

NOTICE OF DECISION

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



ATTACHMENT 1

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

DECISION OF THE PLANNING ADMINISTRATOR

PARTITION / SITE PLAN REVIEW PAR-SPR19-14

APPLICATION NO. : 19-113180-LD / 19-113188-RP

NOTICE OF DECISION DATE: January 29, 2020

SUMMARY: A partition of an existing parcel into two parcels, including development of a private street to connect Fairview Industrial Dr SE to Cascadia Industrial Street SE, and site plan review for development of a building and parking area on each parcel resulting from the partition.

REQUEST: A consolidated application including:

- (1) A Partition to divide a 1.94-acre parcel at 3770 Fairview Industrial Drive SE (Marion County Assessor's Map and Tax Lot 083W0201803) into two parcels, Parcel 1 (0.64 acres) and Parcel 2 (1.30 acres);
- (2) Construction of a private street under alternative street standards to provide connectivity from Fairview Industrial Drive SE to Cascadia Industrial Drive SE through adjacent properties at 3790 Fairview Industrial Drive SE (Marion County Assessor's Map and Tax Lot 083W0201801) and 3930 Fairview Industrial Drive SE (Marion County Assessor's Map and Tax Lot 083W0202300 and 083W0201800); and
- (3) A Class 3 Site Plan Review to develop an 8,490-square foot building and parking for a building and grounds services and construction contracting use on proposed Parcel 1 and develop a 7,150-square foot building and parking for a building and grounds services and construction contracting use on proposed Parcel 2.

APPLICANT: Chad Montgomery

LOCATION: 3770 Fairview Industrial Dr. SE / 97302

CRITERIA: Salem Revised Code (SRC) Chapters 205.005(d) and 220.005(f)(3)

FINDINGS: The findings are in the attached Decision dated January 29, 2020

DECISION: The **Planning Administrator APPROVED** Partition / Site Plan Review Case No. PAR-SPR19-14 subject to the following conditions of approval:

Condition 1: As a condition of plat approval, "NO PARKING—FIRE LANE" signs shall be posted on both sides of the segments of the proposed flag lot accessway that are fire apparatus roadways and "NO PARKING" signs shall be posted on both sides of any remaining portion of the accessway.

Condition 2: As a condition of plat approval, the flag lot accessway shall be paved to a minimum width of 20 feet in width.

Condition 3: As a condition of plat approval, construct a 12-inch public water main from Fairview Industrial Drive SE to the northern boundary of the subject property and obtain water main easement(s) pursuant to PWDS.

Condition 4: As a condition of plat approval, construct sewer service lines on the northerly adjacent parcel to serve proposed parcels 1 and 2 and obtain sewer service line easement(s) pursuant to Oregon State Plumbing Specialty Code.

Condition 5: As a condition of plat approval, obtain a permit for construction of a sewer service line on the adjacent City-owned property to serve the proposed development.

Condition 6: As a condition of plat approval, any easements needed to serve the proposed parcels with City infrastructure shall be shown on the final plat.

Condition 7: As a condition of plat approval, design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS.

Condition 8: As a condition of plat approval, construct a private street improvement as shown on the application materials from Fairview Industrial Drive SE to the westerly terminus of Cascadia Canyon Avenue SE.

Condition 9: As a condition of development on proposed Parcel 1 or 2, whichever occurs first, a minimum 6-foot high sight-obscuring fence shall be constructed along the boundary between the two parcels and shall be designed in compliance with the vision clearance requirements for driveways.

Condition 10: As a condition of development on proposed Parcel 2, the loading space shall be screened from adjacent property to the northwest by a minimum 6-foot-high sight-obscuring fence, wall, or hedge; or a berm a minimum of 4 feet in height.

Condition 11: As a condition of development on proposed Parcel 1, the turnaround area at the northwestern end of the parking area must be separated from the building by a 5-foot-wide landscaped area or 5-foot-wide paved pedestrian path.

Condition 12: As a condition of development on proposed Parcel 2, the parking lot drive aisle extending northwest from the terminus of the flag lot accessway flagpole at the southeastern interior front lot line of proposed Parcel 2 shall be a minimum of 22 feet in width.

Condition 13: As a condition of development on proposed Parcel 1, provide bumper guards or wheel barriers to prevent vehicles from overhanging into the required 5-foot paved pedestrian pathways.

Condition 14: As a condition of development on proposed Parcel 2, provide bumper guards or wheel barriers to prevent vehicles from overhanging into the required 5-foot paved pedestrian pathways.

Condition 15: As a condition of development on proposed Parcel 1, the driveway from the accessway into the parking area shall be a minimum of 22 feet in width for two-way traffic.

Condition 16: As a condition of development on proposed Parcel 1, provide four bicycle parking spaces meeting the standards of SRC 806.060.

Condition 17: As a condition of development on proposed Parcel 2, provide four bicycle parking spaces meeting the standards of SRC 806.060.

Condition 18: As a condition of development on proposed Parcel 2, eliminate the landscaped area behind the loading space.

Condition 19: As a condition of development on proposed Parcel 1 or proposed Parcel 2, whichever is developed first, provide a hard-surfaced pedestrian pathway connecting the pedestrian pathway in Parcel 1 to the sidewalk in the private street.

Condition 20: Prior to building permit issuance, record the final partition plat for PAR-SPR19-14.

Condition 21: As a condition of building permit, construct a 12-inch public water main from the northern boundary of the subject property to the westerly terminus of Cascadia Canyon Avenue SE and obtain water main easement(s) pursuant to PWDS.

Condition 22: As a condition of building permit, design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS.

The rights granted by the attached decision must be exercised by the following dates or this approval shall be null and void:

Partition: February 14, 2022

Site Plan Review: February 14, 2024

Application Deemed Complete:	November 4, 2019
Notice of Decision Mailing Date:	January 29, 2020
Decision Effective Date:	February 14, 2020
State Mandate Date:	March 3, 2020

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 320, 555 Liberty Street SE, Salem OR 97301, no later than 5:00 p.m., February 13, 2020. Any person who presented evidence or testimony at the hearing may appeal the decision. 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 Chapters 205 and 220. 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 Planning Commission will review the appeal at a public hearing. After the hearing, the Planning Commission 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 320, City Hall, 555 Liberty Street SE, during regular business hours.

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

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503-588-6173***

BEFORE THE PLANNING ADMINISTRATOR OF THE CITY OF SALEM

**PARTITION / SITE PLAN REVIEW / ZONING ADJUSTMENT
CASE NO. PAR-SPR19-14
DECISION**

IN THE MATTER OF APPROVAL OF) FINDINGS AND ORDER
PARTITION / SITE PLAN REVIEW) PARTITION AND CLASS 3 SITE PLAN
CASE NO. PAR-SPR19-14) REVIEW
3770 FAIRVIEW INDUSTRIAL)
DRIVE SE – 97302) JANUARY 29, 2020

In the matter of the application for a Partition and Class 3 Site Plan Review submitted by the applicant, Chad Montgomery, on behalf of the property owners CBK Fairview LLC (Norman L Brenden and Patrick F Kennedy) and Fox Fairview LLC (1351 Tandem Ave LLC - Joseph R Fox), 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

A request for a consolidated application including

(1) A Partition to divide a 1.94-acre parcel at 3770 Fairview Industrial Drive SE (Marion County Assessor's Map and Tax Lot 083W0201803) into two parcels, Parcel 1 (0.64 acres) and Parcel 2 (1.30 acres);

(2) Construction of a private street under alternative street standards to provide connectivity from Fairview Industrial Drive SE to Cascadia Industrial Drive SE through adjacent properties at 3790 Fairview Industrial Drive SE (Marion County Assessor's Map and Tax Lot 083W0201801) and 3930 Fairview Industrial Drive SE (Marion County Assessor's Map and Tax Lot 083W0202300 and 083W0201800); and

(3) A Class 3 Site Plan Review to develop an 8,490-square foot building and parking for a building and grounds services and construction contracting use on proposed Parcel 1 and develop a 7,150-square foot building and parking for a building and grounds services and construction contracting use on proposed Parcel 2.

A vicinity map illustrating the location of the property is attached hereto, and made a part of this staff report (**Attachment A**).

DECISION

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

- Condition 1:** As a condition of plat approval, "NO PARKING—FIRE LANE" signs shall be posted on both sides of the segments of the proposed flag lot accessway that are fire apparatus roadways and "NO PARKING" signs shall be posted on both sides of any remaining portion of the accessway.
- Condition 2:** As a condition of plat approval, the flag lot accessway shall be paved to a minimum width of 20 feet in width.
- Condition 3:** As a condition of plat approval, construct a 12-inch public water main from Fairview Industrial Drive SE to the northern boundary of the subject property and obtain water main easement(s) pursuant to PWDS.
- Condition 4:** As a condition of plat approval, construct sewer service lines on the northerly adjacent parcel to serve proposed parcels 1 and 2 and obtain sewer service line easement(s) pursuant to Oregon State Plumbing Specialty Code.
- Condition 5:** As a condition of plat approval, obtain a permit for construction of a sewer service line on the adjacent City-owned property to serve the proposed development.
- Condition 6:** As a condition of plat approval, any easements needed to serve the proposed parcels with City infrastructure shall be shown on the final plat.
- Condition 7:** As a condition of plat approval, design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS.
- Condition 8:** As a condition of plat approval, construct a private street improvement as shown on the application materials from Fairview Industrial Drive SE to the westerly terminus of Cascadia Canyon Avenue SE.
- Condition 9:** As a condition of development on proposed Parcel 1 or 2, whichever occurs first, a minimum 6-foot high sight-obscuring fence shall be constructed along the boundary between the two parcels and shall be designed in compliance with the vision clearance requirements for driveways.

- Condition 10:** As a condition of development on proposed Parcel 2, the loading space shall be screened from adjacent property to the northwest by a minimum 6-foot-high sight-obscuring fence, wall, or hedge; or a berm a minimum of 4 feet in height.
- Condition 11:** As a condition of development on proposed Parcel 1, the turnaround area at the northwestern end of the parking area must be separated from the building by a 5-foot-wide landscaped area or 5-foot-wide paved pedestrian path.
- Condition 12:** As a condition of development on proposed Parcel 2, the parking lot drive aisle extending northwest from the terminus of the flag lot accessway flagpole at the southeastern interior front lot line of proposed Parcel 2 shall be a minimum of 22 feet in width.
- Condition 13:** As a condition of development on proposed Parcel 1, provide bumper guards or wheel barriers to prevent vehicles from overhanging into the required 5-foot paved pedestrian pathways.
- Condition 14:** As a condition of development on proposed Parcel 2, provide bumper guards or wheel barriers to prevent vehicles from overhanging into the required 5-foot paved pedestrian pathways.
- Condition 15:** As a condition of development on proposed Parcel 1, the driveway from the accessway into the parking area shall be a minimum of 22 feet in width for two-way traffic.
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- Condition 18:** As a condition of development on proposed Parcel 2, eliminate the landscaped area behind the loading space.
- Condition 19:** As a condition of development on proposed Parcel 1 or proposed Parcel 2, whichever is developed first, provide a hard-surfaced pedestrian pathway connecting the pedestrian pathway in Parcel 1 to the sidewalk in the private street.
- Condition 20:** Prior to building permit issuance, record the final partition plat for PAR-SPR19-14.
- Condition 21:** As a condition of building permit, construct a 12-inch public water main from the northern boundary of the subject property to the westerly terminus of Cascadia Canyon Avenue SE and obtain water main easement(s) pursuant to PWDS.

Condition 22: As a condition of building permit, design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS.

PROCEDURAL FINDINGS

1. On June 7, 2019, an application for a Tentative Partition Plan was filed requesting to divide a parcel into two parcels. Before that application was deemed complete, the applicant's representative submitted a Class 3 Site Plan Review application on June 11, 2019 including proposed buildings and parking and vehicle use areas.
2. After additional information was submitted, the applications were deemed complete for processing on November 4, 2019. The partition plan is included as **Attachment B**. The site plan is included as **Attachment C**. The applicant provided a statement addressing the applicable approval criteria which is included as **Attachment D**.

SUBSTANTIVE 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.

A Class 3 Site Plan Review application is required for this application because the proposal includes construction of a private street under alternative street standards. SRC 220.005(b)(3)(C) provides that land use and limited land use decisions include, but are not limited to, any development application that requires deviation from clear and objective development standards of the UDC relating to streets, driveways, or vision clearance areas.

2. Proposal

The tentative plan proposes to divide a 1.94-acre area into two parcels. Proposed Parcels 1 and 2 would take access from a flag lot accessway connected to a proposed private street. The parcels within the tentative partition plan are proposed as follows:

PROPOSED PARCEL 1

Parcel Size: 28,063 square feet (0.64 acres)
Parcel Dimensions: Approximately 133 feet in width and 210 feet in depth

PROPOSED PARCEL 2

Parcel Size: 39,938 square feet (.92 acres) excluding accessway
Parcel Dimensions: Approximately 193 feet in width and 227 feet in depth excluding accessway

Access and Circulation: The subject property is a flag lot with access to Fairview Industrial Drive SE (a minor arterial) via an easement across an abutting property to the southeast at 3930 Fairview Industrial Drive SE (Marion County Assessor Map and Tax Lot 083W0202300). The proposed private street would replace the existing access easement inside the western boundary of 3930 Fairview Industrial Drive SE, extend to the southeast inside the southern boundary of the adjacent property at 3930 Fairview Industrial Drive SE (Marion County Assessor Map and Tax Lot 083W0201800), and connect to the westerly terminus of Cascadia Canyon Avenue SE (a local street).

3. Existing Conditions

Site and Vicinity

The property is an irregular rectangle of approximately 1.94 acres and is currently undeveloped, while 3930 Fairview Industrial Drive SE (Marion County Assessor Map and Tax Lot 083W0202300) is fully developed with a government services use. The property at 3930 Fairview Industrial Drive SE (Marion County Assessor Map and Tax Lot 083W0201800) is partially developed with a parking lot at the southeastern end.

Salem Area Comprehensive Plan (SACP) Designation

Urban Growth Policies: The subject property is located inside of the Salem Urban Growth Boundary and inside the corporate city limits.

Comprehensive Plan Map: The subject property is designated “Industrial Commercial” (IC) on the Salem Area Comprehensive Plan (SACP) Map. The surrounding properties are designated as follows:

Northeast:	Industrial-Commercial (IC)
Southeast:	Industrial-Commercial (IC)
Northwest:	Industrial (IND)
Southwest:	Industrial-Commercial (IC)

Zoning and Surrounding Land Use

The subject property is zoned IC (Industrial Commercial) but is subject to the development standards of the IBC (Industrial Business Campus) zone as a condition of approval of CPC/ZC07-1. The surrounding properties are zoned and used as follows:

Northeast:	Industrial-Commercial (IC) – undeveloped
Southeast:	Industrial-Commercial (IC) – government offices
Northwest:	General Industrial (IG) – City-owned waterway
Southwest:	Industrial-Commercial (IC) -- undeveloped

Relationship to Urban Service Area

The subject property is inside the City's Urban Service Area.

Infrastructure

Water:

- a. The subject property is located in the G-0 water service level.
- b. A 12-inch public water main is located in Fairview Industrial Drive SE.
- c. A 16-inch public water main is located in Cascadia Canyon Avenue SE.

Sewer:

- a. A 12-inch sewer main is located in Fairview Industrial Drive SE.
- b. A 27-inch public sewer main is located within an easement and property owned by the City of Salem, approximately 350 feet northeast of the subject property.

Storm Drainage:

- a. The West Middle Fork Pringle Creek abuts the subject property along the northwest boundary.

Streets:

Fairview Industrial Drive SE

- a. Standard—This street is designated as a Minor Arterial street in the Salem TSP. The standard for this street classification is a 46-foot-wide improvement within a 72-foot-wide right-of-way.
- b. Existing Conditions—This street has an approximate 52-foot improvement within a 76-foot-wide right-of-way abutting the subject property.

Cascadia Canyon Avenue SE

- c. Standard—This street is designated as a Local street in the Salem TSP. The standard for this street classification is a 30-foot-wide improvement within a 60-foot-wide right-of-way.
- d. Existing Conditions—This street has an approximate 34-foot improvement within a 60-foot-wide right-of-way abutting the subject property.

4. Public and Private Agency Review

Public Works Department - The City of Salem Public Works Department reviewed the proposal and provided a memo which is included as **Attachment E**.

Building and Safety Division - The City of Salem Building and Safety Division reviewed the proposal and commented, "No apparent site issues."

Fire Department – The City of Salem Fire Department reviewed the proposal and commented, "Fire department access and turnaround are indicated on the site plan, but water supply is not. Fire will verify items including access and water supply at the time of building permit plan review. Fire lanes will be identified at time of building permit plan review. Fire flow will be determined at time of building permit plan review."

PGE - PGE reviewed the proposal and commented that development cost will be per current tariff and service requirements, and a 10-foot public utility easement is required on all front street lots.

5. Neighborhood Association Comments

The subject property is within the Morningside Neighborhood Association. Notice of the application was provided to the neighborhood association, pursuant to SRC 300.620(b)(2)(B)(iii), which requires public notice to be sent to "any City-recognized neighborhood association whose boundaries include, or are adjacent to, the subject property." No comments were received from the neighborhood association prior to the close of the comment period.

6. Public Comments:

Property owners and residents within 250 feet of the subject property were mailed notification of the proposed partition. One comment was received from a neighboring business indicating no objections.

7. Criteria for Granting a Tentative Partition

The Salem Revised Code (SRC), which includes the Unified Development Code (UDC), implements the Salem Area Comprehensive Plan land use goals, and governs development of property within the city limits. The partition process reviews development for compliance with City standards and requirements contained in the UDC, the Salem Transportation System Plan (TSP), and the Water, Sewer, and Storm Drain System Master Plans. A second review occurs for the created parcels at the time of site plan review/building permit review to assure compliance with the UDC. Compliance with conditions of approval to satisfy the UDC is checked prior to city staff signing the final partition plat.

Salem Revised Code (SRC) 205.005(d) sets forth the following criteria that must be met before approval can be granted to a tentative partition plan. The following subsections are organized with approval criteria shown in bold, followed by findings

of fact upon which the Planning Administrator's decision is based. The requirements of SRC 205.005(d) are addressed within the specific findings which evaluate the proposal's conformance with the applicable criteria. Lack of compliance with the following criteria is grounds for denial of tentative plan or for the issuance of conditions of approval to more fully satisfy the criteria.

A. SRC 205.005(d)(1): The tentative partition complies with all of the standards of this Chapter and with all applicable provisions of the UDC, including, but not limited to the following:

(A) Lot standards, including, but not limited to, standards for lot area, lot width and depth, lot frontage, and designation of front and rear lot lines.

(B) City infrastructure standards.

(C) Any special development standards, including, but not limited to, floodplain development, special setbacks, geological or geotechnical analysis, and vision clearance.

Finding: The Unified Development Code (UDC) implements the Salem Area Comprehensive Plan land use goals and governs the development of property within the City limits. The proposed partition meets all applicable provisions of the UDC as detailed below.

The Public Works Department commented that the applicant shall provide the required field survey and partition plat per Statute and Code requirements outlined in the *Oregon Revised Statutes* (ORS) and SRC. If said documents do not comply with the requirements outlined in ORS and SRC, and as per SRC Chapter 205, the approval of the partition plat by the City Surveyor may be delayed or denied based on the non-compliant violation. It is recommended the applicant request a pre-plat review meeting between the City Surveyor and the applicant's project surveyor to ensure compliance with ORS 672.005(2)(g)&(h), 672.007(2)(b), 672.045(2), and 672.060(4), *Oregon Administrative Rules* 850-020-0015(4)&(10), 820-020-0020(2), and 820-020-0045(5).

SRC Chapter 205 (Land Division and Reconfiguration): The intent of SRC Chapter 205 is to provide for orderly development through the application of appropriate standards and regulations. The partitioning process reviews development for compliance with City standards and requirements contained in the UDC, the Salem Transportation System Plan, and the Water, Sewer, and Storm Drain System Master Plans. The applicant has met all application submittal requirements necessary for adequate review of the proposed partitioning. The proposed partition conforms to the applicable requirements of SRC Chapter 205.

(A) Lot standards, including, but not limited to, standards for lot area, lot width and depth, lot frontage, and designation of front and rear lot lines.

SRC Chapter 552 (Industrial Business Campus) Zone:

The property subject to the proposed partition is approximately 1.94 acres and zoned IC (Industrial Commercial). However, the following condition of CPC-ZC07-01 applies to the property:

All future uses and development shall be required to adhere to the development standards identified in the IBC zoning district, or as amended in the IBC zone. Those standards include (1) Height; (2) Lot area and Dimensions; (3) Yards Adjacent to Streets; (4) Yards Adjacent to other Districts; (5) Side and Rear Yards; (6) lot Coverage; (7) Open Storage; (8) Landscaping; (9) Off-Street Parking and Loading; and (10) Lighting, unless a variance is approved provided for in Chapter 115 of the SRC.

The proposed partition creates two parcels. Proposed Parcel 1 has frontage on a proposed private street and is approximately 28,063 square feet. Proposed Parcel 2 has frontage on the proposed private street and is a flag lot approximately 56,562 square feet including the proposed flag lot accessway (39,938 square feet excluding the accessway).

SRC 552.010(a) (Land division in IBC zone): In addition to the approval criteria set forth in SRC Chapter 205, no land shall be divided within the IBC zone unless the following criteria are met:

(1) The configuration of the lots does not require the creation of other smaller lots as the only way to develop the remainder of the property within the IBC District;

(2) The lots are complementary and compatible to other uses within the IBC District; and

(3) The lots do not preclude expansion of existing industries.

The proposal complies with SRC 552.010(a): The configuration of lots does not require the creation of other smaller lots as the only way to develop the remainder of the property within the IBC District; the lots are complementary and compatible to other uses within the IBC District; and the lots do not preclude expansion of existing industries.

SRC 552.010(b) (Lot standards): SRC 552.010(b) and SRC Table 552-2 require no minimum lot area, lot width, or lot depth and require a minimum street frontage of 16 feet.

Each proposed parcel satisfies the applicable frontage standard. Each parcel within the proposed partition is suitable for the general purpose for which it is intended to be used. Each parcel is of a size and design to permit development of uses allowed within the zone and will not be detrimental to the public health, safety, and welfare.

The proposed partition (**Attachment B**) meets the applicable requirements of SRC Chapter 552.

SRC Chapter 800 (General Development Standards):

SRC 800.015(a) (Buildings to be on a Lot): Pursuant to SRC 800.015(a), every building or structure shall be entirely located on a lot.

The proposed buildings (**Attachment C**) meet this standard.

SRC 800.020 (Designation of lot lines): Pursuant to SRC 800.020(a), the front lot line for an interior lot shall be the property line abutting the street. For a flag lot, the front lot line shall be the outside property line that is an extension of the flag lot accessway or the property line separating the flag portion of the lot from the lot between it and the street from which access is provided to the flag lot, unless the Planning Administrator otherwise directs, in which case the front lot line shall be set forth in the conditions of approval for the tentative plan of the plat, which shall be recorded on deeds conveying lots.

The front lot line of proposed Parcel 1 shall be the southeast lot line abutting the proposed private street. The front lot line of proposed Parcel 2 may be either the southwest property line that is an extension of the flag lot accessway or the southeast property line abutting Parcel 1.

The proposal meets the applicable requirements.

SRC 800.025 (Flag Lots): Lots can be created without the minimum required frontage on a public street when flag lot accessways conforming to the standards of Table 800-1 are provided. Flag lot accessways shall be privately and not publicly maintained.

SRC 800.025 establishes the following development standards for flag lot accessways serving 1 to 4 non-residentially zoned lots:

Flag Lot Accessway Standards (1-4 Nonresidential Lots)	
Length	400 ft. Max.
Width	25 ft. Min.
Paved Width	20 ft. Min.
Parking	Not Allowed
Turnaround	Required for flag lot accessways greater than 150 feet in length <i>(unless the buildings served by the flag lot accessway are equipped with approved automatic fire sprinkler systems or where geographic features make it impractical and an alternative means of fire protection is provided and approved by the Fire Marshal)</i>

The proposed flag lot accessway serving both parcels is 60 feet in total width and 211 feet in length on the partition plan (**Attachment B**), and the site plan

(**Attachment C**) indicates a paved width of 20 feet and a fire apparatus turnaround. With the following conditions of approval, the proposed accessway conforms with the flag lot accessway standards.

Condition 1: As a condition of plat approval, "NO PARKING—FIRE LANE" signs shall be posted on both sides of the segments of the proposed flag lot accessway that are fire apparatus roadways and "NO PARKING" signs shall be posted on both sides of any remaining portion of the accessway.

Condition 2: As a condition of plat approval, the flag lot accessway shall be paved to a minimum width of 20 feet in width.

(B) City Infrastructure Standards.

The Public Works Department reviewed the proposal for compliance with the City's public facility plans pertaining to provision of water, sewer, and storm drainage facilities. While SRC Chapter 205 does not require submission of utility construction plans prior to tentative partition plan approval, it is the responsibility of the applicant to design and construct adequate City water, sewer, and storm drainage facilities to serve the proposed development prior to final plat approval without impeding service to the surrounding area.

SRC Chapter 200 (Urban Growth Management): SRC Chapter 200 (Urban Growth Management) requires issuance of an Urban Growth Preliminary Declaration prior to development of property located outside the City's Urban Service Area. The subject property is currently located inside the Urban Service Area. An Urban Growth Preliminary Declaration is not required.

SRC Chapter 802 (Public Improvements): Comments from the Public Works Department indicate that water, sewer, and stormwater infrastructure are available in the vicinity of the site and appear to be adequate to serve the property as shown on the applicant's preliminary plans. Water infrastructure is available in Fairview Industrial Drive SE and Cascadia Canyon Avenue SE. Sewer infrastructure is available in Fairview Industrial Drive SE and within an easement on property owned by the City approximately 350 northeast of the subject property. The West Middle Fork Pringle Creek abuts the subject property along the northwest boundary. Any easements needed to serve the proposed parcels with City infrastructure shall be shown on the final plat. Specifications for required public improvements are summarized in the Public Works Department memo (**Attachment E**).

SRC 802.015 (Development to be Served by City Utilities). Water, sewer and stormwater services must be provided to each of the proposed parcels, consistent with Public Works Design Standards (PWDS). In order to ensure water, sewer and stormwater service are provided in compliance with the requirements of SRC Chapter 802 and the PWDS, the following conditions shall apply:

- Condition 3:** As a condition of plat approval, construct a 12-inch public water main from Fairview Industrial Drive SE to the northern boundary of the subject property and obtain water main easement(s) pursuant to PWDS.
- Condition 4:** As a condition of plat approval, construct sewer service lines on the northerly adjacent parcel to serve proposed parcels 1 and 2 and obtain sewer service line easement(s) pursuant to Oregon State Plumbing Specialty Code.
- Condition 5:** As a condition of plat approval, obtain a permit for construction of a sewer service line on the adjacent City-owned property to serve the proposed development.
- Condition 6:** As a condition of plat approval, any easements needed to serve the proposed parcels with City infrastructure shall be shown on the final plat.
- Condition 7:** As a condition of plat approval, design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS.

As conditioned, the proposal meets the requirements of SRC Chapter 802.

SRC Chapter 803 (Streets and Right-of-Way Improvements):

SRC 803.015 (Traffic Impact Analysis): The proposed two-parcel partition generates less than 1,000 average daily vehicle trips to Fairview Industrial Drive SE, designated as a Minor Arterial street. Therefore, a Traffic Impact Analysis is not required as part of the proposed partition submittal.

SRC 803.020 (Public and Private Streets): The applicant is proposing to extend a private street from Fairview Industrial Drive SE to the westerly terminus of Cascadia Canyon Avenue SE, which provides safe, orderly, and efficient circulation of traffic. This street improvement is approved for an alternative street standard as shown on the application materials pursuant to SRC 803.065(a)(3).

To ensure compliance with these requirements, the following condition is required:

- Condition 8:** As a condition of plat approval, construct a private street improvement as shown on the application materials from Fairview Industrial Drive SE to the westerly terminus of Cascadia Canyon Avenue SE.

As conditioned, the proposal meets the requirements of SRC 803.020.

SRC 803.025 (Right-of-Way and Pavement Widths): The adjacent portion of Fairview Industrial Drive SE is designated as a Minor Arterial street in the TSP and has an approximate 53-foot improvement within a 76-foot-wide right-of-way abutting the subject property, meeting the current standards. The adjacent portion of Cascadia Canyon Avenue SE is designated as a Local street and has an approximate 34-foot-wide improvement within a 60-foot-wide right-of-way, meeting the current standards. The proposal meets the applicable requirements.

SRC 803.030 (Street Spacing): The proposed partition involves further division of a 1.94-acre lot within an established industrial area where a network of streets is in place. The proposal includes a private street that will reduce the distance between streets on the northern side of Fairview Industrial Drive SE from approximately 2,850 feet to approximately 1,750 feet. The limited size of the property, existing development on adjacent properties, and the presence of the West Middle Fork Pringle Creek northwest of the subject property preclude development of further street connections as part of the proposal.

SRC 803.035 (Street Standards): Pursuant to subsection (a), *Connectivity*, local streets shall be extended to adjoining undeveloped properties for eventual connection with the existing street system. Connections to existing or planned streets and adjoining undeveloped properties for eventual connection with the existing street system shall be provided at no greater than 600-foot intervals unless one or more of the following conditions exist:

- (1) Physical conditions or the topography, including, but not limited to, freeways, railroads, steep slopes, wetlands, or other bodies of water, make a street or public accessway connection impracticable.
- (2) Existing development on adjacent property precludes a current or future connection, considering the potential and likelihood for redevelopment of the adjacent property; or
- (3) The streets or public accessways would violate provisions of leases, easements, covenants, restrictions or other agreements existing as of May 1, 1995, that by their terms would preclude a current or future connection.

The proposed development includes a private street that connects Fairview Industrial Drive SE to the end of Cascadia Canyon Avenue SE, providing connectivity to adjoining undeveloped properties to the southwest (Marion County Assessor Map and Tax Lot 083W0201804) and northeast (3790 Fairview Industrial Drive SE) and nearby undeveloped property to the northeast (Marion County Assessor Map and Tax Lot 083W0201800). The size of the subject property and its location abutting a City-owned waterway parcel to the northwest preclude additional connections to undeveloped properties.

SRC 803.035 (Street Standards): Pursuant to subsection (n), public utility easements (PUEs) may be required for all streets. The proposed partition does not have frontage on a public street. The conditions of approval above require easements needed to serve the proposed parcels with City infrastructure shall be shown on the final plat.

SRC 803.040 (Boundary Streets): The property does not abut a public street. The adjacent portion of Fairview Industrial Drive SE is designated as a Minor Arterial street in the TSP and has an approximate 53-foot improvement within a 76-foot-wide right-of-way abutting the subject property, meeting the current standards. The adjacent portion of Cascadia Canyon Avenue SE is designated as a Local street and has an approximate 34-foot-wide improvement within a 60-foot-wide right-of-way, meeting the current standards. The proposal meets the applicable requirements.

(C) Any special development standards, including, but not limited to, floodplain development, special setbacks, geological or geotechnical analysis, and vision clearance.

SRC Chapter 601 (Floodplain Overlay Zone): Public Works staff has reviewed the Flood Insurance Study and Flood Insurance Rate Maps and has determined that no floodplain or floodway areas exist on the subject property.

SRC Chapter 808 (Preservation of Trees and Vegetation): SRC Chapter 808 (Preservation of Trees and Vegetation) requires tree conservation plans in conjunction with development proposals involving the creation of lots or parcels to be used for the construction of single family or duplex dwelling units, if the development proposal will result in the removal of trees. SRC Chapter 808 requires preservation of (1) trees on lots or parcels 20,000 square feet or greater prior to site plan review or building permit approval, (2) significant trees, (3) trees in a riparian corridor, and (4) native vegetation in a riparian corridor, unless the removal is undertaken pursuant to a tree and vegetation removal permit issued under SRC 808.030, undertaken pursuant to a tree conservation plan approved under SRC 808.035, or undertaken pursuant to a tree variance granted under SRC 808.045.

There are no trees located on the subject property. No trees are proposed for removal in connection with development of the private street on abutting and adjacent properties.

SRC Chapter 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 wetlands 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. SRC Chapter 809 establishes requirements for notification of DSL when an application for development is received in an area designated as a wetland on the official wetlands map.

According to the Salem-Keizer Local Wetland Inventory (LWI) the subject property does not contain any wetland areas. Previously mapped wetlands have been mitigated.

SRC Chapter 810 (Landslide Hazards): The City's landslide hazard ordinance (SRC Chapter 810) establishes standards and requirements for the development of land within areas of identified landslide hazard susceptibility. SRC 810.020 requires a geological assessment or report when regulated activity is proposed in a mapped landslide hazard area. According to the City's adopted landslide hazard susceptibility maps and SRC Chapter 810 (Landslide Hazards), there are no mapped landslide hazard areas on the subject property.

B. SRC 205.005(d)(2): The tentative partition plan does not impede the future use or development of the property or adjacent land.

Finding: The proposed partition divides the 1.94-acre property into 2 parcels. The proposed partition will not impede the future use or development of any portion of the subject property or any adjacent land. The proposed private street will provide access to abutting and adjacent properties on the southwest and northeast to promote development of those properties. Other nearby properties are developed and have access to public streets.

The proposed parcels exceed applicable lot standards and are of sufficient size to allow development consistent with applicable zoning standards. As indicated in the findings for the street system below, the proposed private street and access easement are adequate to provide safe, orderly, and efficient circulation of traffic into and out of the proposed partition. This criterion is met.

C. SRC 205.005(d)(3): Development within the tentative partition plan can be adequately served by City infrastructure.

Finding: The Public Works Department reviewed the proposal and indicated that water, sewer, and stormwater infrastructure are available in the vicinity of the site and appear to be adequate to serve the property as shown on the applicant's preliminary plans. Any easements needed to serve the proposed parcels with City infrastructure shall be shown on the final plat.

As part of the private street improvement, the applicant is proposing to extend a 12-inch public water main to connect the existing 12-inch water main in Fairview Industrial Drive SE to the 16-inch water main in Cascadia Canyon Avenue SE. The extension of this water main will adequately serve the proposed development. As a condition of final plat as required above, the applicant shall construct a 12-inch public water main from Fairview Industrial Drive SE to the northern boundary of the subject property and obtain water main easement(s) pursuant to PWDS.

The applicant is proposing to take sewer service from the 27-inch sewer main located north of the subject property within an abutting easement on City-owned property. As conditions of final plat as required above, the applicant shall obtain sewer service line easement(s) pursuant to Oregon State Plumbing Specialty Code from the northerly adjacent parcel and construct sewer service lines to serve proposed parcels 1 and 2 prior to final plat, and the applicant shall obtain a

permit for construction of a sewer service line on the adjacent City-owned property to serve the proposed development.

The proposed development is subject to SRC Chapter 71 and the revised PWDS as adopted in Administrative Rule 109, Division 004. As a condition of final plat as required above, the applicant shall design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS.

As conditioned above, this criterion is met.

D. SRC 205.005(d)(4): The street system in and adjacent to the tentative partition plan conforms to the Salem Transportation System Plan.

Finding: The public street nearest to the subject property is Fairview Industrial Drive SE, which meets the right-of-way width and pavement width standards per the Salem TSP. The applicant is proposing to extend a private street from Fairview Industrial Drive SE to the westerly terminus of Cascadia Canyon Avenue SE, which provides safe, orderly, and efficient circulation of traffic. This street improvement is approved for an alternative street standard as shown on the application materials pursuant to SRC 803.065(a)(3).

As conditioned above, this criterion is met.

E. SRC 205.005(d)(5): The street system in and adjacent to the tentative partition plan is designed so as to provide for the safe, orderly, and efficient circulation of traffic into, through, and out of the partition.

Finding: The public street nearest to the subject property is Fairview Industrial Drive SE, which meets the right-of-way width and pavement width standards per the Salem TSP. The applicant is proposing to extend a private street from Fairview Industrial Drive SE to the westerly terminus of Cascadia Canyon Avenue SE, which provides safe, orderly, and efficient circulation of traffic. This street improvement is approved for an alternative street standard as shown on the application materials pursuant to SRC 803.065(a)(3). Preliminary plans for the alternative street standard are attached (**Attachment F**).

The proposed private street improvements, which include a sidewalk on the side adjacent to the subject property, will ensure safe, orderly, and efficient circulation of traffic along the boundary of the development for both vehicles and pedestrians. This criterion is met.

F. SRC 205.005(d)(6): The tentative partition plan takes into account the topography and vegetation of the site so the need for variances is minimized to the greatest extent practicable.

Finding: The purpose of the proposed partition is to create separate units of land for two proposed buildings. The size and configuration of the proposed

parcels are sufficient to accommodate the proposed buildings and parking without the need for variances or adjustments.

This criterion is met.

G. SRC 205.005(d)(7): The layout, size, and dimensions of the parcels within the tentative partition plan take into account the topography and vegetation of the site, such that the least disruption of the site, topography, and vegetation will occur from the reasonable development of the parcels.

Finding: The configuration of the proposed parcels is based on the amount of land needed to create separate parcels for two proposed buildings and associated parking. The Class 3 Site Plan Review application includes specific development plans for the proposed parcels, and their layout, size, and dimensions are sufficient to allow development in a manner that minimizes impacts to the site, topography, and vegetation.

The proposed parcels conform to the applicable lot size and dimensional standards of the IBC zone, are suitable for the general purpose for which they may be used, and are of size and design that is not detrimental to the public health, safety, or welfare. This criterion is met.

H. SRC 205.005(d)(8): When the tentative partition plan is for property located more than 300 feet from an available sewer main, and the property will not connect to City water and sewer:

- (A) The property is zoned residential;**
- (B) The property has received a favorable site evaluation from the county sanitarian for the installation of an on-site sewage disposal system; and**
- (C) The proposed parcels are at least 5 acres in size and, except for flag lots, have no dimensions less than 100 feet.**

Finding: The subject property is more than 300 feet from an available sewer main and the property will connect to City water and sewer. This criterion is not applicable.

8. Criteria for Granting a Class 3 Site Plan Review Approval

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, storm drainage, and other utilities appropriate to the nature of the development.

Criterion 1:

The application meets all applicable standards of the UDC.

Finding: The proposed development complies with all applicable development standards of the Salem Revised Code as indicated below.

Use Standards – IC Zone as Restricted by CPC/ZC07-1

SRC 551.005 – Uses: Except as otherwise provided in Chapter 551, the permitted, special, conditional, and prohibited uses in the IC zone are set forth in Table 551-1.

Staff Response: The proposed development includes an 8,490-square foot building for a Building and Grounds Services and Construction Contractor on proposed Parcel 1 and a 7,150-square foot building for a Building and Grounds Services and Construction Contractor on proposed Parcel 2.

The proposed development is located within the IC zone, which classifies a Building and Grounds Services and Construction Contractor as a permitted use.

Additionally, uses on the subject property are restricted by the following condition of CPC-ZC07-01:

Future uses permitted shall be limited to the following uses identified in Exhibit 1. The uses identified as conditional uses under the IC zone shall apply with the exclusion of Residential care facilities, single family dwellings and manufactured homes.

Exhibit 1 identifies Building construction – general contractors and operative builders (SIC 15) and Construction – special trade contractors (SIC 17) as a permitted use.

The proposed uses are permitted under the IC zone and the conditions of CPZ/ZC07-1.

Development Standards -- IBC Zone:

The subject property is zoned IC (Industrial Commercial). However, the following condition of CPC-ZC07-01 applies to the property:

All future uses and development shall be required to adhere to the development standards identified in the IBC zoning district, or as amended in the IBC zone. Those standards include (1) Height; (2) Lot area and Dimensions; (3) Yards Adjacent to Streets; (4) Yards Adjacent to other Districts; (5) Side and Rear Yards; (6) lot Coverage; (7) Open Storage; (8) Landscaping; (9) Off-Street

Parking and Loading; and (10) Lighting, unless a variance is approved provided for in Chapter 115 of the SRC.

SRC 552.010 – Development standards: Development within the IBC zone must comply with the development standards set forth in this section. Where used in this section, the term "IBC Internal Street" means a street which is not an arterial or collector street, which has no or only one actual or proposed connection to an existing or proposed street at the boundaries of an IBC District, or which is a loop street entirely within the IBC District. The term "IBC District" means contiguous IBC zoned property.

SRC 552.010(a) – Land Division in IBC Zone: In addition to the approval criteria set forth in SRC Chapter 205, no land shall be divided within the IBC zone unless the following criteria are met:

- (1) The configuration of the lots does not require the creation of other smaller lots as the only way to develop the remainder of the property within the IBC District;
- (2) The lots are complementary and compatible to other uses within the IBC District; and
- (3) The lots do not preclude expansion of existing industries.

Staff Response: The proposed development includes a partition. The proposed configuration of the parcels does not require creation of other smaller lots to develop the remainder of the property. The lots are similar in size and compatible with other nearby uses and do not preclude expansion of existing industries.

SRC 552.010(b) – Lot Standards: There are no minimum lot area or dimension requirements in the IBC zone. All uses are required to have a minimum of 16 feet of street frontage.

Staff Response: Both parcels have more than 16 feet of frontage on the proposed private street. Parcel 2 is designed as a flag lot with a flag lot accessway that meets the standards of SRC 800.025 as described in the Partition findings.

SRC 552.010(c) – IBC Zone Setbacks:

Parcel 1

Northeast (Interior Side): Adjacent to the northeast is a property zoned IC (Industrial Commercial). Required minimum setbacks abutting an IC-zoned property are 20 feet for buildings, accessory structures, and vehicle use areas and 20 feet for driveways, except where the driveway provides direct access to an abutting property or street. Type C landscaping is required (minimum one plant unit per 20 square feet of landscaped area and a minimum 6-foot-tall sight-obscuring fence or wall).

Southeast (Abutting Private Street): Adjacent to the southeast is a proposed private street within property zoned IC. The street is not an "IBC Internal Street." Required minimum setbacks abutting a street other than an IBC internal street are 40 feet for buildings and accessory structures, 20 feet for vehicle use areas, and 20 feet for driveways, except where the driveway provides direct access to a

street. Type A landscaping is required (minimum one plant unit per 20 square feet of landscaped area).

Northwest (Interior Rear): Adjacent to the northwest is property zoned IC (Industrial Commercial). Required minimum setbacks abutting an IC-zoned property are 20 feet for buildings, accessory structures, and vehicle use areas and 20 feet for driveways, except where the driveway provides direct access to an abutting property or street. Type C landscaping is required (minimum one plant unit per 20 square feet of landscaped area and a minimum 6-foot-tall sight-obscuring fence or wall).

Southwest (Interior Side): Adjacent to the southwest is property zoned IC (Industrial Commercial). Required minimum setbacks abutting an IC-zoned property are 20 feet for buildings, accessory structures, and vehicle use areas and 20 feet for driveways, except where the driveway provides direct access to an abutting property or street. Type C landscaping is required (minimum one plant unit per 20 square feet of landscaped area and a minimum 6-foot-tall sight-obscuring fence or wall).

Staff Response: The proposed building is 20 feet from the northeast property line abutting the IC zone, 41 feet from the southeast property line abutting the private street, 45 feet from and the northwest property line abutting the IC zone, and 20 feet from the southwest property line abutting the IC zone, meeting the setbacks. The proposed southeast vehicle use area is 25 feet from the southeast property line abutting the proposed private street and 20 feet from the southwest property line, meeting the standards. The proposed southeast driveway is 25 feet from the southeast property line abutting the proposed private street, meeting the standard. The proposed northwest loading zone is 20 feet from the northwest property line, meeting the standard. The proposed northwest driveway is 20 feet from the northwest property line, meeting the standard. The proposed site plan complies with all applicable setback requirements.

The site plan (**Attachment C**) indicates a 6-foot high chain link fence with privacy slats along the northeast property lines of Parcels 1 and 2 and the southwest property line of Parcel 2 but does not indicate a fence along the boundary between the two parcels. The following condition is required to meet the standard for fencing along the boundary between the two parcels:

Condition 9: As a condition of development on proposed Parcel 1 or 2, whichever occurs first, a minimum 6-foot high sight-obscuring fence shall be constructed along the boundary between the two parcels and shall be designed in compliance with the vision clearance requirements for driveways.

Parcel 2

Northeast (Interior Side or Rear): Adjacent to the northeast is a property zoned IC (Industrial Commercial). Required minimum setbacks abutting an IC-zoned property are 20 feet for buildings and vehicle use areas and 20 feet for driveways, except where the driveway provides direct access to an abutting property or street. Type C landscaping is required (minimum one plant unit per

20 square feet of landscaped area and a minimum 6-foot-tall sight-obscuring fence or wall).

Southeast (Abutting Private Street): Adjacent to the southeast is a proposed private street within property zoned IC. The street is not an “IBC Internal Street.” Required minimum setbacks abutting a street other than an IBC internal street are 40 feet for buildings and accessory structures, 20 feet for vehicle use areas, and 20 feet for driveways, except where the driveway provides direct access to a street. Type A landscaping is required (minimum one plant unit per 20 square feet of landscaped area).

Southeast (Interior Front or Side Abutting Parcel 1): Adjacent to the southeast is property zoned IC (Industrial Commercial). Required minimum setbacks abutting an IC-zoned property are 20 feet for buildings and vehicle use areas and 20 feet for driveways, except where the driveway provides direct access to an abutting property or street. Type C landscaping is required (minimum one plant unit per 20 square feet of landscaped area and a minimum 6-foot-tall sight-obscuring fence or wall).

Northwest (Interior Side or Rear): Adjacent to the northwest is a property zoned IBC. Required minimum setbacks abutting an IBC zone are 0 feet for buildings, 10 feet for vehicle use areas, and 10 feet for driveways. Type A landscaping is required (minimum one plant unit per 20 square feet of landscaped area).

Southwest (Interior Front or Side): Adjacent to the southwest is property zoned IC (Industrial Commercial). Required minimum setbacks abutting an IC-zoned property are 20 feet for buildings and vehicle use areas and 20 feet for driveways, except where the driveway provides direct access to an abutting property or street. Type C landscaping is required (minimum one plant unit per 20 square feet of landscaped area and a minimum 6-foot-tall sight-obscuring fence or wall).

Staff Response: The proposed building is 20 feet from the northeast property line abutting the IC zone, 20 feet from the southeast property line abutting the IC zone, 105.5 feet from the northwest property line abutting the IBC zone, and 107 feet from the southwest property line abutting the IC zone, meeting the standards. and the applicant has requested an adjustment to reduce the vehicle use area perimeter setbacks to 5 feet. The proposed vehicle use area is 32 feet from the southeast property line abutting the IC zone, 20 feet from the northeast property line abutting the IC zone, 23 feet from the northwest property line abutting the IBC zone, and 20 feet from the southwest property line, meeting the standards. The proposed driveway (accessway) is 20 feet from the southwest property line abutting the IC zone, meeting the standard. The proposed site plan complies with all applicable setback requirements.

SRC 552.010(d) - Lot Coverage, Height:

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

Staff Response: The proposed development complies with the lot coverage and maximum height standards.

SRC 552.010(e) - Off-Street Parking and Loading:

Off-street parking and loading within the IBC zone are subject to several requirements in addition to those of SRC Chapter 806. Not more than 10 percent of the required off-street parking spaces may be located in the required setback for a building abutting a street. All loading spaces shall be screened from adjacent property by a minimum 6-foot-high sight-obscuring fence, wall, or hedge; or a berm a minimum of 4 feet in height. Loading docks and loading doors shall be offset from driveway approaches, and shall be screened from the street by landscaping.

Staff Response: For the proposed building on Parcel 1, all required parking spaces are located outside of the required 40-foot building setback abutting the proposed private street, and two extra parking spaces for the proposed buildings are located within the required 40-foot building setback abutting the street. A loading space is proposed between the building and northwest property line. No loading dock is proposed. The loading door is offset from the driveway approaches. The loading space shall be screened from the adjacent property. The 6-foot-high sight-obscuring fence required under Condition 9 above will meet the requirement to screen the loading space.

The proposed building and parking area on Parcel 2 do not abut the proposed private street. A loading space is proposed between the building and northwest parking area. No loading dock is proposed. The loading door is offset from the driveway approaches. The loading space shall be screened from the adjacent property. No fence would otherwise be required along the northwest property line abutting an IBC zone. To ensure compliance with this standard, the following condition is required:

Condition 10: As a condition of development on proposed Parcel 2, the loading space shall be screened from adjacent property to the northwest by a minimum 6-foot-high sight-obscuring fence, wall, or hedge; or a berm a minimum of 4 feet in height.

SRC 552.010(f) - Landscaping:

- (1) **Setbacks.** Required setbacks shall be landscaped. Landscaping shall conform to the standards set forth in SRC Chapter 807.
- (2) **Vehicle Use Areas.** Vehicle use areas shall be landscaped as provided under SRC Chapter 806 and SRC Chapter 807.
- (3) **Development Site.** A minimum of 20 percent of the development site shall be landscaped. Landscaping shall meet the Type A standard set forth in SRC Chapter 807. Other required landscaping under the UDC, such as landscaping required for setbacks or vehicular use areas, may count toward meeting this requirement.

Staff Response: As conditioned above, the proposed setbacks and landscaping within the setbacks comply with the standards.

The proposed development conforms with vehicle use area landscaping with conditions of approval as discussed below in the analysis of compliance with SRC 806.035 and 806.040.

Proposed development site landscaping (including green stormwater infrastructure) exceeds 48 percent on Parcel 1 and 44 percent on Parcel 2, exceeding the minimum 20 percent development site landscaping standard.

Conformance with the landscaping standards of SRC Chapter 807 will be verified when landscaping and irrigation plans are submitted for the building permits.

SRC 552.010(f) - Outdoor Storage:

Storage areas shall not be located within required setbacks. Storage areas shall be enclosed by a minimum 6-foot-high sight-obscuring fence, wall, or hedge; or a berm. Materials and equipment stored shall not exceed a maximum height of 14 feet above grade; provided, however, materials and equipment more than 6 feet in height above grade shall be screened by sight-obscuring landscaping.

Staff Response: No outdoor storage areas are proposed.

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

Staff Response: The site plan indicates that 7 parking spaces are provided on proposed Parcel 1 and 32 parking spaces are provided on proposed Parcel 2. The new parking lots are designed as separate parking lots. All of the required spaces for uses on proposed Parcel 1 are located on Parcel 1, and all of the required spaces for uses on proposed Parcel 2 are located on Parcel 2.

SRC 806.015 - Amount of Off-Street Parking.

- a) *Minimum Required Off-Street Parking.* Minimum off-street parking space requirements are specified in Table 806-1.
- 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 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. For minimum parking of 20 spaces or fewer, the maximum is 2.5 times the minimum. For minimum parking of more than 20 spaces, the maximum is 1.75 times the minimum.

Staff Response: The floor area for the proposed building and grounds services and construction contracting use on Parcel 1 is 8,490 square feet, and the use would have 7 employees. The minimum parking requirement is 5 spaces ($0.75 \text{ space} / \text{employee} \times 7 \text{ employees} = 5.25$) and the maximum is 13 spaces ($5 \times 2.5 = 12.5$). Eight spaces (seven standard and one accessible) are proposed, meeting the standards.

The floor area for the proposed building and grounds services and construction contracting use on Parcel 2 is 7,150 square feet, and the use would have 32 employees. The minimum parking requirement is 24 spaces ($0.75 \text{ space} / \text{employee} \times 32 \text{ employees} = 24 \text{ spaces}$) and the maximum is 42 spaces ($24 \times 1.75 = 42$). Thirty-two spaces (20 standard, one accessible, and 11 compact) are proposed, meeting the standards.

No compact spaces are proposed for proposed Parcel 1. Fewer than 75 percent of required spaces on proposed Parcel 2 site are compact.

Carpool/vanpool spaces are not required. Fewer than 60 parking spaces are required for the existing uses on Parcel 1, and fewer than 60 parking spaces are required for the proposed use on Parcel 2.

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

Unless otherwise provided under the UDC, off-street parking and vehicle use areas, other than driveways and loading areas, for uses or activities other than Single Family and Two Family shall be developed and maintained as provided in this section.

- 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.

Staff Response: The off-street parking and vehicle use area development standards of SRC 806.035 apply to the proposed development of new parking and vehicle use areas on both parcels.

Perimeter setbacks abutting streets and interior front, side, and rear property lines

Parcel 1

Northeast (Interior Side): Adjacent to the northeast is a property zoned IC (Industrial Commercial). Required minimum setbacks abutting an IC-zoned property are 20 feet for vehicle use areas and 20 feet for driveways, except where the driveway provides direct access to an abutting property or street.

Southeast (Abutting Private Street): Adjacent to the southeast is a proposed private street within property zoned IC. Required minimum setbacks abutting a street other than an IBC internal street are 20 feet for vehicle use areas and 20 feet for driveways, except where the driveway provides direct access to a street.

Northwest (Interior Rear): Adjacent to the northwest is property zoned IC (Industrial Commercial). Required minimum setbacks abutting an IC-zoned property are 20 feet for vehicle use areas and 20 feet for driveways, except where the driveway provides direct access to an abutting property or street.

Southwest (Interior Side): Adjacent to the southwest is property zoned IC (Industrial Commercial). Required minimum setbacks abutting an IC-zoned property are 20 feet for vehicle use areas and 20 feet for driveways, except where the driveway provides direct access to an abutting property or street.

Staff Response: The proposed southeast vehicle use area is 25 feet from the southeast property line abutting the proposed private street and 20 feet from the southwest property line, meeting the standard. The proposed southeast driveway is 25 feet from the southeast property line abutting the proposed private street, meeting the standard. The proposed northwest vehicle use area (loading zone) is 20 feet from the northwest property line, meeting the standard. The proposed northwest driveway is 20 feet from the northwest property line, meeting the standard. The proposed vehicle use areas comply with all applicable setback requirements.

Parcel 2

Northeast (Interior Side or Rear): Adjacent to the northeast is a property zoned IC (Industrial Commercial). Required minimum setbacks abutting an IC-zoned property are 20 feet for vehicle use areas and 20 feet for driveways, except where the driveway provides direct access to an abutting property or street.

Southeast (Abutting Private Street): Adjacent to the southeast is a proposed private street within property zoned IC. The street is not an "IBC Internal Street." Required minimum setbacks abutting a street other than an IBC internal street are 20 feet for vehicle use areas and 20 feet for driveways, except where the driveway provides direct access to a street. Type A landscaping is required (minimum one plant unit per 20 square feet of landscaped area).

Southeast (Interior Front or Side Abutting Parcel 1): Adjacent to the southeast is property zoned IC (Industrial Commercial). Required minimum setbacks abutting an IC-zoned property are 20 feet for vehicle use areas and 20

feet for driveways, except where the driveway provides direct access to an abutting property or street.

Northwest (Interior Side or Rear): Adjacent to the northwest is a property zoned IBC. Required minimum setbacks abutting an IBC zone are 10 feet for vehicle use areas and 10 feet for driveways.

Southwest (Interior Front or Side): Adjacent to the southwest is property zoned IC (Industrial Commercial). Required minimum setbacks abutting an IC-zoned property are 20 feet for vehicle use areas and 20 feet for driveways, except where the driveway provides direct access to an abutting property or street.

Staff Response: The proposed vehicle use area is 32 feet from the southeast property line abutting the IC zone, 20 feet from the northeast property line abutting the IC zone, 23 feet from the northwest property line abutting the IBC zone, and 20 feet from the southwest property line, meeting the standards. The proposed driveway (accessway) is 20 feet from the southwest property line abutting the IC zone, meeting the standard. The proposed vehicle use areas comply with all applicable setback requirements.

Perimeter setbacks adjacent to buildings and structures

The off-street parking or vehicular use area shall be setback from the exterior wall of the building or structure by a minimum five-foot-wide landscape strip.

The proposed vehicle use area on Parcel 2 meets the standard. The turnaround area for proposed Parcel 1 abuts the building. The following condition is required to comply with this standard:

Condition 11: As a condition of development on proposed Parcel 1, the turnaround area at the northwestern end of the parking area must be separated from the building by a 5-foot-wide landscaped area or 5-foot-wide paved pedestrian path.

d) *Interior Landscaping.* Interior landscaping shall be required for off-street parking areas 5,000 square feet or greater in size.

Staff Response: The new parking area on proposed Parcel 1 is smaller than 5,000 square feet. The parking area on proposed Parcel 2 is approximately 13,800 square feet in area, and a minimum of 690 square feet (5%) of interior parking lot landscaping is required with a minimum of one deciduous shade tree for each 12 parking spaces; the proposed interior parking lot landscaping exceeds the minimum and includes landscape islands and planter bays adequate to accommodate the minimum of 3 required trees. The proposal meets the standards.

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

Staff Response: The proposed parking area on Parcel 1 meets the minimum dimensions in Table 806-6. The proposed parking area on Parcel 2 meets the minimum dimensions in Table 806-6, with the following exceptions.

The parking lot drive aisle extending northwest from the terminus of the flag lot accessway flagpole at the southeastern interior front lot line of proposed Parcel 2 must be a minimum of 22 feet in width for two-way traffic and is shown as 20 feet in width. (The segment within the flagpole is considered part of the accessway and is subject to a minimum total width of 25 feet and minimum paved width of 20 feet per SRC 800.025.) Adequate area exists to widen the drive aisle by two feet, retain a three-foot-wide landscape strip between the drive aisle and compact parking spaces, and provide sufficient interior landscaping. The following condition is required to ensure compliance with the minimum width of 22 feet:

Condition 12: As a condition of development on proposed Parcel 2, the parking lot drive aisle extending northwest from the terminus of the flag lot accessway flagpole at the southeastern interior front lot line of proposed Parcel 2 shall be a minimum of 22 feet in width.

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

Staff Response: The proposed parking areas shall be developed consistent with the additional development standards for grade, surfacing, drainage, striping, marking and signage, and lighting. Bumper guards and wheel barriers are required for the proposed parking lots so that no portion of a vehicle will overhang or project into required setbacks and landscaped areas. The parking spaces closest to the buildings must have bumper guards or wheel barriers to prevent vehicles from overhanging into the required 5-foot paved pedestrian pathway, and these are not shown on the applicant's site plan. Parking spaces shall be striped and signed per SRC 806.035(j)-(k). Compact parking spaces shall be clearly marked indicating the spaces are reserved for compact parking only. Screening is not required for the new parking areas because they do not abut residentially zoned property. With the following conditions, the proposal meets the standards:

Condition 13: As a condition of development on proposed Parcel 1, provide bumper guards or wheel barriers to prevent vehicles from overhanging into the required 5-foot paved pedestrian pathways.

Condition 14: As a condition of development on proposed Parcel 2, provide bumper guards or wheel barriers to prevent vehicles from overhanging into the required 5-foot paved pedestrian pathways.

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 except where the driveway provides direct access to the street, alley, or abutting property or the driveway is a shared driveway located over the common lot line and providing access to two or more uses.

c) *Additional Development Standards 806.040(c)-(g).*

Staff Response: The proposal includes a 20-foot-wide driveway from the accessway into the parking area on proposed Parcel 1. A turnaround is provided at the end of the parking area. The driveway conforms to the driveway location requirements of SRC 806.040 and the setbacks of the IBC zone. The minimum width for two-way traffic required by the dimensional requirements of SRC 806.040 is 22 feet. The following condition is required to ensure compliance with this standard:

Condition 15: As a condition of development on proposed Parcel 1, the driveway from the accessway into the parking area shall be a minimum of 22 feet in width for two-way traffic.

SRC 806.045 – Bicycle Parking; When Required.

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

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

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

SRC 806.055 - Amount of Bicycle Parking.

Minimum bicycle parking requirements are specified in Table 806-8.

Staff Response: The minimum requirement for the proposed Building and grounds services and construction contracting use on Parcel 1 is 4 spaces. The minimum requirement for the proposed Building and grounds services and construction contracting use on Parcel 2 is 4 spaces. No bike parking is shown on the site plan for Parcel 1 or Parcel 2, although the notes indicate that four spaces will be provided for each parcel.

SRC 806.060 - Bicycle Parking Development Standards.

Unless otherwise provided under the UDC, bicycle parking shall be provided in racks or lockers developed and maintained as set forth in SRC 806.060.

Staff Response: No bike parking is shown on the site plan for Parcel 1 or Parcel 2, although the notes indicate that four spaces will be provided for each parcel. The following conditions are required to ensure compliance with the standards:

Condition 16: As a condition of development on proposed Parcel 1, provide four bicycle parking spaces meeting the standards of SRC 806.060.

Condition 17: As a condition of development on proposed Parcel 2, provide four bicycle parking spaces meeting the standards of SRC 806.060.

SRC 806.065 - Off-Street Loading Areas; When Required.

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

SRC 806.070 - Proximity of Off-Street Loading Areas to Use or Activity Served.

Off-street loading shall be located on the same development site as the use or activity it serves.

SRC 806.075 - Amount of Off-Street Loading.

Minimum loading space requirements are specified in Table 806-9.

SRC 806.080 – Off-Street Loading Development Standards.

Development standards for loading spaces are specified in SRC 806.080.

Staff Response: The minimum requirement for the proposed Building and grounds services and construction contracting use on Parcel 1 is one space 12 feet wide by 40 feet long by 14 feet high. The minimum requirement for the proposed Building and grounds services and construction contracting use on Parcel 2 is one space 12 feet wide by 40 feet long by 14 feet high. The site plan includes loading spaces exceeding these dimensions.

The proposed loading spaces meet the development standards of SRC 806.080, except the site plan for proposed Parcel 2 indicates landscaping directly behind the loading space. The following condition is required to ensure compliance with the standard requiring that off-street loading areas shall be of sufficient size, and all curves and corners of sufficient radius, to accommodate the safe operation of a delivery vehicle.

Condition 18: As a condition of development on proposed Parcel 2, eliminate the landscaped area behind the loading space.

Landscaping

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

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

Staff Response: As proposed and conditioned, the landscaping area for proposed Parcel 1 is 13,780 square feet, requiring a minimum of 689 plant units, including 276 tree plant units.

As proposed and conditioned, the landscaping area for proposed Parcel 2 is 24,875 square feet, requiring a minimum of 1,244 plant units, including 498 tree plant units.

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

Solid Waste Service Areas (SRC 800.055):

Solid waste service areas shall provide for the safe and convenient collection of solid waste, recyclable and compostable materials by the local solid waste collection franchisee.

Staff Response: No solid waste service area is shown on the proposed site plan for Parcel 1. Any future development of a trash enclosure on proposed Parcel 1 will be subject to the applicable standards. An unroofed solid waste service area enclosed with a 6-foot chain link fence with privacy slats on all sides shown on the proposed site plan for Parcel 2 meets the applicable standards for placement (800.055(b)), enclosures (800.055(e)), and vehicle access (800.055(f)). Detailed plans will be reviewed for compliance at building permit.

Natural Resources

SRC Chapter 601 - Floodplain Overlay Zone:

Public Works staff has reviewed the Flood Insurance Study and Flood Insurance Rate Maps and has determined that no floodplain or floodway areas exist on the subject property.

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 trees have been identified on the site plan for removal.

SRC 809 - Wetlands: Public Works stated that, according to the Salem-Keizer Local Wetland Inventory (LWI), the subject property does not contain any wetland areas. Previously identified wetlands on the property were delineated and have been mitigated.

SRC 810 - Landslide Hazards: A geological assessment or report is required when regulated activity is proposed in a mapped landslide hazard area. Public Works stated that, according to the City's adopted landslide hazard susceptibility maps and SRC Chapter 810, there are no mapped landslide hazard area on the subject property.

Public Works stated that, with completion of the conditions of approval, the subject property meets all applicable standards of the following chapters of the UDC: 601 - Floodplain; 802 – Public Improvements; 803 – Streets and Right-of-Way Improvements; 804 – Driveway Approaches; 805 – Vision Clearance; 809 – Wetlands; and 810 – Landslides.

Criterion 2:

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

Finding: The public street nearest to the subject property is Fairview Industrial Drive SE, which meets the right-of-way width and pavement width standards per the Salem TSP. The applicant is proposing to extend a private street from Fairview Industrial Drive SE to the westerly terminus of Cascadia Canyon Avenue SE, which provides safe, orderly, and efficient circulation of traffic. This street improvement is approved for an alternative street standard as shown on the application materials pursuant to SRC 803.065(a)(3).

Criterion 3:

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

Finding: The proposed private street from Fairview Industrial Drive SE to the westerly terminus of Cascadia Canyon Avenue SE provides for safe turning movements into and out of the property.

The site plan indicates a hard-surfaced pedestrian connection from the Parcel 1 property line abutting the proposed private street, along the northern side of the paved accessway, and to the proposed building on Parcel 2. The following condition is required to make the pedestrian access continuous:

Condition 19: As a condition of development on proposed Parcel 1 or proposed Parcel 2, whichever is developed first, provide a hard-surfaced pedestrian pathway connecting the pedestrian pathway in Parcel 1 to the sidewalk in the private street.

Criterion 4:

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

Finding: The Public Works Department has reviewed the applicant's preliminary utility plan for this site. Water, sewer, and stormwater infrastructure are available in the vicinity of the site and appear to be adequate to serve the property as shown on the applicant's preliminary plans. To ensure the proposed development is served by adequate utilities, the applicant shall record the final partition plat for

PAR-SPR19-14 prior to building permit issuance. As conditioned above, any easements needed to serve the proposed parcels with City infrastructure shall be shown on the final plat. To ensure compliance with these requirements, the following condition is required:

Condition 20: Prior to building permit issuance, record the final partition plat for PAR-SPR19-14.

As part of the private street improvement, the applicant is proposing to extend a 12-inch public water main to connect the existing 12-inch water main in Fairview Industrial Drive SE to the 16-inch water main in Cascadia Canyon Avenue SE. As a condition of building permit, the applicant shall construct a 12-inch public water main from the northern boundary of the subject property to the westerly terminus of Cascadia Canyon Avenue SE and obtain water main easement(s) pursuant to PWDS. The extension of this water main will adequately serve the proposed development. To ensure compliance with these requirements, the following condition is required:

Condition 21: As a condition of building permit, construct a 12-inch public water main from the northern boundary of the subject property to the westerly terminus of Cascadia Canyon Avenue SE and obtain water main easement(s) pursuant to PWDS.

The applicant is proposing to take sewer service from the 27-inch sewer main located north of the subject property. This sewer main is only accessible by easements and permissions required by the recording of the final partition plat for PAR-SPR19-14. As conditioned above, the applicant shall record the final partition plat for PAR-SPR19-14 prior to building permit issuance.

The proposed development is subject to SRC Chapter 71 and the revised PWDS as adopted in Administrative Rule 109, Division 004. The applicant shall design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS. To ensure compliance with these requirements, the following condition is required:

Condition 22: As a condition of building permit, design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS.

9. Conclusion

Based upon review of SRC Chapter 205 and SRC Chapter 220, the applicable standards of the Salem Revised Code, the findings contained herein, and due consideration of comments received, the site plan review application complies with the requirements for an affirmative decision.

ORDER

Final approval of Partition and Class 3 Site Plan Review Case No. 19-14 is hereby GRANTED subject to SRC Chapter 205, SRC Chapter 220, the applicable standards of the Salem Revised Code, conformance with the approved partition plan included as **Attachment B** and site plan included as **Attachment C**, and the following conditions of approval:

- Condition 1:** As a condition of plat approval, "NO PARKING—FIRE LANE" signs shall be posted on both sides of the segments of the proposed flag lot accessway that are fire apparatus roadways and "NO PARKING" signs shall be posted on both sides of any remaining portion of the accessway.
- Condition 2:** As a condition of plat approval, the flag lot accessway shall be paved to a minimum width of 20 feet in width.
- Condition 3:** As a condition of plat approval, construct a 12-inch public water main from Fairview Industrial Drive SE to the northern boundary of the subject property and obtain water main easement(s) pursuant to PWDS.
- Condition 4:** As a condition of plat approval, construct sewer service lines on the northerly adjacent parcel to serve proposed parcels 1 and 2 and obtain sewer service line easement(s) pursuant to Oregon State Plumbing Specialty Code.
- Condition 5:** As a condition of plat approval, obtain a permit for construction of a sewer service line on the adjacent City-owned property to serve the proposed development.
- Condition 6:** As a condition of plat approval, any easements needed to serve the proposed parcels with City infrastructure shall be shown on the final plat.
- Condition 7:** As a condition of plat approval, design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS.
- Condition 8:** As a condition of plat approval, construct a private street improvement as shown on the application materials from Fairview Industrial Drive SE to the westerly terminus of Cascadia Canyon Avenue SE.
- Condition 9:** As a condition of development on proposed Parcel 1 or 2, whichever occurs first, a minimum 6-foot high sight-obscuring fence shall be constructed along the boundary between the two parcels and shall be designed in compliance with the vision clearance requirements for driveways.

- Condition 10:** As a condition of development on proposed Parcel 2, the loading space shall be screened from adjacent property to the northwest by a minimum 6-foot-high sight-obscuring fence, wall, or hedge; or a berm a minimum of 4 feet in height.
- Condition 11:** As a condition of development on proposed Parcel 1, the turnaround area at the northwestern end of the parking area must be separated from the building by a 5-foot-wide landscaped area or 5-foot-wide paved pedestrian path.
- Condition 12:** As a condition of development on proposed Parcel 2, the parking lot drive aisle extending northwest from the terminus of the flag lot accessway flagpole at the southeastern interior front lot line of proposed Parcel 2 shall be a minimum of 22 feet in width.
- Condition 13:** As a condition of development on proposed Parcel 1, provide bumper guards or wheel barriers to prevent vehicles from overhanging into the required 5-foot paved pedestrian pathways.
- Condition 14:** As a condition of development on proposed Parcel 2, provide bumper guards or wheel barriers to prevent vehicles from overhanging into the required 5-foot paved pedestrian pathways.
- Condition 15:** As a condition of development on proposed Parcel 1, the driveway from the accessway into the parking area shall be a minimum of 22 feet in width for two-way traffic.
- Condition 16:** As a condition of development on proposed Parcel 1, provide four bicycle parking spaces meeting the standards of SRC 806.060.
- Condition 17:** As a condition of development on proposed Parcel 2, provide four bicycle parking spaces meeting the standards of SRC 806.060.
- Condition 18:** As a condition of development on proposed Parcel 2, eliminate the landscaped area behind the loading space.
- Condition 19:** As a condition of development on proposed Parcel 1 or proposed Parcel 2, whichever is developed first, provide a hard-surfaced pedestrian pathway connecting the pedestrian pathway in Parcel 1 to the sidewalk in the private street.
- Condition 20:** Prior to building permit issuance, record the final partition plat for PAR-SPR19-14.
- Condition 21:** As a condition of building permit, construct a 12-inch public water main from the northern boundary of the subject property to the westerly terminus of Cascadia Canyon Avenue SE and obtain water main easement(s) pursuant to PWDS.

Condition 22: As a condition of building permit, design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS.



Pamela Cole, Planner II
Planning Administrator Designee

Attachments: A. Vicinity Map
B. Applicant's Partition Plan
C. Applicant's Site Plan
D. Applicant's Statement
E. Public Works Memo
F. Preliminary Plans for Alternative Street Standards

Application Deemed Complete:	<u>November 4, 2019</u>
Notice of Decision Mailing Date:	<u>January 29, 2020</u>
Decision Effective Date:	<u>February 14, 2020</u>
State Mandated Decision Date:	<u>March 3, 2020</u>

The rights granted by the attached decision must be exercised by the following dates or this approval shall be null and void:

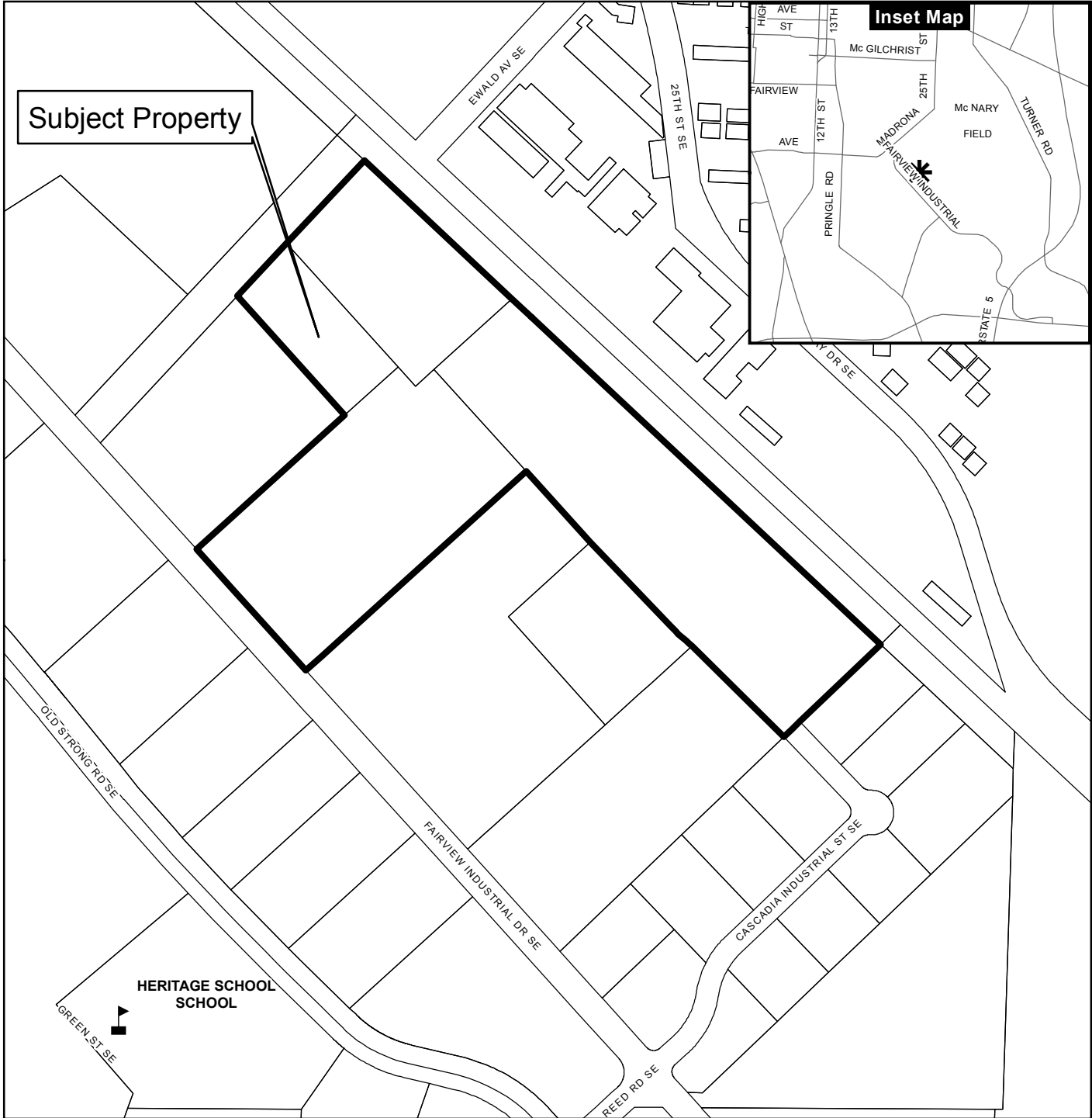
Partition: February 14, 2022
Site Plan Review: February 14, 2024

A copy of the complete Case File is available for review during regular business hours at the Planning Division office, 555 Liberty Street SE, Room 305, Salem, OR 97301.

This decision is final unless written appeal from a party with standing to appeal, along with an appeal fee, is filed with the City of Salem Planning Division, Room 305, 555 Liberty Street SE, Salem, Oregon 97301, **no later than Thursday, February 13, 2020 by 5:00 p.m.** The notice of appeal must contain the information required by SRC 300.1020. The notice of 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 notice of appeal is untimely and/or lacks the proper fee, the notice of appeal will be rejected. The Salem Planning Commission will review the appeal at a public hearing. The Planning Commission may amend, rescind, or affirm the action or refer the matter to staff for additional information.

Vicinity Map

3770 Fairview Industrial Drive SE



Legend

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

- Parks

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.

0 100 200 400 Feet



ATTACHMENT B

CIVIL ENGINEER: W. Josh Wells, P.E. Westech Engineering 3841 Fairview Industrial Dr SE Suite 100 Salem, OR 97302 (503) 585-2474	SURVEYOR: Greg Wilson, PLS Barker Surveying, Inc. 3657 Kashmir Way SE Salem, OR 97317 (503) 588-8800	PROPERTY OWNER: CBK Fairview LLC Fox Fairview LLC 2262 McGilchrist Street SE Suite 200 Salem, OR 97302
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STUDIO

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INCORPORATED

275 COURT ST. NE
SALEM, OR 97301-3442
P: 503.390.6500
www.studio3architecture.com

IN THE EVENT CONFLICTS ARE DISCOVERED
BETWEEN THE ORIGINAL SIGNED AND SEALED
DOCUMENTS PREPARED BY THE ARCHITECTS
AND/OR THEIR CONSULTANTS, AND ANY COPY OF
THE DOCUMENTS TRANSMITTED BY MAIL, FAX,
ELECTRONICALLY OR OTHERWISE, THE ORIGINAL
SIGNED AND SEALED DOCUMENTS SHALL GOVERN.

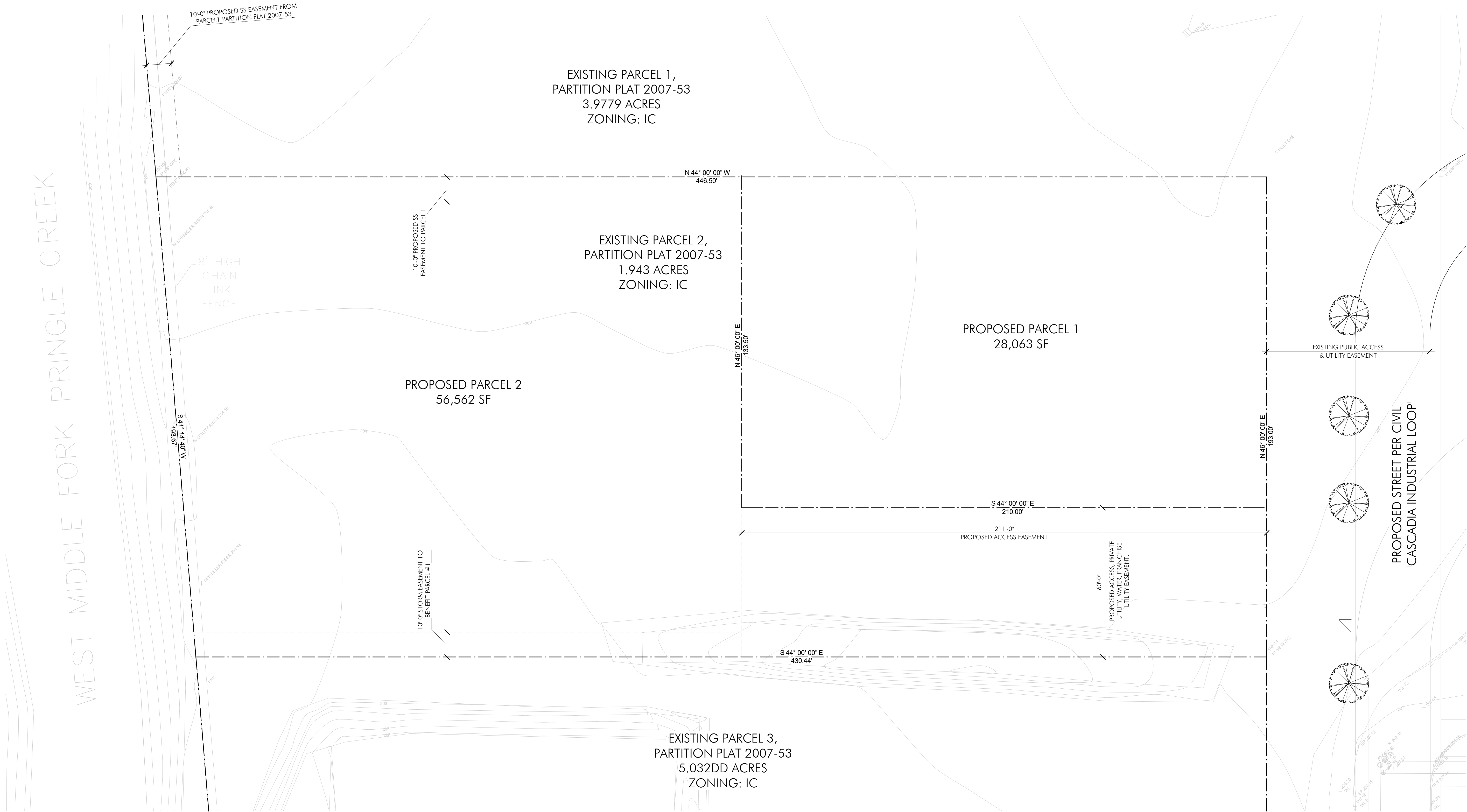
PROJECT # 2018-209
DATE: 9/7/2019

REVISIONS

PARTITION TENTATIVE PLAN
3770 FAIRVIEW INDUSTRIAL DR SE
SEC 2 T8S R3W W.M.

SHEET:

A1.02



ATTACHMENT C

SITE SUMMARY:

SITE AREA: 84,625sf = 1.943ac

ZONING: IC (IBC Standards)

BUILDING AREAS:
• Woodward Electric: 7,150sf
• Montgomery Construction Group: 8,490sf

BUILDING HEIGHT:
• 25'-0" (BOTH BUILDINGS)

PARKING:
• Woodward:
1/ Stall per employee
32 Stalls Required
44 Stalls Provided
- 31 Standard
- 12 Compact
- 1 Accessible

• MCG:
1/ Stall per employee
7 Stalls Required
8 Stalls Provided
- 7 Standard
- 1 Accessible

• Total Parking Provided: 53 Stalls

BIKE PARKING:
• 4 Spaces provided per building within 50'-0" of
entrance, 8 total.

SITE PLAN LEGEND:

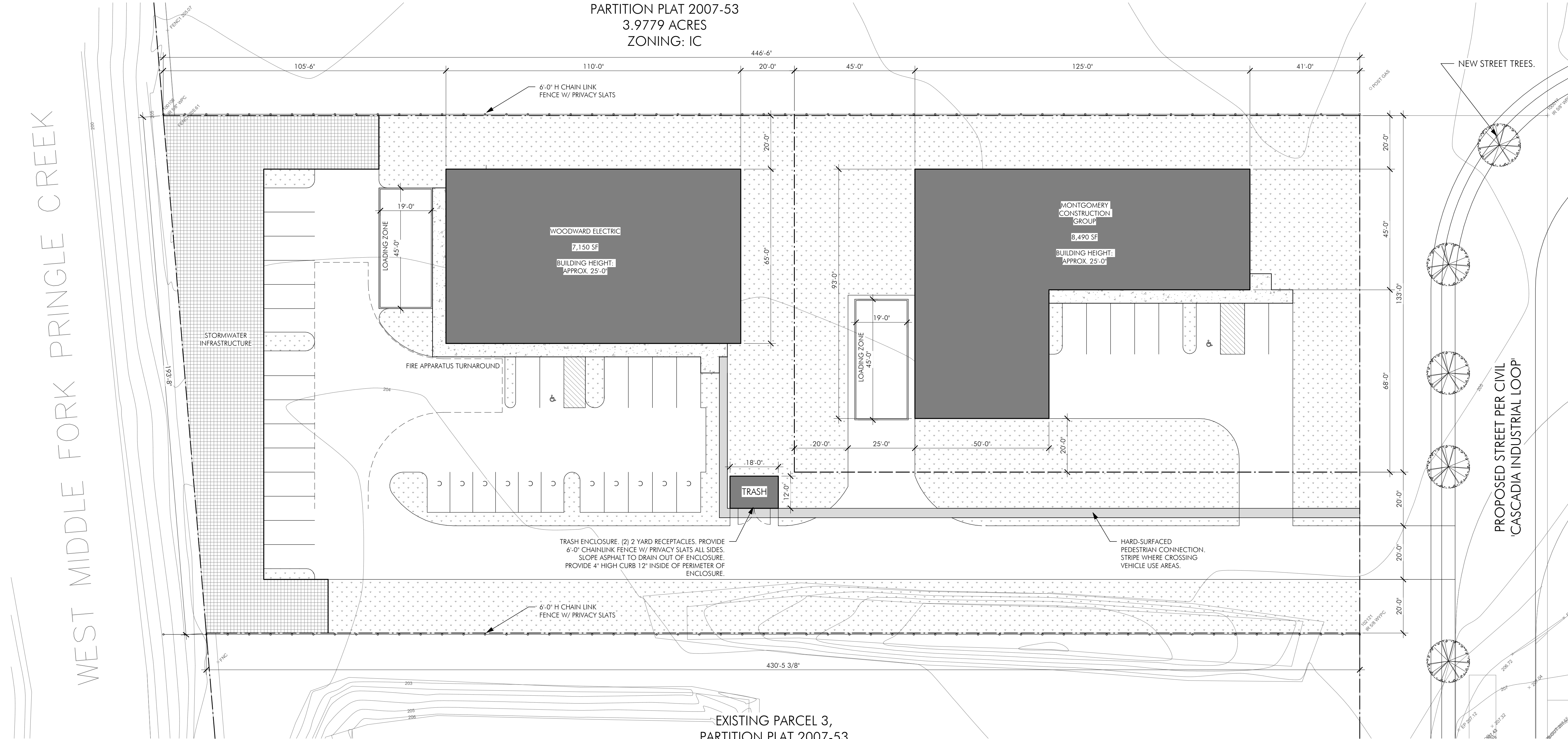
- BUILDING AREA
- LANDSCAPING
- CONCRETE FLOOR/SIDEWALK/PAD

LOT COVERAGE:

SITE AREA BREAKDOWN	AREA	%
BUILDINGS	15,640 SF	18.5 %
PAVINGS, SIDEWALKS	27,534 SF	32.5 %
LANDSCAPE	31,678 SF	37.4 %
STORMWATER INFRASTRUCTURE	9,500 SF	11.2 %
TOTAL SITE AREA	84,625 SF	100 %

EXISTING PARCEL 1,
PARTITION PLAT 2007-53
3.9779 ACRES
ZONING: IC

EXISTING PARCEL 3,
PARTITION PLAT 2007-53
5.032DD ACRES
ZONING: IC



New Partition Application

Fairview Industrial Dr SE, Salem, OR

Base Zone: IC (adheres to IBC Standards)

Project Team:

Architect:

Gene Bolante, AIA
Studio 3 Architecture
275 Court St. NE
Salem, OR 97301
Ph: 503.390.6500
Email: gene@studio3architecture.com

Civil Engineer:

Josh Wells, PE
Westech Engineering, Inc.
3841 Fairview Industrial Dr SE Suite 100
Salem, OR 97302
Ph: 503.585.2474
Email: jwells@westech-eng.com

Project Summary:

The proposed partition divides an existing 84,625sf property into two lots, 56,562sf and 28,063sf respectively.

SRC 205.005(d)(1):

(A) Lot standards: Per SRC 552.010 Table 552-2:

Area: None
Lot Width: None
Lot Depth: None
Street Frontage: Min. 16 ft.

The proposed partition complies with the required lot standards.

(B) City Infrastructure Standards:

See attached alternative street standards.

SRC 205.005(d)(2):

The tentative partition plan does not impede the future use or development of the property adjacent land.

SRC 205.005(d)(3):

The development will be adequately served by city infrastructure. A proposed easement at north end of property to the east will provide sanitary sewer connection. Stormwater will be managed on site prior to being discharged to north.

SRC 205.005(d)(4):

Alternative street standards have been submitted.

SRC 205.005(d)(5):

Access to flag lot complies with SRC 800.025 Table 800-1. Internal circulation of lots comply with SRC Table 806-6 for off-street parking dimensions and 806-7 for minimum driveway width.

SRC 205.005(d)(6):

The topography of the site is mostly flat, sloping slightly to the north. The topography does not present issues that would need to be addressed by variances. The only significant vegetation is along the north property line and will be preserved.

SRC 205.005(d)(7):

The topography of the site is mostly flat, sloping slightly to the north. The topography does not present issues that would need to be addressed by variances. The only significant vegetation is along the north property line and will be preserved.



MEMO

TO: Pamela Cole, Planner II
Community Development Department

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

DATE: December 30, 2019

**SUBJECT: PUBLIC WORKS RECOMMENDATIONS
PAR-SPR19-14 (19-113180-LD AND 19-113188-RP)
3770 FAIRVIEW INDUSTRIAL DRIVE SE
2-PARCEL PARTITION, NEW BUILDINGS, AND PRIVATE STREET**

PROPOSAL

A consolidated application including:

1. A Partition to divide a 1.94-acre parcel at 3770 Fairview Industrial Drive SE (Marion County Assessor's Map and Tax Lot 083W0201803) into two parcels, Parcel 1 (0.64 acres) and Parcel 2 (1.30 acres);
2. Construction of a private street under alternative street standards to provide connectivity from Fairview Industrial Drive SE to Cascadia Industrial Drive SE through adjacent properties at 3790 Fairview Industrial Drive SE (Marion County Assessor's Map and Tax Lot 083W0201801) and 3930 Fairview Industrial Drive SE (Marion County Assessor's Map and Tax Lot 083W0202300 and 083W0201800); and
3. A Class 3 Site Plan Review to develop an 8,490-square-foot building and parking for a building and grounds services and construction contracting use on proposed Parcel 1 and develop a 7,150-square foot building and parking for a building and grounds services and construction contracting use on proposed Parcel 2.

RECOMMENDED CONDITIONS OF PLAT APPROVAL

1. Construct a private street improvement as shown on the application materials from Fairview Industrial Drive SE to the westerly terminus of Cascadia Canyon Avenue SE.
2. Construct a 12-inch public water main from Fairview Industrial Drive SE to the northern boundary of the subject property and obtain water main easement(s)

pursuant to PWDS.

3. Construct sewer service lines on the northerly adjacent parcel to serve proposed parcels 1 and 2 and obtain sewer service line easement(s) pursuant to Oregon State Plumbing Specialty Code.
4. Obtain a permit for construction of a sewer service line on the adjacent City-owned property to serve the proposed development.
5. Any easements needed to serve the proposed parcels with City infrastructure shall be shown on the final plat.
6. Design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS.

RECOMMENDED CONDITIONS OF SITE PLAN REVIEW

1. Record the final partition plat for PAR-SPR19-14.
2. Construct a 12-inch public water main from the northern boundary of the subject property to the westerly terminus of Cascadia Canyon Avenue SE and obtain water main easement(s) pursuant to PWDS.
3. Design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS.

FACTS

1. Fairview Industrial Drive SE
 - a. Standard—This street is designated as a Minor Arterial street in the Salem TSP. The standard for this street classification is a 46-foot-wide improvement within a 72-foot-wide right-of-way.
 - b. Existing Conditions—This street has an approximate 52-foot improvement within a 76-foot-wide right-of-way abutting the subject property.
2. Cascadia Canyon Avenue SE
 - a. Standard—This street is designated as a Local street in the Salem TSP. The standard for this street classification is a 30-foot-wide improvement within a 60-foot-wide right-of-way.

- b. Existing Conditions—This street has an approximate 34-foot improvement within a 60-foot-wide right-of-way abutting the subject property.

Storm Drainage

1. Existing Conditions

- a. The West Middle Fork Pringle Creek abuts the subject property along the northwest boundary.

Water

1. Existing Conditions

- a. The subject property is located in the G-0 water service level.
- b. A 12-inch public water main is located in Fairview Industrial Drive SE.
- c. A 16-inch public water main is located in Cascadia Canyon Avenue SE.

Sanitary Sewer

1. Existing Sewer

- a. A 12-inch sewer main is located in Fairview Industrial Drive SE.
- b. A 27-inch public sewer main is located within an easement and property owned by the City of Salem, approximately 350 feet northeast of the subject property.

CRITERIA AND FINDINGS - PARTITION

SRC 205.005(d) indicates the criteria that must be found to exist before an affirmative decision may be made. The applicable criteria and the corresponding findings are as follows:

SRC 205.005(d)(1)—The tentative partition plan complies with the standards of this Chapter and with all applicable provisions of the Unified Development Code, including, but not limited to the following:

- (A) Lot standards, including, but not limited to, standards for lot area, lot width and depth, lot frontage, and designation of front and rear lot lines;**
- (B) City infrastructure standards; and**

(C) Any special development standards, including, but not limited to floodplain development, special setbacks, geological or geotechnical analysis, and vision clearance.

Findings—The applicant shall provide the required field survey and partition plat per Statute and Code requirements outlined in the *Oregon Revised Statutes* (ORS) and SRC. If said documents do not comply with the requirements outlined in ORS and SRC, and as per SRC Chapter 205, the approval of the partition plat by the City Surveyor may be delayed or denied based on the non-compliant violation. It is recommended the applicant request a pre-plat review meeting between the City Surveyor and the applicant's project surveyor to ensure compliance with ORS 672.005(2)(g)&(h), 672.007(2)(b), 672.045(2), 672.060(4), *Oregon Administrative Rules* 850-020-0015(4)&(10), 820-020-0020(2), and 820-020-0045(5).

Public Works staff has reviewed the Flood Insurance Study and Flood Insurance Rate Maps and has determined that no floodplain or floodway areas exist on the subject property.

According to the Salem-Keizer Local Wetland Inventory (LWI) the subject property does not contain any wetland areas.

According to the City's adopted landslide hazard susceptibility maps and SRC Chapter 810 (Landslide Hazards), there are no mapped landslide hazard areas on the subject property.

SRC 205.005(d)(3)—Development within the tentative partition plan can be adequately served by City infrastructure.

Findings—Water, sewer, and stormwater infrastructure are available in the vicinity of the site and appear to be adequate to serve the property as shown on the applicant's preliminary plans. Any easements needed to serve the proposed parcels with City infrastructure shall be shown on the final plat.

As part of the private street improvement, the applicant is proposing to extend a 12-inch public water main to connect the existing 12-inch water main in Fairview Industrial Drive SE to the 16-inch water main in Cascadia Canyon Avenue SE. The extension of this water main will adequately serve the proposed development. As a condition of final plat, the applicant shall construct a 12-inch public water main from Fairview Industrial Drive SE to the northern boundary of the subject property and obtain water main easement(s) pursuant to PWDS.

The applicant is proposing to take sewer service from the 27-inch sewer main located north of the subject property within an abutting easement on City-owned property. The applicant shall obtain sewer service line easement(s) pursuant to Oregon State

Plumbing Specialty Code from the northerly adjacent parcel and construct sewer service lines to serve proposed parcels 1 and 2 prior to final plat. The applicant shall obtain a permit for construction of a sewer service line on the adjacent City-owned property to serve the proposed development.

The proposed development is subject to SRC Chapter 71 and the revised PWDS as adopted in Administrative Rule 109, Division 004. The applicant shall design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS.

SRC 205.005(d)(4) and SRC 205.005(d)(5)—The street system in and adjacent to the tentative partition plan conforms to the *Salem Transportation System Plan*. The street system in and adjacent to the tentative partition plan is designed so as to provide for the safe, orderly, and efficient circulation of traffic into, through, and out of the partition.

Finding—The public street nearest to the subject property is Fairview Industrial Drive SE, which meets the right-of-way width and pavement width standards per the Salem TSP. The applicant is proposing to extend a private street from Fairview Industrial Drive SE to the westerly terminus of Cascadia Canyon Avenue SE, which provides safe, orderly, and efficient circulation of traffic. This street improvement is approved for an alternative street standard as shown on the application materials pursuant to SRC 803.065(a)(3).

CRITERIA AND FINDINGS – CLASS 3 SITE PLAN REVIEW

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

Criteria: SRC 220.005(f)(3)(A) The application meets all applicable standards of the UDC (*Unified Development Code*)

Finding—With completion of the conditions above, the subject property meets all applicable standards of the following chapters of the UDC: 601 – Floodplain; 802 – Public Improvements; 803 – Streets and Right-of-Way Improvements; 804 – Driveway Approaches; 805 – Vision Clearance; 809 – Wetlands; and 810 - Landslides.

Public Works staff has reviewed the Flood Insurance Study and Flood Insurance Rate Maps and has determined that no floodplain or floodway areas exist on the subject property.

According to the Salem-Keizer Local Wetland Inventory (LWI) the subject property does not contain any wetland areas.

According to the City's adopted landslide hazard susceptibility maps and SRC Chapter 810 (Landslide Hazards), there are no mapped landslide hazard areas on the subject property.

Criteria: SRC 220.005(f)(3)(B) The transportation system provides for the safe, orderly, and efficient circulation of traffic into and out of the proposed development, and negative impacts to the transportation system are mitigated adequately

Finding—The public street nearest to the subject property is Fairview Industrial Drive SE, which meets the right-of-way width and pavement width standards per the Salem TSP. The applicant is proposing to extend a private street from Fairview Industrial Drive SE to the westerly terminus of Cascadia Canyon Avenue SE, which provides safe, orderly, and efficient circulation of traffic. This street improvement is approved for an alternative street standard as shown on the application materials pursuant to SRC 803.065(a)(3).

Criteria: SRC 220.005(f)(3)(C) Parking areas and driveways are designed to facilitate safe and efficient movement of vehicles, bicycles, and pedestrians

Finding—The proposed private street from Fairview Industrial Drive SE to the westerly terminus of Cascadia Canyon Avenue SE provides for safe turning movements into and out of the property.

Criteria: SRC 220.005(f)(3)(D) The proposed development will be adequately served with City water, sewer, storm drainage, and other utilities appropriate to the nature of the development

Finding—Water, sewer, and stormwater infrastructure are available in the vicinity of the site and appear to be adequate to serve the property as shown on the applicant's preliminary plans. To ensure the proposed development is served by adequate utilities, the applicant shall record the final partition plat for PAR-SPR19-14 prior to building permit issuance. Any easements needed to serve the proposed parcels with City infrastructure shall be shown on the final plat.

As part of the private street improvement, the applicant is proposing to extend a 12-inch public water main to connect the existing 12-inch water main in Fairview Industrial Drive SE to the 16-inch water main in Cascadia Canyon Avenue SE. As a condition of building permit, the applicant shall construct a 12-inch public water main from the northern boundary of the subject property to the westerly terminus of Cascadia Canyon Avenue SE and obtain water main easement(s) pursuant to PWDS. The extension of this water main will adequately serve the proposed development.

The applicant is proposing to take sewer service from the 27-inch sewer main located

Pamela Cole, Planner II
December 30, 2019
Page 7

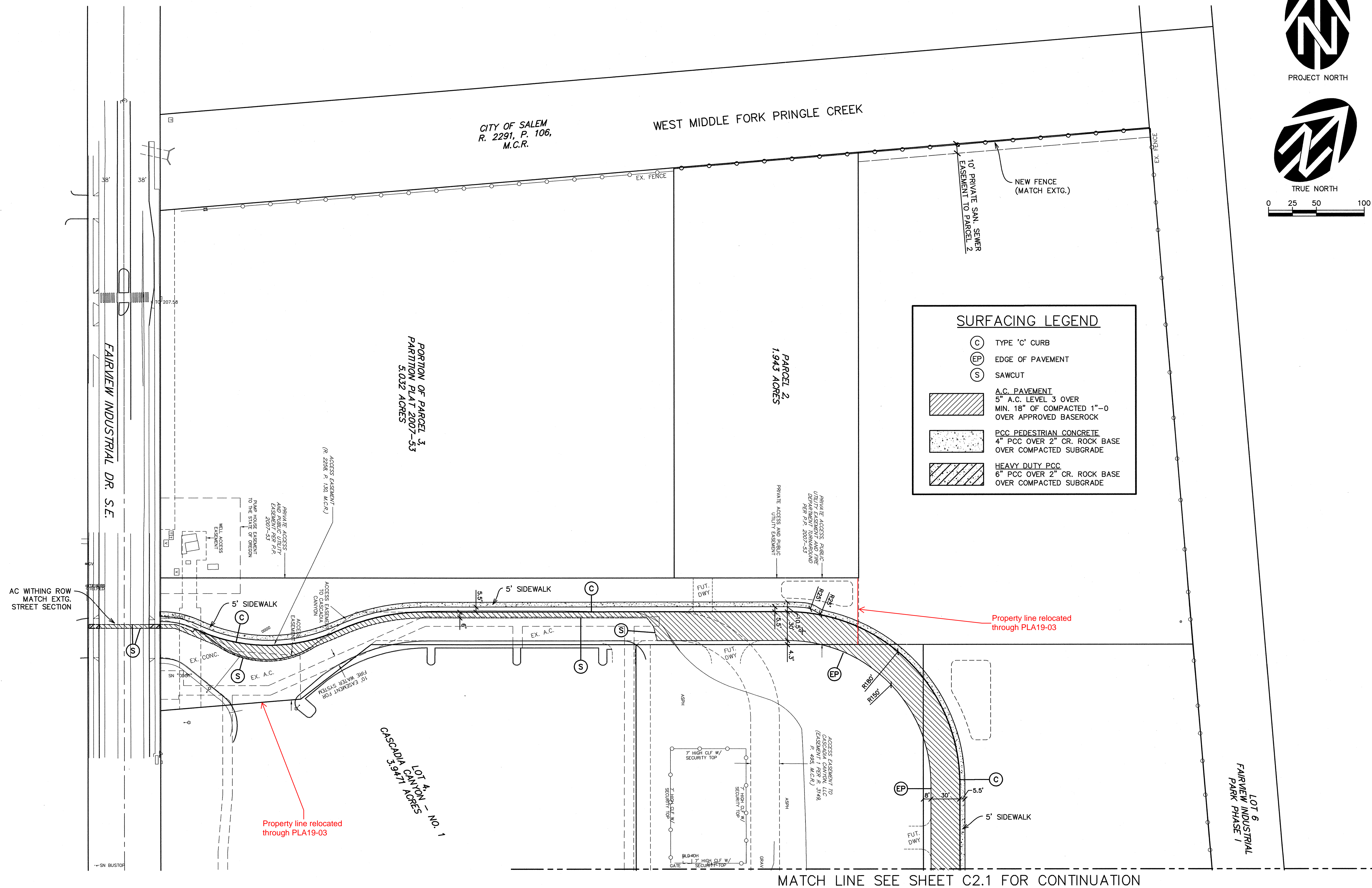
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north of the subject property. This sewer main is only accessible by easements and permissions required by the recording of the final partition plat for PAR-SPR19-14. The applicant shall record the final partition plat for PAR-SPR19-14 prior to building permit issuance.

The proposed development is subject to SRC Chapter 71 and the revised PWDS as adopted in Administrative Rule 109, Division 004. The applicant shall design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS.

Prepared by: Jennifer Scott, Program Manager
cc: File

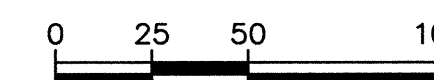
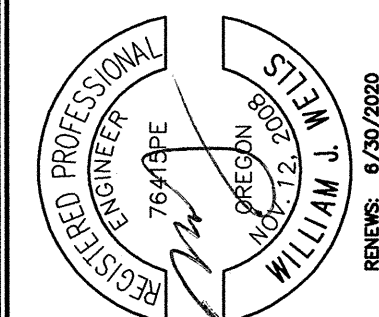
ATTACHMENT F



PROJECT NORTH



TRUE NORTH

[illegible]

WILLIAM J. WELLS
APR. 12, 2000
RENEW: 6/30/2020

841 Fairview Industrial Dr. S.E., Suite 100, Salem, OR 97302
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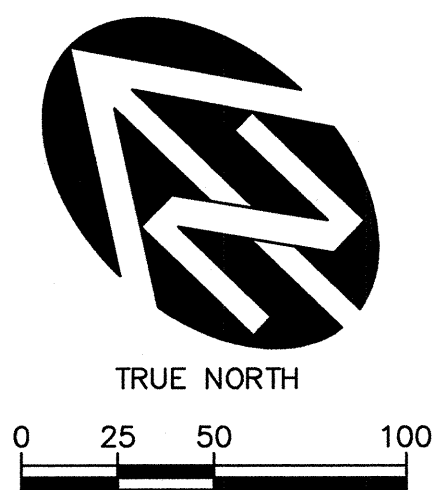
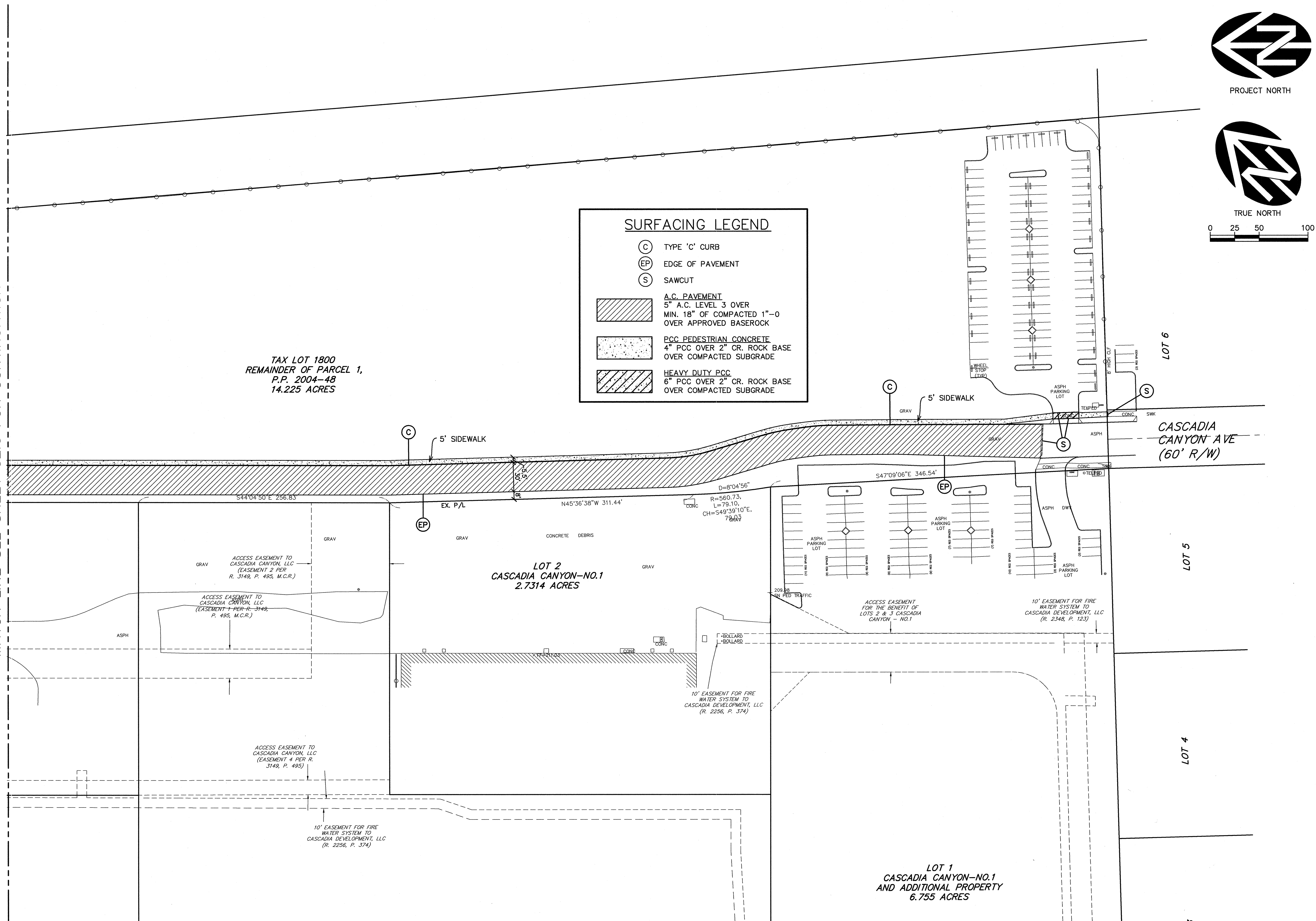
JACK FOX
PARTITION 2007-53 FOX LOOP ROAD
OVERALL SITE AND
SURFACING PLAN (NORTH)

DRAWING
C2.0
JOB NUMBER
2746.9000.

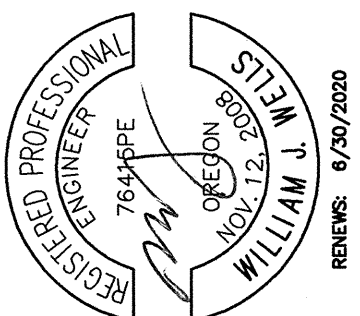
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MATCH LINE SEE SHEET C2.0 FOR CONTINUATION



VERIFY SCALE							
BAR IS ONE INCH ON ORIGINAL DRAWING							
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IF NOT ONE INCH ON ORIGINAL DRAWING, SCALE SCALES ACCORDINGLY							
DSN.	JW						
DRN.	TN	1					
CKD.	JW	NO.	DATE	DESCRIPTION	BY		
DATE: AUG, 2019				REVISIONS			



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JACK FOX
PARTITION 2007-53 FOX LOOP ROAD
OVERALL SITE AND
SURFACING PLAN (SOUTH)

DRAWING
C2.1

JOB NUMBER
2746.9000.0