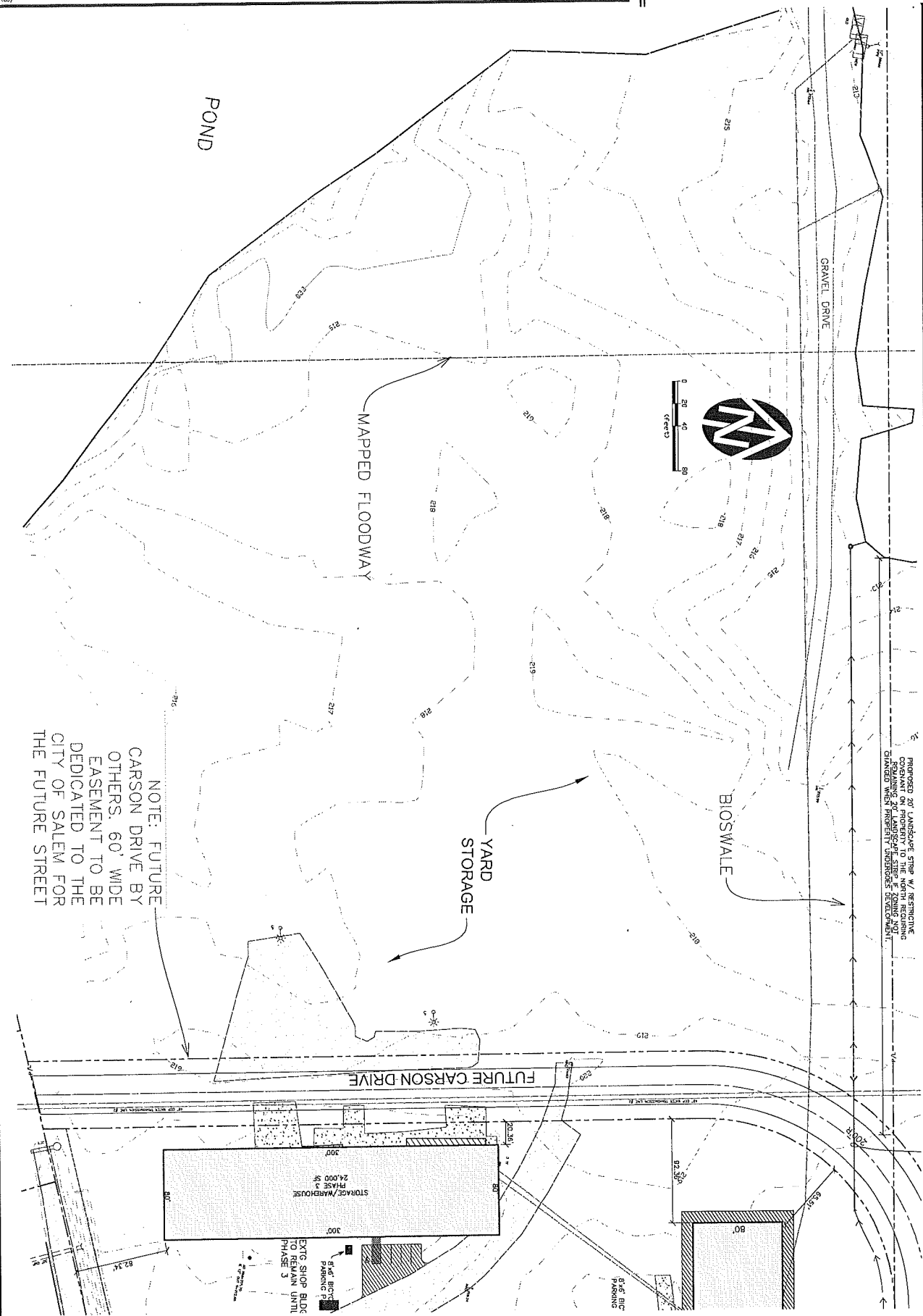
LANCASTER DRIVE STRIPING PLAN 110+00 TO 116+00



MATCHLINE 116+00
 SEE BELOW FOR CONTINUATION

WALLING PROPERTIES WALLING - LANCASTER LANCASTER DRIVE STRIPING PLAN	 WESTECH ENGINEERING, INC. CONSULTING ENGINEERS AND PLANNERS 2841 Fairview Industrial Dr., S.E., Suite 100, Salem, OR 97303 Phone: (503) 585-2474 Fax: (503) 585-3246 E-mail: westech@westech-eng.com	 REVIEW STEVEN A. WINK LICENSE NO. 10000 EXPIRATION DATE 6/30/2024	VERIFY SCALE MAKE ONE COPY OF ORIGINAL DRAWING 0 REVISIONS IF NOT ONE COPY OF ORIGINAL DRAWING, SCALE ACCURACIES	OSN. SAW ORNL RGS/TMT OKD. SAW DATE: FEB. 2018	NO. 1 DATE DESCRIPTION REVISIONS	BY
			DRAWING C6.0	JOB NUMBER 2889.0000.0		

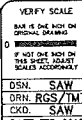
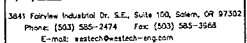
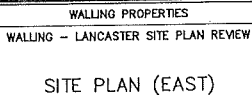




DRAWING CS.2 JOB NUMBER 2889.0000.0	WALLING PROPERTIES WALLING - LANCASTER SITE PLAN REVIEW SITE PLAN (WEST)	 WESTERN ENGINEERING, INC. CONSULTING ENGINEERS AND PLANNERS 3041 Fairview Industrial Dr. S.E., Suite 100, Salem, OR 97302 Phone: (503) 585-2474 Fax: (503) 585-3543 E-mail: westech@westech-inc.com	 REVIEW PROFESSIONAL ENGINEER STEVEN A. WARD NO. 16,100 EXPIRES 12/31/2021 REVIEWED 4/25/2018	VERIFY SCALE DATE IS NOT SHOWN ON ORIGINAL DRAWING 0 UNDESIGNATED 1" IF NOT SHOWN ON THIS SHEET, SCALE SHALL BE AS SHOWN ON THE DRAWING	<table border="1"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> <th>BY</th> </tr> </thead> <tbody> <tr> <td>1</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	NO.	DATE	DESCRIPTION	BY	1			
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UGA Written Statement – Walling Lancaster

The subject property consists of tax lots 400, 500, 600, 700, and 800. The development totals approximately 155 acres including the lake. The southern portion of the subject property is proposed to be developed with four buildings. Two serving as office space and the other two as warehouse/mechanics shop spaces.

The proposed development will meet setback criteria to all property boundaries, provide on-site parking, bicycle parking, loading area, recycle area, and provide circulation drive aisle dimensions that accommodate emergency service vehicles.

There are no specific plans for lots 400, 500, and 600 at this time. Any proposed development of these parcels will conform to the code in place at the time of development.

Carson Drive extension is required by the Salem Transportation System Plan. Westech has worked with Tony Martin of Salem Traffic to set an acceptable alignment of Carson Drive extension. No improvement to Carson Drive is proposed until development of tax lots 400, 500, and 600.

The alignment of Carson Drive sets the alignment of the proposed gravity sewer which will be extended from Hagers Grove Road. The gravity sewer is sized for the ultimate development of the parcel.

Water is located in Lancaster Drive (10" diameter) and along the eastern edge of the lake (48" diameter). Connection the 48" waterline is not proposed. A new water line will be constructed in Carson Drive when tax lots 400, 500, and 600 are developed. Tax lots 700 and 800 will be service by the existing 10" waterline in Turner Road.

All stormwater runoff will be treated on-site and drain into the existing on-site lake.

Walling-Lancaster Class 2 Adjustment

Site Address: 2495 Lancaster Drive SE, Salem, OR 97302

Proposal: The requested setback adjustment for landscaping is for properties currently zone IG (TL 700 and 800) and RA (TL 500 and 600) with a required landscape setback of 40 feet. The owner of tax lots 500, 600, 700, and 800 agrees to place a restrictive covenant on the property to the north which would require an additional 20 feet of landscape setback unless the property to the north is rezoned at some point in the future from RA to a zone which allows a lesser setback. This restrictive covenant would only apply to the portions of the adjoining tax lots where the tax lots have a land-land connection. Therefore, were a tax lot meets another with the lake we would not propose to have a landscape setback since no separation between uses is necessary.

Adjustment Criteria:

1. The purpose underlying the specific development standard proposed for adjustment is:
 - a. A Clearly inapplicable to the proposed development; or

Finding of Fact: Not applicable.

- b. Equally or better met by the proposed development.

Finding of Fact: The proposed 20 feet of landscaping will be provided on the IG zoned tax lots. The owner agrees to place a restrictive covenant on the property to the north which would require an additional 20 feet of landscape setback unless the property to the north is rezoned at some point in the future from RA to a zone which allows a lesser setback.

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

Finding of Fact: The owner agrees to place a restrictive covenant on the property to the north which would require an additional 20 feet of landscape setback unless the property to the north is rezoned at some point in the future from RA to a zone which allows a lesser setback.

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 of Fact: Not applicable.

RECEIVED

ATTACHMENT I

JAN 11 2017



COMMUNITY DEVELOPMENT

MEMO

TO: Pamela Cole, Planner II
Community Development Department

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

DATE: January 11, 2017

SUBJECT: PUBLIC WORKS RECOMMENDATIONS (REVISION)
UGA-SPR-ADJ-DAP16-02 (16-109269 RP)
2685 LANCASTER DRIVE SE
OFFICE AND WAREHOUSE DEVELOPMENT

PROPOSAL

An Urban Growth Area Preliminary Declaration to determine the public facilities required for development of 155 acres, and a Site Plan Review, Driveway Approach Permit, and Class 2 Adjustment for a phased office and warehouse development on 43 of the 155 acres.

Consolidated application including an Urban Growth Area Preliminary Declaration for 112 acres in the RA (Residential Agriculture) zone (Marion County Assessor Map and Tax Lot 082W06 / 00400, 00500, and 00600) and 43 acres in the IG (General Industrial) zone (Marion County Assessor Map and Tax Lot 082W06 / 00700 and 00800) and a Class 3 Site Plan Review, Class 2 Driveway Approach Permit, and Class 2 Adjustment for a phased development consisting of (1) a 20,320-square-foot warehouse, (2) a 12,000-square-foot office, (3) a 24,000-square-foot warehouse, and (4) a 12,000-square-foot office on the 43 acre property in the IG (General Industrial) zone at 2685 Lancaster Drive SE 97317 (Marion County Assessor Map and Tax Lot 082W06 / 00700 and 00800). The Class 2 Adjustment is requested to reduce the width of the required landscaped area adjacent to the north property line from 40 feet to 20 feet and to eliminate the required 6-foot-tall wall along that property line.

RECOMMENDED CONDITIONS OF DEVELOPMENT

Phase 1

1. Construct a public sewer main and dedicate a public sewer easement from the terminus of the existing sewer main in Hagers Grove Road SE to the subject property.

2. Construct downstream sewer system improvements to mitigate negative impacts to system capacity as specified in the Wastewater Management Master Plan; or connect to the existing downstream system as a temporary facility pursuant to SRC 200.080(a) through payment of a temporary access fee of \$3,990.
3. This development phase is located within the regulatory floodplain and requires a floodplain development permit pursuant to SRC Chapter 601.

Phase 2

1. Along the entire frontage of Lancaster, the applicant shall convey land for dedication of right-of-way to equal 48 feet from centerline and construct a minimum 34-foot-wide half-street improvement to Major Arterial standards. The improvement shall include striping and tapers for left-turn lanes from northbound Lancaster into each of the driveways serving the property.
2. Consolidate driveways by closing the existing driveway immediately south of the subject property and relocating the neighboring property's access through the proposed development. The applicant shall provide a reciprocal access agreement or easement agreement to ensure permanent shared access.
3. Dedicate a 60-foot-wide easement or right-of-way along the future alignment of Carson Drive SE from the south line of the subject property to its existing terminus to accommodate future construction of Carson Drive SE and City utilities.
4. Construct downstream sewer system improvements to mitigate negative impacts to system capacity as specified in the Wastewater Management Master Plan; or connect to the existing downstream system as a temporary facility pursuant to SRC 200.080(a) through payment of a temporary access fee of \$2,310.

Phase 3

1. This development phase is located within the regulatory floodplain and requires a floodplain development permit pursuant to SRC Chapter 601.
2. Construct downstream sewer system improvements to mitigate negative impacts to system capacity as specified in the Wastewater Management Master Plan; or connect to the existing downstream system as a temporary facility pursuant to SRC 200.080(a) through payment of a temporary access fee of \$4,620.

Phase 4

1. Enter into a deferral agreement for construction of a full street improvement of Carson Drive SE within the limits of the subject property.

2. Construct downstream sewer system improvements to mitigate negative impacts to system capacity as specified in the Wastewater Management Master Plan; or connect to the existing downstream system as a temporary facility pursuant to SRC 200.080(a) through payment of a temporary access fee of \$2,310.

FACTS

Streets

1. Lancaster Drive SE
 - a. Existing Conditions—This street has an approximate 26-foot improvement within a 72-foot-wide right-of-way abutting the subject property.
 - b. Standard—This street is designated as a Major Arterial street in the Salem TSP. The standard for this street classification is a 68-foot-wide improvement within a 96-foot-wide right-of-way.
2. Carson Drive SE
 - a. Existing Conditions—This street is currently undeveloped and undedicated.
 - b. Standard—This street is designated as a Collector street in the Salem TSP. The standard for this street classification is a 34-foot-wide improvement within a 60-foot-wide right-of-way.

Storm Drainage

Existing Conditions

1. The subject property is within the Mill Creek Drainage Basin.

Water

Existing Conditions

1. The subject property is located in the G-0 water service level.

Sanitary Sewer

Existing Sewer

1. An existing 12-inch sewer line is located in Hagers Grove Road SE.
2. The nearest adequate linking facility appears to be an existing 12-inch sewer line at Hagers Grove Road SE.

CRITERIA AND FINDINGS

SRC 200.055—Standards for Street Improvements

Findings—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).

Lancaster meets the criteria for linking street requirements of local streets. Lancaster is adequate as a temporary linking facility because left-turn lanes are being constructed for each of the driveways serving the proposed development, and the Lancaster improvement fronting the property once completed will exceed the linking street standard. An additional future linking street connection is being provided to the north through a half-mile-long dedication of an easement or right-of-way for Carson Drive SE, a future collector street pursuant to the Salem TSP. A half-street improvement of Lancaster is required along the entire frontage of the proposed development. Carson Drive SE within the subject property is eligible for deferral because it would be unimproved on both ends of the improvement if constructed.

SRC 200.060—Standards for Sewer Improvements

Findings—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 construct the *Salem Wastewater Management Master Plan* improvements and link the site to existing facilities that are defined as adequate under 200.005(a). The nearest available sewer main is located at the terminus of Carson Drive SE north of the subject property.

City records show a history of surcharging in the downstream sewer system during major storm events. The Wastewater Management Master Plan specifies that a number of improvements are needed for the downstream sewer system, including upgrades to Mahrt Pump Station.

Because the sewer impacts of the proposed development are limited, the downstream system is available as a temporary facility pursuant to SRC 200.080 through payment of a temporary access fee in lieu of costly downstream improvements. The methodology for proportional payment of the temporary access fee is based on a one million dollar improvement to eliminate the Mahrt Sewer Pump Station and 477 acres of benefited area, or \$2,100 per acre. Given the underdeveloped nature of the proposed development, the benefited acreage is measured based on 25 percent lot coverage for each of the four buildings proposed on the subject property. Based on a benefited area of 6.3 acres, the temporary access fee is \$13,230 distributed over four phases, proportional to the building square footage of each phase.

SRC 200.065—Standards for Storm Drainage Improvements

Findings—The applicant shall link the on-site system to existing facilities that are defined as adequate under SRC 200.005(a). The existing ponds in the westerly portion of the subject property have sufficient capacity to serve the proposed development.

SRC 200.070—Standards for Water Improvements

Findings—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. The 10-inch water main in Lancaster is adequate to serve 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—Lancaster is an adequate temporary linking street, but does not meet the current major arterial standards. Right-of-way dedication and half-street improvements are required pursuant to SRC 803.040; in addition, turn lanes are required to accommodate left-turning movements into the driveways serving the proposed development.

Carson Drive SE is a future north/south collector street that is shown in the Salem TSP to be constructed within the subject property. The application materials show a tentative alignment of Carson Drive SE from the existing terminus of Carson Drive SE to the south line of the subject property. In order to mitigate impacts to the transportation system with phase 1 of the development, the applicant shall dedicate a minimum 60-foot-wide easement or right-of-way for future construction of this portion of Carson Drive SE.

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

Finding—The driveway access onto Lancaster provides for safe turning movements into and out of the property as specified in the driveway access permit.

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. The water, sewer, and storm infrastructure are available within surrounding streets / areas and appear to be adequate to serve the proposed development. The applicant shall design and construct all utilities (sewer, water, and storm drainage) according to the PWDS and to the satisfaction of the Public Works Director.

The proposed plan demonstrates compliance with PWDS Appendix 4E related to green stormwater infrastructure by setting aside at least ten percent of the total new impervious surface area for installation of green stormwater infrastructure. The applicant's engineer shall design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS.

Criteria—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;**

Finding—The proposed driveway meets the standards for SRC 804 and PWDS. The existing driveway immediately south of the subject property shall be closed and relocated through the proposed development in order to meet driveway spacing standards. As a condition of phase 2, consolidate driveways by closing the existing driveway immediately south of the subject property and relocating the neighboring property's access through the proposed development. The applicant shall provide a reciprocal access agreement or easement agreement to ensure permanent shared access.

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

Finding—There are no site conditions prohibiting the location of the proposed driveway.

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

Finding—The subject property only has frontage onto Lancaster, a major arterial street. The proposed driveways are spaced greater than 370 feet apart, which allows for safe turning movements into and out of the proposed development. An existing driveway south of the subject property is being closed in conjunction with the proposed development in order to minimum the total number of driveway approaches onto Lancaster.

(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—Access is being shared with the southerly neighboring property. Lancaster is the only street available to serve the proposed development. The development is required to dedicate right-of-way or easement for Carson Drive SE, a future collector street. The impacts of development do not warrant construction of Carson Drive SE at this time.

(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 applicant is required to construct turn lanes to accommodate left turns into the driveways serving the proposed development. These turn lanes combined with sufficient driveway spacing 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 properties or streets.

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

Finding—The proposed driveway approach is located on a Major Arterial street and is replacing an existing approach, and does not create a significant impact to adjacent streets and intersections.

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

Finding—The proposed driveway approach is located in the vicinity of a residentially zoned area. Left-turn lanes being constructed in Lancaster will sufficiently mitigate any potentially adverse impacts or functionality of adjacent streets.

RESPONSES TO CITIZEN COMMENTS:

1. Septic/sewer service for neighboring properties: The proposed development will construct a sewer main north of the subject property that will be available for connection by abutting property owners once completed. Connection to City sewer is not generally required until failure of the existing septic system.
2. Well/water service for neighboring properties: The proposed development will connect to the City's water system, but will not have a measurable effect on water service to neighboring properties.
3. 48-inch water main: An existing 48-inch water main is located west of the area proposed for development. The proposed development is not expected to affect the 48-inch water main.
4. Lancaster/22 interchange: The City is not aware of any plans for constructing a new interchange at the intersection of Lancaster and Highway 22. Any project in that location would likely be constructed by ODOT because Highway 22 is a state highway. The impacts of the proposed development do not warrant construction of improvements at the Lancaster/Highway 22 interchange.
5. Traffic impacts: The traffic impacts of the proposed development are being mitigated through construction of a left-turn lane, bike lane, and sidewalk on Lancaster, and through dedication of right-of-way for Lancaster and Carson Drive SE.
6. Pedestrian facilities: Limited pedestrian facilities are available in Lancaster in the vicinity of the proposed development. The developer is required to construct pedestrian facilities in Lancaster abutting the subject property. The impacts of the proposed development do not warrant construction of off-site pedestrian facilities.

Prepared by: Nathan Coapstick, Project Coordinator

cc: File