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503-588-6173*

DECISION OF THE PLANNING ADMINISTRATOR

**CLASS 3 SITE PLAN REVIEW / REPLAT / CLASS 2 ADJUSTMENT / CLASS 2
DRIVEWAY APPROACH PERMIT CASE NO.: SPR-REP-ADJ-DAP20-09**

APPLICATION NO.: 19-122425-RP / 19-122433-LD / 19-122435-ZO / 19-122434-ZO

NOTICE OF DECISION DATE: MARCH 6, 2020

SUMMARY: Proposed replat to consolidate five lots, construct two warehousing buildings with new vehicle use areas and driveways.

REQUEST: A Class 3 Site Plan Review, Replat, Class 2 Driveway Approach permit for construction of two warehousing buildings, with a Class 2 Adjustment

- 1) Reduce the spacing between the proposed driveway along Fairview Industrial Drive and the intersection with Cascadia Industrial Street from 370 feet to 300 Feet.

The subject properties are approximately 5.81 acres in size, zoned IC (Industrial Commercial) zone at the corner of Fairview Industrial Drive SE and Cascadia Industrial Street SE (Marion County Assessor Map and Tax Lot 083W01CC / 200, 083W01CC / 100, 083W01CC / 300, 083W01CC / 400 and 083W01CC / 500).

APPLICANT: Andisheh Afghan, AAI Engineering, on behalf of PNWP, LLC #5 (Tom Stern)

LOCATION: 3992 Fairview Industrial Dr SE / 97302

CRITERIA: Salem Revised Code (SRC) Chapters 220.005(f)(3) – Class 3 Site Plan Review; 205.025(d) – Replat; 250.005(d)(2) – Class 2 Adjustment; and 804.025(d) – Class 2 Driveway Approach Permit

FINDINGS: The findings are in the attached Decision dated March 6, 2020.

DECISION: The **Planning Administrator APPROVED** Class 3 Site Plan Review / Replat / Class 2 Adjustment / Class 2 Driveway Approach Permit Case No. SPR-ADJ-DAP20-09 subject to the following conditions of approval:

Condition 1: All walkways which cross a driveway, parking area, parking lot drive aisles, or loading areas, shall be visually differentiated from such areas through the use of elevation changes, a physical separation, speed bumps, a different paving material.

Condition 2: Install street trees to the maximum extent feasible along the frontage of Fairview Industrial Drive SE.

Condition 3: Construct the incomplete portions of a half-street improvement along the frontage of Cascadia Industrial Street SE as specified in the Public Works Design Standards and consistent with the provisions of SRC Chapter 803, which may include, but not be limited to: property-line sidewalk, street trees, and street lights.

NOTICE OF DECISION

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

CITY OF Salem
AT YOUR SERVICE

Condition 4: 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, or an extension granted, by the following dates or this approval shall be null and void:

- Site Plan Review: March 24, 2024
- All other case types: March 24, 2022

Application Deemed Complete:	<u>February 14, 2020</u>
Notice of Decision Mailing Date:	<u>March 6, 2020</u>
Decision Effective Date:	<u>March 24, 2020</u>
State Mandate Date:	<u>June 13, 2020</u>

Case Manager: Olivia Dias, odias@cityofsalem.net, 503-540-2343

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., Monday, March 23, 2020. The notice of appeal must contain the information required by SRC 300.1020 and must state where the decision failed to conform to the provisions of the applicable code section, SRC Chapter(s) 220, 205, 250, and 804. The appeal must be filed in duplicate with the City of Salem Planning Division. The appeal fee must be paid at the time of filing. If the appeal is untimely and/or lacks the proper fee, the appeal will be rejected. The Hearings Officer will review the appeal at a public hearing. After the hearing, the Hearings Officer may amend, rescind, or affirm the action, or refer the matter to staff for additional information.

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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BEFORE THE PLANNING ADMINISTRATOR OF THE CITY OF SALEM

**SITE PLAN REVIEW / REPLAT/ ADJUSTMENT / DRIVEWAY APPROACH CASE
NO. SPR-REP-ADJ-DAP20-09
DECISION**

IN THE MATTER OF APPROVAL OF) CLASS 3 SITE PLAN REVIEW
SITE PLAN REVIEW, REPLAT) REPLAT, CLASS 2 ADJUSTMENT
ADJUSTMENT AND) CLASS 2 DRIVEWAY APPROACH
DRIVEWAY APPROACH PERMIT)
CASE NO. 20-09)
3992 FAIRVIEW INDUSTRIAL)
DRIVE SE – 97302) MARCH 6, 2020

In the matter of the application for a Class 3 Site Plan Review, Replat, Class 2 Adjustment and Class 2 Driveway Approach Permit submitted by Tom Stern, PNWP LLC, the applicant and property owner. The Planning Administrator, having received and reviewed evidence and the application materials, makes the following findings and adopts the following order as set forth herein.

REQUEST

Summary: Proposed replat to consolidate five lots, construct two warehousing buildings with new vehicle use areas and driveways.

Request: A Class 3 Site Plan Review, Replat, Class 2 Driveway Approach permit for construction of two warehousing buildings, with a Class 2 Adjustment

- 1) Reduce the spacing between the proposed driveway along Fairview Industrial Drive and the intersection with Cascadia Industrial Street from 370 feet to 300 Feet.

The subject properties are approximately 5.81 acres in size, zoned IC (Industrial Commercial) zone at the corner of Fairview Industrial Drive SE and Cascadia Industrial Street SE (Marion County Assessor Map and Tax Lot 083W01CC / 200, 083W01CC / 100, 083W01CC / 300, 083W01CC / 400 and 083W01CC / 500).

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 plans, and the following condition of approval:

- Condition 1:** All walkways which cross a driveway, parking area, parking lot drive aisles, or loading areas, shall be visually differentiated from such areas through the use of elevation changes, a physical separation, speed bumps, a different paving material.
- Condition 2:** Install street trees to the maximum extent feasible along the frontage of Fairview Industrial Drive SE.
- Condition 3:** Construct the incomplete portions of a half-street improvement along the frontage of Cascadia Industrial Street SE as specified in the Public Works Design Standards and consistent with the provisions of SRC Chapter 803, which may include, but not be limited to: property-line sidewalk, street trees, and street lights.
- Condition 4:** Design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS.

FINDINGS

1. Class 3 Site Plan Review Applicability

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

Class 3 Site Plan Review is required for this application pursuant to SRC 220.005(b)(3)(F) because a Class 2 Driveway Approach Permit and Class 2 Adjustment has been requested for the proposed development.

2. Background

On October 23, 2019, Class 3 Site Plan Review, Replat, Class 2 Adjustment and Class 2 Driveway Approach applications were filed for the proposed development. Additional information was requested from the applicant. After receiving additional information, the applications were deemed complete for processing on February 14, 2020. The applicant's proposed site plan is included as **Attachment B** and a written statement by the applicant addressing the approval criteria is included as **Attachment C**.

Neighborhood and Citizen Comments:

Notice of the application was sent to the Morningside Neighborhood Association (Morningside) and all property owners of record within 250 feet of the subject property. One comment was received from a surrounding business with concerns about the intersection of Reed Road and Fairview Industrial Drive. The comments requested a stripped crosswalk.

Staff Response: The proposal does not generate enough traffic to warrant offsite improvements, such as a crosswalk or signal at the intersection. For more information on pedestrian crossings the City's Safer Pedestrian Crossings Program should be contacted.

City Department Comments:

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

The Building and Safety Division reviewed the proposal and indicated no concerns with the proposal.

The Fire Department has reviewed the proposal and indicated and indicated that if the structures are equipped with an approved fire sprinkler system then fire hydrants are required to be provided within 600 feet of all portions of the structures (400 feet if no fire sprinkler system). The FDC is required to be located within 100 feet of a fire hydrant and the hose lay shall not obstruct fire department access. Fire flow was not estimated as the use of the space was not identified. Fire flow will be determined at the time of building permit plan review. The site was not reviewed for aerial access and the building elevations indicated the building height did not exceed 30 feet.

Public Agency Comments:

Portland General Electric has reviewed the proposal and had the following comment:

"Development cost per current tariff and service requirements. Any relocation of PGE facilities on private property on in ROW will be at the developers expense. A 10' PUE and easements may be required."

3. Analysis of Class 3 Site Plan Review Approval Criteria

SRC 220.005(f)(3) states:

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

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

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

Criterion 1:

The application meets all applicable standards of the UDC.

Finding: A comprehensive plan change and zone change (CPC/ZC 07-01) was approved for the subject property changing the zoning to IC (Industrial Commercial) and the comprehensive plan designation to Industrial Commercial. CPC/ZC 07-01 was granted subject to conditions of approval which limited permitted uses for the property and required future uses and development to adhere to the standards of the IBC (Industrial Business Campus) zone.

The following is a summary of the applicable IBC standards for the subject property.

Applicable Development Standards:

CPC/ZC07-01 - Uses:

Finding: The property is subject to the use limitations of CPC/ZC 07-01 which states that, "Future uses permitted shall be limited to the following uses identified in Exhibit 1."

The uses listed in Exhibit 1 from the CPC/ZC 07-01 decision includes manufacturing and warehousing uses. The applicant has not provided the type of manufacturing and warehousing uses to determine the consistency with CPC/ZC 07-01, therefore the shell building will be required to obtain site plan review for each new tenant.

Any use proposed shall be consistent with the use limitations provided in the CPC/ZC 07-01 decision.

SRC 552.010(b) – IBC Zone 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.

Finding: The proposal includes a replat to consolidate Lots 1-5 of Cascadia Industrial Park Subdivision. The resulting property will have approximately 350 feet of frontage along Fairview Industrial Drive SE, approximately 800 feet of frontage along Cascadia Industrial Street and approximately 270 feet of frontage along Cascadia Canyon Avenue SE, which all exceed the minimum frontage requirement.

SRC 552.010(c) – IBC Zone Setbacks:

North: Adjacent to the north is an IC (Industrial Commercial) zoned property that was also a part of the CPC/ZC 07-01 case that is subject to the IBC (Industrial Business Campus) development standards and is treated as an IBC zone for purposes of required setbacks. There is no building setback required adjacent to an IBC zone; vehicle use areas require a minimum 10-foot setback.

South: Adjacent to the south is the right-of-way for Cascadia Industrial Street SE. A minimum 20-foot setback is required for buildings and structures adjacent to a street, a minimum 20-foot vehicle use area setback is required adjacent to a street.

East: Adjacent to the east is the right-of-way for Cascadia Canyon Avenue SE. A minimum 20-foot setback is required for buildings and structures adjacent to a street, a minimum 20-foot vehicle use area setback is required adjacent to a street.

West: Adjacent to the west is the right-of-way for Fairview Industrial Drive SE. A minimum 40-foot setback is required for buildings and structures adjacent to a street, a minimum 20-foot vehicle use area setback is required adjacent to a street.

Finding: The proposed buildings are located more than 40-feet from Fairview Industrial Drive and more than 20-feet from Cascadia Canyon Ave and Cascadia Industrial Street. The proposed vehicle use areas are 20-feet from all abutting streets.

SRC 552.010(d) - Lot Coverage, Height:

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

Finding: The proposed development complies with the lot coverage and maximum height standards of the IBC zone.

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.

Finding: The proposed development complies with the minimum 20 percent landscape standard for the development site within the IBC zone. The property is 253,360 square feet, requiring 50,672 square feet of landscaping ($253,360 \times 0.20 = 50,672$). The site plan indicates 50,912 square feet of landscaping which exceeds the minimum.

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

Pedestrian access SRC. 800.065

Pedestrian connections required.

The on-site pedestrian circulation system shall provide pedestrian connectivity throughout the development site as follows:

- (1) Connection between building entrances and streets.

- (A) A pedestrian connection shall be provided between the primary building entrance of each building on the development site and each adjacent street. Where a building has more than one primary building entrance, a single pedestrian connection from one of the building's primary entrances to each adjacent street is allowed; provided each of the building's primary entrances are connected, via a pedestrian connection, to the required connection to the street.
- (B) Where an adjacent street is a transit route and there is an existing or planned transit stop along street frontage of the development site, at least one of the required pedestrian connections shall connect to the street within 20 feet of the transit stop.
- (2) Connection between buildings on the same development site. Where there is more than one building on a development site, a pedestrian connection, or pedestrian connections, shall be provided to connect the primary building entrances of all of the buildings.
- (3) Connection through off-street parking areas.
 - (iii) Regardless of the size of the off-street parking area, pedestrian connections are not required through off-street surface parking areas that have a depth, in all locations, of not more than 124 feet. For purposes of this subsection, parking area depth is measured through the parking area from its outside edge towards the building.

Finding: The proposed site plan provides a pedestrian connection between the primary entrance of each building to the adjacent street. Building 1 provides a connection to both Fairview Industrial Drive SE and Cascade Industrial Street. Building 2 provides a connection to both Cascade Industrial Street and Cascade Canyon Avenue. There is not a parking area greater than 25,000 square feet, more than four consecutive drive aisles or have a depth of 124-feet. There are no planned paths or trails near the subject property and the property does not share access with adjacent properties.

Design and materials.

Required pedestrian connections shall be in the form of a walkway, or may be in the form of a plaza.

- (1) Walkways shall conform to the following:
 - (A) Material and width. Walkways shall be paved with a hard-surface material meeting the Public Works Design Standards and shall be a minimum of five feet in width.
 - (B) Where a walkway crosses driveways, parking areas, parking lot drive aisles, and loading areas, the walkway shall be visually differentiated from such areas through the use of elevation changes, a physical separation, speed bumps, a different paving material, or other similar method. Striping does not meet this requirement, except when used in a parking structure or parking garage.
 - (C) Where a walkway is located adjacent to an auto travel lane, the walkway shall be raised above the auto travel lane or separated from it by a raised curb, bollards, landscaping or other physical separation. If the walkway is

raised above the auto travel lane it must be raised a minimum of four inches in height and the ends of the raised portions must be equipped with curb ramps. If the walkway is separated from the auto travel lane with bollards, bollard spacing must be no further than five feet on center.

- (2) Wheel stops or extended curbs shall be provided along required pedestrian connections to prevent the encroachment of vehicles onto pedestrian connections.

Finding: The applicant provided a written statement which indicates that the walkways which cross the driveway, parking areas or loading areas will be a different paving material (concrete). To ensure the pedestrian pathways meet the standards, the following condition applies:

Condition 1: All walkways which cross a driveway, parking area, parking lot drive aisles, or loading areas, shall be visually differentiated from such areas through the use of elevation changes, a physical separation, speed bumps, a different paving material.

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 any change of use or activity, when such change of use or activity results in a parking ratio requiring a greater number of spaces than the previous 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.

SRC 806.015 - Amount of Off-Street Parking.

- a) *Minimum Required Off-Street Parking.* The minimum number of off-street parking spaces required for a general wholesaling use is 1 space per 1,500 square feet of floor area.
- 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.

Finding: The applicant has not provided tenant for the proposed building. The proposal includes two shell buildings, which will require Class 1 Site Plan review for each new tenant to establish occupancy. The applicant has stated that the likely uses will be General Wholesaling, which requires one space per 1,500 square feet of floor area. The

proposed building total 69, 775 square feet (Building 1 – 28,775 and Building 2 – 41,000) which required 47 parking spaces ($69,775 / 1,500 = 46.5$).

The proposed site plan indicates that 102 parking spaces will be provided on site. None of the proposed parking spaces are compact spaces. The proposal does not require more than 60 spaces, therefore carpool or vanpool spaces are not required.

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

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

North: Adjacent to the north is an IC (Industrial Commercial) zoned property that was also a part of the CPC/ZC 07-01 case that is subject to the IBC (Industrial Business Campus) development standards and is treated as an IBC zone for purposes of required setbacks. There is no building setback required adjacent to an IBC zone; vehicle use areas require a minimum 10 foot setback.

South: Adjacent to the south is the right-of-way for Cascadia Industrial Street SE. A minimum 20 foot setback is required for buildings and structures adjacent to a street, a minimum 20 foot vehicle use area setback is required adjacent to a street.

East: Adjacent to the east is the right-of-way for Cascadia Canyon Avenue SE. A minimum 20 foot setback is required for buildings and structures adjacent to a street, a minimum 20 foot vehicle use area setback is required adjacent to a street.

West: Adjacent to the west is the right-of-way for Fairview Industrial Drive SE. A minimum 40 foot setback is required for buildings and structures adjacent to a street, a minimum 20 foot vehicle use area setback is required adjacent to a street.

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

Finding: The proposed buildings are located more than 40-feet from Fairview Industrial Drive and more than 20-feet from Cascadia Canyon Ave and Cascadia Industrial Street. The proposed vehicle use areas are 20-feet from all abutting streets. The applicant has provided a 5-foot paved pedestrian walkway or landscaping abutting all portions of the building.

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

Finding: The proposed site plan shows the parking areas to be 10,793 square feet and 11,348 square feet in size requiring 1,108 interior landscaping ($22,141 \times 0.05 = 1,107.5$). The landscaping plan provided indicates a total of 1,776 square feet of interior landscaping, exceeding the minimum.

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

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

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

Finding: The proposed off-street parking area is developed consistent with the additional development standards for grade, surfacing, and drainage. Bumper guards and wheel barriers are not required for the parking area. The parking area striping, marking, signage and lighting shall be consistent with SRC Chapter 806.

SRC 806.040 - Driveway Development Standards.

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

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

Bicycle Parking

SRC 806.045 - General Applicability.

Bicycle parking shall be provided and maintained for any change of use or activity, when such change of use or activity results in a bicycle parking ratio requiring a greater number of spaces than the previous 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.

General manufacturing and warehousing and distribution uses are required the greater of 4 bicycle parking spaces or one space per 10,000 square feet of floor area for the

first 50,000 square feet and on space per 20,000 square feet for 50,001 to 100,000 square feet.

Finding: The applicant has proposed general manufacturing and warehousing and distribution but has not provide actual tenants for the buildings. The buildings are proposed to be constructed as shell buildings and will require Class one site plan reviews to establish the use. The proposed tenant space is approximately 69, 775 square feet in size, requiring a minimum of seven bicycle parking spaces ($50,000 / 10,000 = 5 + 19,775 / 20,000 = 0.9$). The site plan shows eight bicycle parking spaces will be provided on the development site.

SRC 806.060 – Bicycle Parking Development Standards

Unless otherwise provided under the UDC, bicycle parking areas shall be developed and maintained as set forth in this section.

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

Finding: The site plan indicates the spaces will meet the minimum development standard of SRC 806.060. At the time of building permit review, the bicycle parking details will be reviewed for conformance with SRC Chapter 806.

Off-Street Loading Areas

SRC 806.065 - General Applicability.

Off-street loading areas shall be provided and maintained for any change of use or activity, when such change of use or activity results in a greater number of required off-street loading spaces than the previous use or activity.

SRC 806.075 - Amount of Off-Street Loading.

A general manufacturing and warehousing and distribution uses are required to have a minimum of one off-street loading spaces for building area between 5,000 to 100,000 square feet.

Finding: The applicant has proposed general manufacturing and warehousing and distribution but has not provide actual tenants for the buildings. The buildings are proposed to be constructed as shell buildings and will require Class one site plan reviews to establish the use. The manufacturing use requires a minimum of one off-street loading spaces for a building area between 5,000-100,000 square feet in size.

The site plan indicates more than one off-street loading spaces for the proposed development.

Landscaping

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

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

Finding: The site is required to have approximately 50,617 square feet of landscaping. The applicant's site plan indicates that approximately 50,672 square feet of landscaping will be provided, requiring a minimum of 2,531 plant units ($50,617 / 20 = 2,530.8$). At least 40 percent of the plant units, or 1,012, ($2,531 \times 0.4 = 1,012.4$) shall be a combination of mature trees, shade trees, evergreen/conifer trees, or ornamental trees.

The applicant's landscaping plan indicates approximately 2,995 plant units will be provided of those 1,015 plant units will be trees, which meets the standard.

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

Natural Resources

SRC 808 - Preservation of Trees and Vegetation: The City's tree preservation ordinance, under SRC Chapter 808, provides that no person shall remove a significant tree (Oregon White Oak greater than 24 inches in diameter at breast height) (SRC 808.015) or a tree or native vegetation in a riparian corridor (SRC 808.020), unless the removal is excepted under SRC 808.030(a)(2), undertaken pursuant to a permit issued under SRC 808.030(d), undertaken pursuant to a tree conservation plan approved under SRC 808.035, or permitted by a variance granted under SRC 808.045.

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

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

According to the Salem-Keizer Local Wetland Inventory (LWI) there are no wetlands on the subject property. Local wetland inventory shows that wetlands existed on the

subject property, which were mitigated by the development of Fairview Industrial Drive. The applicant should contact the Department of State Lands to verify if permits are required for the proposed development.

SRC 810 - Landslide Hazards: A geological assessment or report is required when regulated activity is proposed in a mapped landslide hazard area. The subject property does contain 3 points of mapped landslide hazards. The proposed commercial development is assigned 3 activity points. A total of 6 points indicates a moderate landslide hazard risk, a geological assessment is required for the proposed development. The applicant has submitted an engineer's report demonstrating the proposal is in a low landslide hazard risk, therefore a geological assessment/report is not required.

Criterion 2:

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

Finding: The existing street system is adequate to serve the proposed development and the development is not proposing a building addition pursuant to 803.040(a); therefore, no right-of-way dedication or street improvements are required.

No special setback is required along Fairview Industrial Drive SE because the existing right-of-way exceeds the standard for a Minor Arterial street. Fairview Industrial Drive SE currently does not meet the Street Standard for a full improved Minor Arterial street. The street section is missing street trees along the frontage of the property, to ensure the standard is met the following condition applies:

Condition 2: Install street trees to the maximum extent feasible along the frontage of Fairview Industrial Drive SE.

The existing configuration of Cascadia Industrial Street SE does not appear to meet current standards for a local street pursuant to the Salem Transportation System Plan. The existing condition is lacking property-line sidewalk, street trees, and a street light. The applicant shall construct the incomplete portions of a half-street improvement along the frontage of Cascadia Industrial Street SE as specified in the Public Works Design Standards and consistent with the provisions of SRC Chapter 803.

Condition 3: Construct the incomplete portions of a half-street improvement along the frontage of Cascadia Industrial Street SE as specified in the Public Works Design Standards and consistent with the provisions of SRC Chapter 803, which may include, but not be limited to: property-line sidewalk, street trees, and street lights.

Criterion 3:

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

Finding: The proposed driveway access onto Fairview Industrial Drive SE, Cascade Canyon Ave and Cascade Industrial Drive provides for safe turning movements into and out of the property.

Criterion 4:

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

Finding: The Public Works Department has reviewed the applicant's preliminary utility plan for this site. The water, sewer, and storm infrastructure are available within surrounding streets / areas and appear to be adequate to serve the proposed development. The applicant is proposing to connect to existing infrastructure in Fairview Industrial Drive SE and Cascadia Industrial Street SE. The applicant shall design and construct all utilities according to PWDS and to the satisfaction of the Public Works Director.

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

Condition 4: Design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS.

4. Analysis of Replat Approval Criteria

Salem Revised Code (SRC) 205.025(d) sets forth the following criteria that must be met before approval can be granted to a tentative replat. The following subsections are organized with approval criteria shown in ***bold italic***, followed by findings evaluating the tentative replat for conformance with the criteria. Lack of compliance with the following criteria is grounds for denial of the tentative plan or for the issuance of certain conditions necessary to more fully satisfy the criteria.

SRC 205.025(d)(1): The tentative replat does not propose to vacate any public street or road, or any recorded covenants or restrictions.

Finding: The proposed replat will consolidate Lots 1-5 of Cascadia Industrial Park Subdivision. The replat does not propose to vacate this public street, or any recorded covenants or restrictions.

SRC 205.025(d)(3): The tentative replat complies with the standards of this Chapter and with all applicable provisions of the UDC.

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 replat meets all applicable provisions of the UDC as detailed below.

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. Because the subject property is located within the City's Urban Service Area, and because the proposal is for a replat, an Urban Growth Preliminary Declaration is not required for the development pursuant to SRC 200.020.

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 replat 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 replat. The proposed replat, as conditioned, conforms to the applicable requirements of SRC Chapter 205.

A comprehensive plan change, and zone change (CPC/ZC 07-01) was approved for the subject property changing the zoning to IC (Industrial Commercial) and the comprehensive plan designation to Industrial Commercial. CPC/ZC 07-01 was granted subject to conditions of approval which limited permitted uses for the property and required future uses and development to adhere to the standards of the IBC (Industrial Business Campus) zone.

SRC 552.010(b) – IBC Zone 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.

Finding: The proposal includes a replat to consolidate Lots 1-5 of Cascadia Industrial Park Subdivision. The resulting property will have approximately 350 feet of frontage along Fairview Industrial Drive SE, approximately 800 feet of frontage along Cascadia Industrial Street and approximately 270 feet of frontage along Cascadia Canyon Avenue SE, which all exceed the minimum frontage requirement.

SRC 552.010(b) – Setbacks: Setbacks within the IBC zone shall be provided as set forth in Tables 552-3 and 552-4.

Finding: The consolidated application contains a proposed development plan which is analyzed above as part of the site plan review application.

The proposal conforms to the requirements of SRC Chapter 552.

City Infrastructure Standards: The Public Works Department reviewed the proposal for compliance with the City's public facility plans pertaining to the provision of streets,

water, sewer, and storm drainage facilities and determined that such facilities are available and appear to be adequate to serve future development of the lot in conformance with the requirements of SRC Chapter 802 (Public Improvements) and SRC Chapter 803 (Streets and Right-of-Way Improvements).

A summary of existing improvements are as follows:

Water: The subject property is located within the G-0 water service level.

A 24-inch public water line is located within the right-of-way of Fairview Industrial Drive SE abutting the subject property.

A 16-inch public water main is located within the right-of-way of Cascadia Industrial Street SE abutting the subject property.

Sewer: 10-inch public sewer mains are located in the right-of-way of Cascadia Industrial Street SE abutting the subject property.

A 6-inch public sewer main is located within a portion of the right-of-way of Fairview Industrial Drive SE abutting the subject property.

Storm Drainage: 10-inch storm main is located in Fairview Industrial Drive SE and 15-inch storm main is located in Cascadia Industrial Street SE.

Streets: Fairview Industrial Drive and Cascadia Industrial Street currently abut the subject property on either side of a corner along the south and east boundaries of the subject property.

Fairview Industrial Drive is designated as a Minor Arterial street in the Salem Transportation System Plan (TSP).

- The standard for this street classification is a 46-foot improvement within a 76-foot right-of-way.
- The abutting portion of Fairview Industrial Drive currently has an approximate 52-foot-wide improvement within a 76-foot-wide right-of-way.

Cascadia Industrial Street is designated as a Local street in the Salem Transportation System Plan (TSP).

- The standard for this street classification is a 30-foot improvement within a 60-foot right-of-way.
- The abutting portion of Fairview Industrial Drive currently has an approximate 34-foot-wide improvement within a 60-foot-wide right-of-way.

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.

Because the proposed development does not involve the creation of lots or parcels to be used for the construction of single family or duplex dwelling units, a tree conservation plan is not required for the proposed replat. Future development or any future proposed tree removals from the proposed lot must conform to the requirements of SRC Chapter 808.

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 requires notice to DSL for applications for development or land use in areas designated as wetlands on the official wetlands map. The Salem-Keizer Local Wetland Inventory (LWI) does not identify any mapped wetlands or waterways on the subject property. Therefore, there will be no impacts related to jurisdictional wetlands or waterways as a result of the proposal and future development of the property.

SRC Chapter 810 (Landslide Hazards): SRC Chapter 810 (Landslide Hazards) establishes requirements for development within areas mapped for potential landslide hazard susceptibility. According to the City's adopted landslide hazard susceptibility maps, the subject property does not include several very small areas of mapped landslide hazard susceptibility points. Pursuant to the requirements of SRC 810.025, a geologic assessment or geotechnical report may be required in conjunction with future development on the subject property.

The proposal meets this criterion.

SRC 205.025(d)(4): The tentative replat complies with all applicable provisions of ORS Chapter 92.

ORS 92.185 establishes standards for replatting, including standards for reconfiguration of lots or parcels and public easements, vacation, notice, and utility easements. As conditioned, the proposed replat meets all applicable provisions of ORS 92.185 as detailed below:

ORS 92.185(1): *A replat, as defined in ORS 92.010, shall only apply to a recorded plat.*

Finding: All five lots are platted as part of Cascadia Industrial Park Plat. Pursuant to subsection (1) of ORS 92.185, the replat may only the portions of the subject property within a recorded plat.

The proposal complies with the provisions of ORS 92.185(1).

ORS 92.185(2): *Notice shall be provided as described in ORS 92.225(4) when the replat is replatting all of an undeveloped subdivision as defined in ORS 92.225.*

Finding: Streets, water, and sewer infrastructure were constructed to serve the lots within the existing subdivision. The existing subdivision is therefore defined as a “developed” subdivision pursuant to ORS 92.225 and this requirement is not applicable to the proposal

ORS 92.185(3): *Notice, consistent with the governing body of a city or county approval of a tentative plan of a subdivision plat, shall be provided by the governing body to the owners of property contiguous to the proposed replat.*

Finding: As described in the procedural and substantive findings included in this report, notice was provided to owners of property, including contiguous property, located within 250 feet of the subject property. The proposal therefore satisfies this requirement.

ORS 92.185(4): *When a utility easement is proposed to be realigned, reduced in width or omitted by a replat, all affected utility companies or public agencies shall be notified, consistent with a governing body’s notice to owners of the property contiguous to the proposed plat. Any utility company that desires to maintain an easement subject to vacation under this section must notify the governing body within 14 days of the mailing or other service of the notice.*

Finding: In addition to providing notice to owners of property located within 250 feet of the subject property, notice of the proposed replat was also provided to public and private utilities serving the subject property. The proposal therefore satisfies this requirement.

ORS 92.185(5): *A replat shall not serve to vacate any public street or road.*

Finding: The proposal is to consolidate Lots 1 -5 of Cascadia Industrial Park. The proposal therefore satisfies this requirement.

ORS 92.185(6): *A replat shall comply with all subdivision provisions of this chapter and all applicable ordinances and regulations adopted under this chapter.*

Finding: Staff has reviewed the proposed replat for compliance with the applicable provisions of the ORS Chapter 92 and the Salem Revised Code. As described in the findings in this report regarding criterion SRC 205.025(d), the proposed replat complies with all applicable subdivision standards, including lot configuration and dimensions, access and circulation, and availability of public and private utility infrastructure. The proposal therefore satisfies this requirement.

Comments from the Public Works Department also note that prior to final plat, the applicant shall verify with the Marion County Surveyor that the subdivision plat name is an accepted and valid plat name per ORS 92.090(1).

The proposal complies with the requirements of ORS Chapter 92.

SRC 205.025(d)(5): The tentative replat is not prohibited by any existing City land use approval or previous condition of approval, affecting one or both of the units of land.

Finding: The City has previously approved several land use decisions on the subject property, as detailed in Section 3 of this report. The following cases were adopted with conditions of approval:

- Subdivision Plat, Cascadia Industrial Park was approved in 2007.

Staff Response: The proposed replat would not result in any change of uses on the subject property or result in development that would increase average daily trips. Therefore, the tentative replat is not prohibited by the conditions of approval adopted for CPC-ZC07-01.

Upon review of previous land use cases in the record, staff finds that the tentative replat is not prohibited by any existing City land use approval or previous condition of approval affecting the subject property.

SRC 205.010(d)(6): The tentative replat does not adversely affect the availability of, or access to, City infrastructure or public or private utilities or streets.

Finding: The Public Works Department reviewed the proposal and indicated, as specified in **Attachment D**, that water, sewer, and storm drainage facilities are available and appear to be adequate to serve the subject property in conformance with the requirements of SRC Chapter 802 (Public Improvements). Comments from the Public Works Department also indicate that existing public infrastructure is located within the subject property, and City records do not show that easements are in place that meet the Public Works Design Standards (PWDS). The applicant shall provide easements for existing public infrastructure pursuant to PWDS. The proposed replat ensures adequate provision of City infrastructure and streets to serve the proposed lots and its future development. The proposal meets this criterion.

5. Analysis of Class 2 Adjustment Approval Criteria

SRC 250.005(d)(2) states:

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

- 1) The purpose underlying the specific development standard proposed for adjustment is:
 - i. Clearly inapplicable to the proposed development; or
 - ii. Equally or better met by the proposed development.
- 2) If located within a residential zone, the proposed development will not detract from the livability or appearance of the residential area.
- 3) If more than one adjustment has been requested, the cumulative effect of all the adjustments result in a project which is still consistent with the overall purpose of the zone.

Criterion 1:

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

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

Finding: The proposal includes a Class 2 Adjustment. The Class 2 Adjustment requests approval to reduce the minimum required driveway spacing onto a Major Arterial street. The subject property does not have adequate frontage to meet the spacing requirement of 370 feet from the intersection with a Major Arterial (SRC 804.030(c)). The development is proposing two new driveways to serve two new commercial/industrial buildings. The original plat of the subdivision indicated a driveway approach to be located in the same vicinity as is being proposed by the applicant. The Assistant City Traffic Engineer has reviewed the proposed plan and has determined that the proposed driveway configuration meets the adjustment criteria by allowing for turning movements and traffic safety equal to what would be accomplished by meeting the development standard. The proposed driveway configuration meets the adjustment criteria by maximizing the distance from the intersection to allow for turning movements and traffic safety equal to what would be accomplished by meeting the development standard.

Criterion 2:

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

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

Criterion 3:

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

Finding: The applicant is not seeking more than one adjustment. This criterion is not applicable.

6. Analysis of Class 2 Driveway Approach Permit Criteria (SRC 804.025(d)):

Criterion 1: The proposed driveway approach meets the standards of this Chapter and the Public Works Design Standards (PWDS).

Finding: The proposed driveway along Fairview Industrial Drive SE is located less than 370 feet from the nearest driveway/intersection; therefore, a Class 2 Adjustment is required for driveway spacing as described above. Otherwise, all proposed driveways meet the standards for SRC Chapter 804 and PWDS.

Criterion 2: No site conditions prevent placing the driveway approach in the required location.

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

Criterion 3: The number of driveway approaches onto an arterial are minimized.

Finding: The proposal allows a driveway approach onto arterial street with an adjustment described above.

Criterion 4: The proposed driveway approach, where possible:

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

Finding: The proposed driveway approach is located on Fairview Industrial Drive and Cascadia Industrial Street SE, the lowest classification street abutting the subject property.

Criterion 5: The proposed driveway approach meets vision clearance standards.

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

Criterion 6: The proposed driveway approach does not create traffic hazards and provides for safe turning movements and access.

Finding: No evidence has been submitted to indicate that the proposed driveway will create traffic hazards or unsafe turning movements. Additionally, staff analysis of the proposed driveway indicates that it will not create a traffic hazard and will provide for safe turning movements for access to the subject property.

Criterion 7: The proposed driveway approach does not result in significant adverse impacts to the vicinity.

Finding: Staff analysis of the proposed driveway and the evidence that has been submitted indicate that the location of the proposed driveway will not have any adverse impacts to the adjacent properties or streets.

Criterion 8: The proposed driveway approach minimizes impact to the functionality of adjacent streets and intersections.

Finding: The property is located on the corner of a Minor Arterial street (Fairview Industrial Drive SE) and a Local street (Cascadia Industrial Street SE). The applicant is proposing three driveways to the lower classification of street and one driveway to the Minor Arterial. The Assistant City Traffic Engineer has reviewed the proposed plan and has determined that multiple driveway approaches to this development site minimize the impact to the functionality of adjacent streets and intersections.

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

Finding: The proposed development does not abut residentially zoned property, therefore this criterion is not applicable.

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

ORDER

Final approval of Class 3 Site Plan Review, Replat, Class 2 Adjustment and Class 2 Driveway Approach Case No. 20-09 is hereby **APPROVED** subject to SRC Chapter 220 and 250, the applicable standards of the Salem Revised Code, conformance with the approved site plan included as Attachment B, and the following condition of approval:

- Condition 1:** All walkways which cross a driveway, parking area, parking lot drive aisles, or loading areas, shall be visually differentiated from such areas through the use of elevation changes, a physical separation, speed bumps, a different paving material.
- Condition 2:** Install street trees to the maximum extent feasible along the frontage of Fairview Industrial Drive SE.
- Condition 3:** Construct the incomplete portions of a half-street improvement along the frontage of Cascadia Industrial Street SE as specified in the Public Works Design Standards and consistent with the provisions of SRC Chapter 803, which may include, but not be limited to: property-line sidewalk, street trees, and street lights.
- Condition 4:** Design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS.



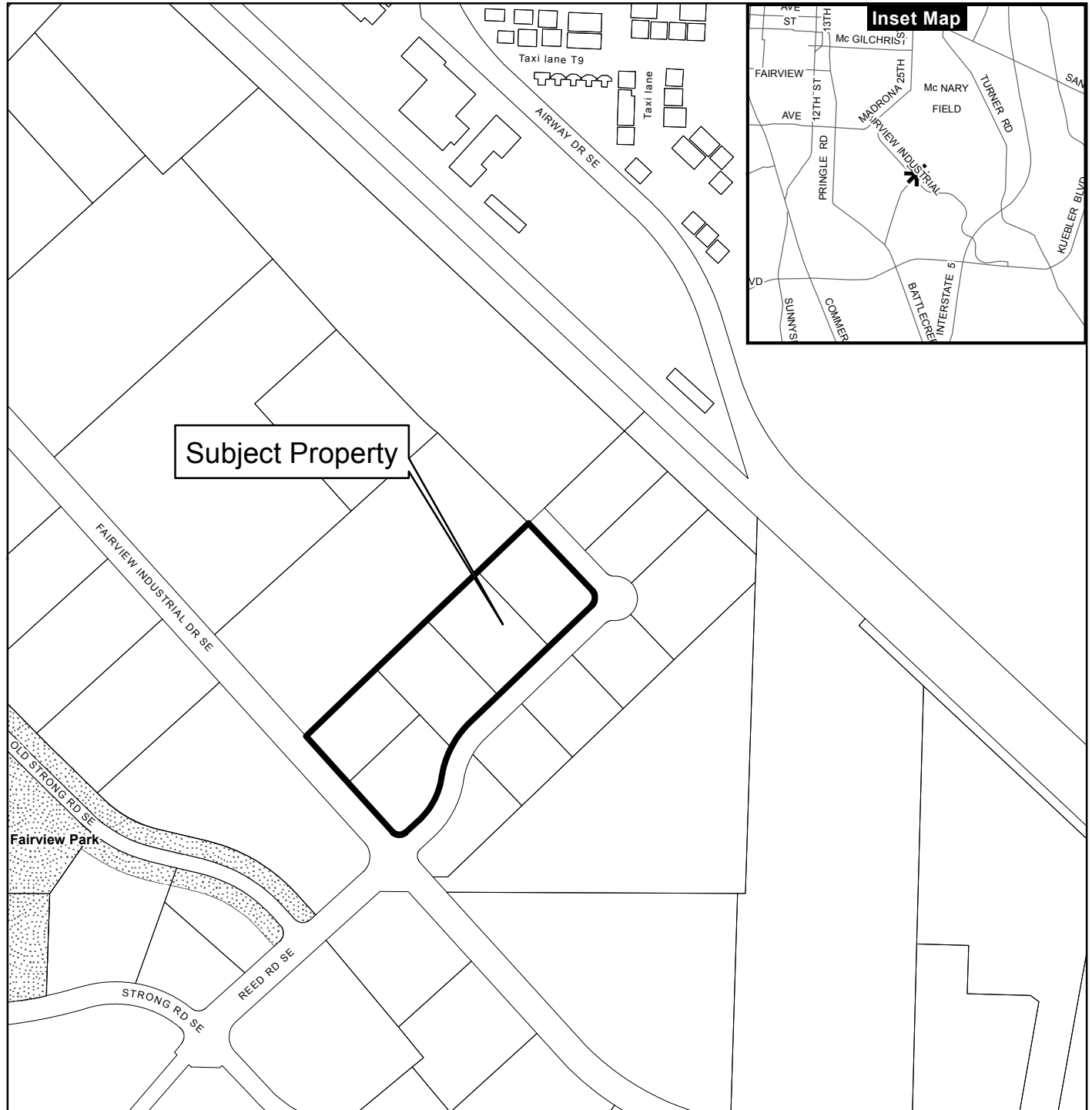
Olivia Dias, Planner III, on behalf of
Lisa Anderson-Ogilvie, AICP
Planning Administrator

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

Vicinity Map

2600 Block Cascadia Industrial Street SE

3900 Block Fairview Industrial Street SE



Legend

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

0 100 200 400 Feet



CITY OF Salem
AT YOUR SERVICE
Community Development Dept.

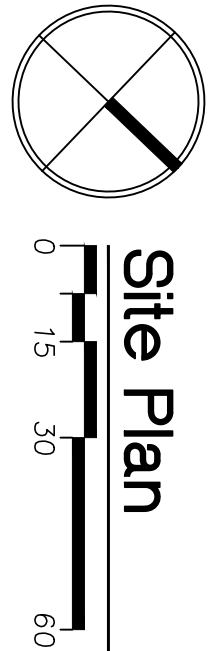
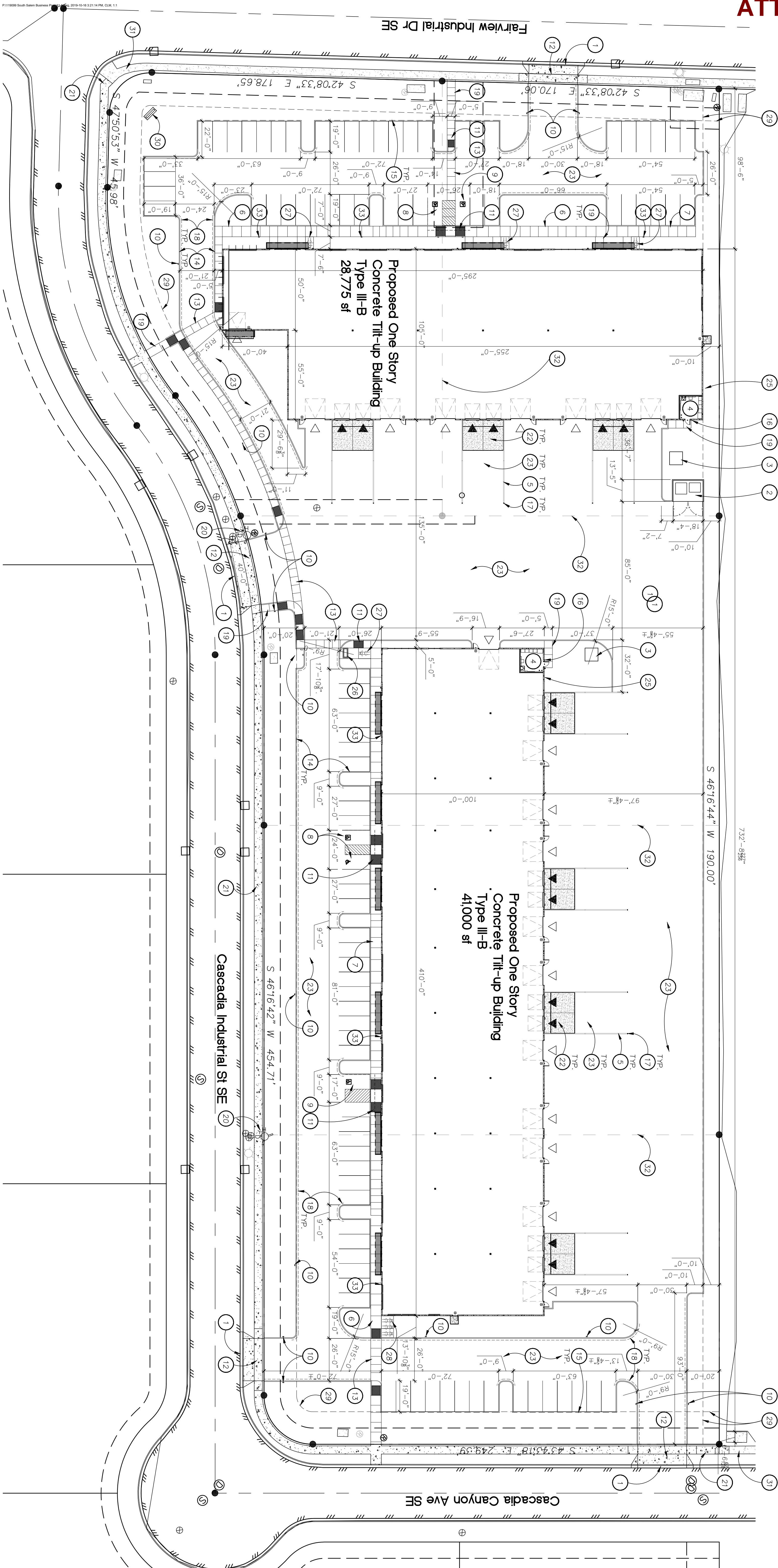
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Legend

- △ DRIVE-IN DOOR
- ▲ DOCK-HIGH DOOR

Keynotes





1. REMOVE EXISTING CURB
2. TRASH AND RECYCLING CONCRETE ENCLOSURE WITH CHAINLINK GATE WITH VINYL SLATS
3. 8'-0"x8'-0" CONCRETE PAD FOR ELECTRICAL TRANSFORMER
4. ELECTRICAL ROOM / FIRE SPRINKLER ROOM
5. RETAINING WALL AT EXTERIOR LOADING DOCK WITH GUARD
6. 4'-x6'-6" CONCRETE SIDEWALK
7. 4'-x6'-6" CONCRETE RAMP AND SIDEWALK
8. ACCESSIBLE SPUR ASISL, SIGNAGE AND SIGNAGE
9. VAN ACCESSIBLE PARKING SPACE, ASISL, SIGNAGE AND RAMP
10. NO PARKING SIGN
11. ACCESSIBLE RAMP
12. CURB CUT / ACCESS PER CITY STANDARDS
13. FLUSH CONCRETE WALK AT ACCESSIBLE ROUTE TO PUBLIC STREET
14. CAST IN PLACE CURB WHERE POUGH IS SOLID
15. EXTRUDED CURB WHERE POUGH IS BROKEN
16. KNOX BOX COORDINATE WITH FIRE MARSHALL
17. RED PAINTED CURB WITH "NO PARKING FIRE LANE" FOLLOW CHANGES IN DIRECTION, LETTERING ON THE VERTICAL FACE OF CURB
19. 4'-x5'-0" CONCRETE SIDEWALK
20. PUBLIC FIRE HYDRANT, RELOCATED – SEE CIVIL
21. SIDEWALK PER CITY STANDARDS – SEE CIVIL
22. CONCRETE PAVING AT LOADING DOCK
23. ASPHALT PAVING – SEE CIVIL
24. OAK/VAN POOL PARKING SPACE WITH SIGN
25. CONCRETE RAMP AND SIDEWALK
26. THE MAILBOX CONNECTION LOCATION WITH OWNER COMPANY AND VERIFY LOCATION WITH USPS
27. BICYCLE PARKING FOR (2) BIKES
28. BUILDING SETBACK
29. MONUMENT SIGN UNDER SEPARATE PERMIT APPLICATION
30. EXISTING SIDEWALK
31. REMOVE PROPERTY LINE THROUGH RE-PLAT UNDER SEPARATE APPLICATION

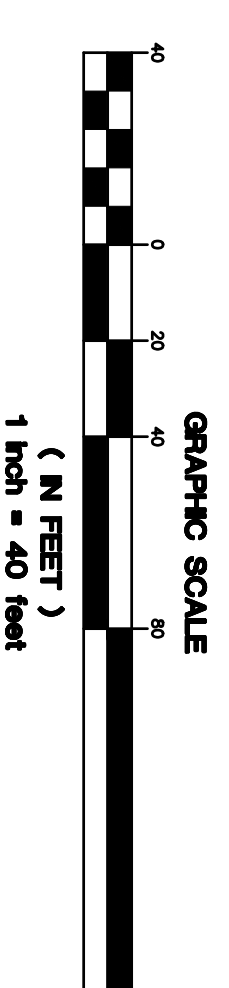
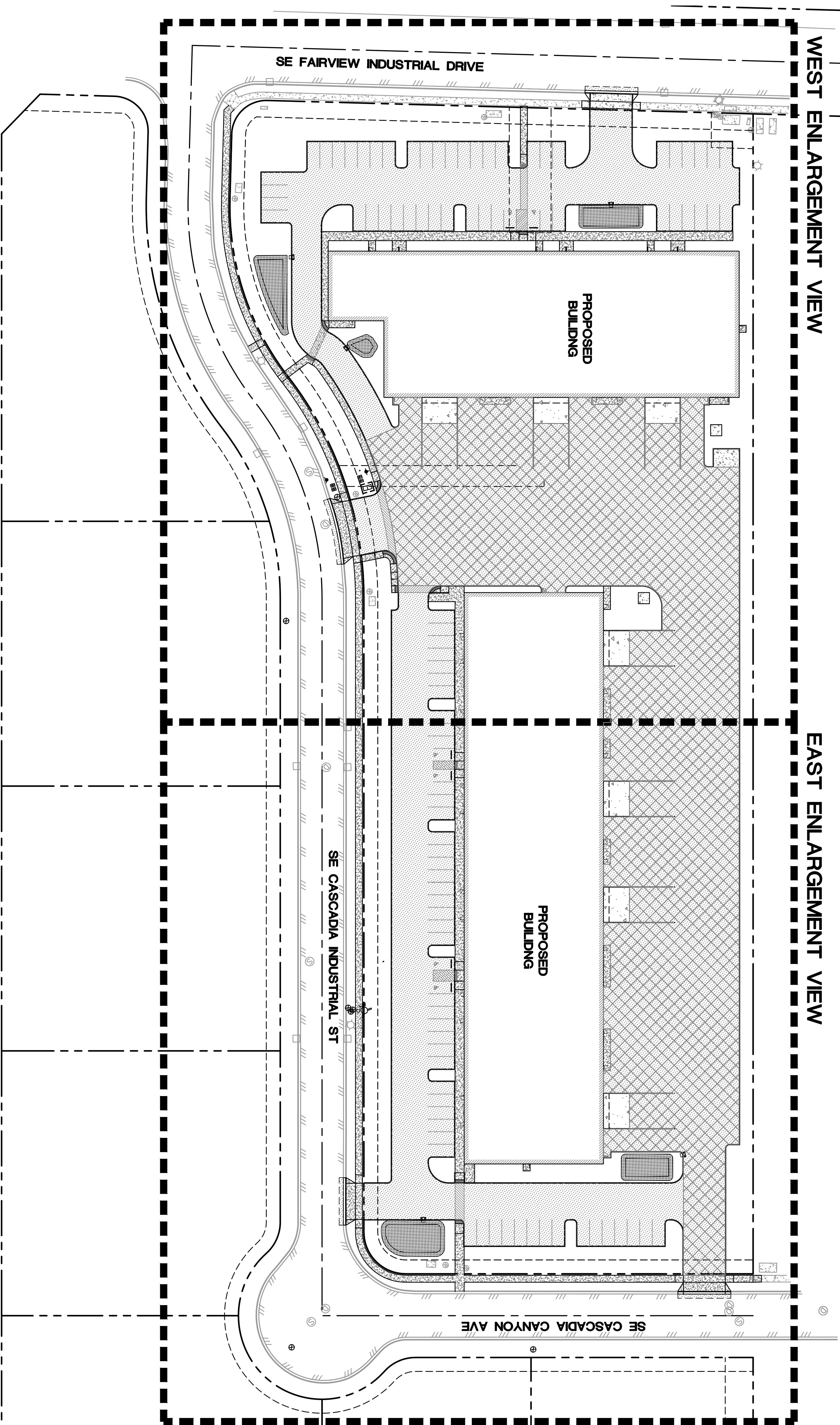


SHEET NOTES

1. SEE SHEET CO.1 FOR GENERAL SHEET NOTES.
2. SEE ARCHITECTURAL PLANS FOR ADDITIONAL SITE INFORMATION.

LEGEND

PROPERTY LINE	
CONCRETE SIDEWALK PER DETAIL 1/C5.0	
CONCRETE SURFACING PER DETAIL 2/C5.0	
LIGHT DUTY ASPHALT SURFACING, PER DETAIL 3/C5.0	
HEAVY DUTY ASPHALT SURFACING, PER DETAIL 4/C5.0	

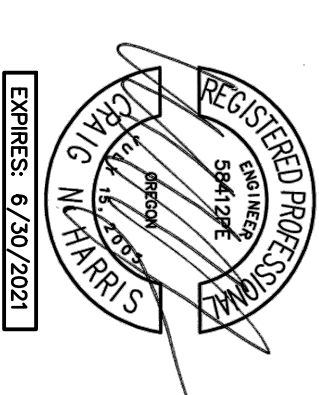


12/16/2019 - PERMIT SUBMITTAL

MILDREN
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GROUP

ARCHITECTURE | INTERIOR

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AAI afghan associates, inc.

ENGINEERING

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Project No. A19167 10

Client

Pacific N.W.
Properties

6600 S.W. 105th Avenue
Beaverton, Oregon 97008

Project

South Salem
Business Park

Cascadia Industrial St SE
Salem, Oregon

Sheet Title

HARDSCAPE OVERALL & KEY PLAN

Revisions

THESE DRAWINGS ARE THE PROPERTY OF MILDREN DESIGN GROUP, P.C., AND ARE NOT TO BE USED OR REPRODUCED IN ANY MANNER, EXCEPT WITH THE PRIOR WRITTEN PERMISSION OF MILDREN DESIGN GROUP, P.C.

Date: December 16 2019

Drawn by: _____
Checked by: _____

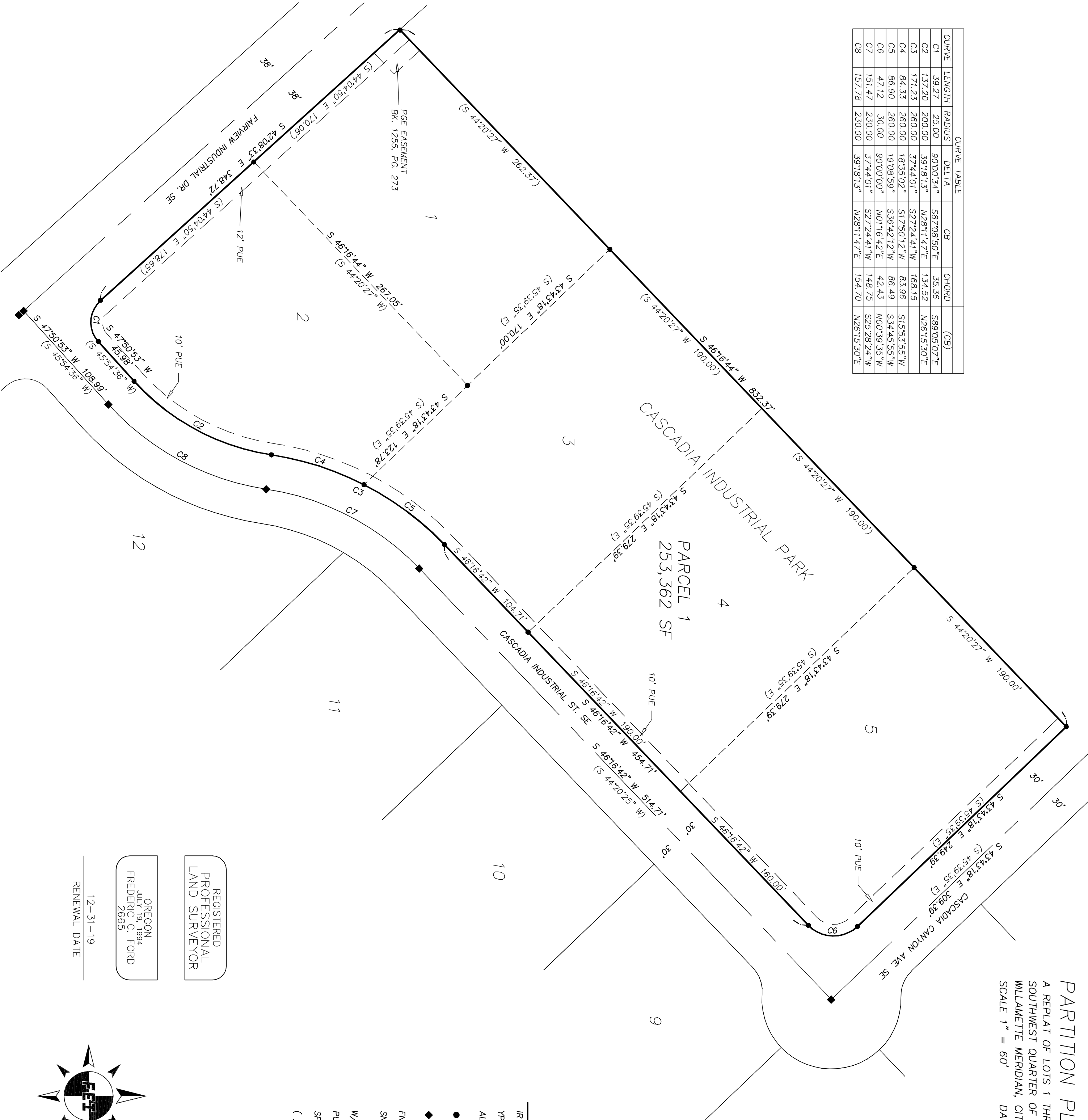
DR DSE

Job Number: 119099

Shee

Replat Tentative Plan

CURVE TABLE					
CURVE	LENGTH	RADIUS	DELTA	CB	CHORD
(CB)					
C1	39.27	25.00	90°03'4"	S87°08'50"E	35.36
C2	137.20	200.00	39°18'13"	N28°11'47"E	134.52
C3	171.23	260.00	37°44'01"	S27°24'41"W	168.15
C4	84.33	260.00	18°35'02"	S17°50'12"W	83.96
C5	86.90	260.00	19°08'59"	S36°42'12"W	86.49
C6	47.12	30.00	90°00'00"	N01°16'42"E	42.43
C7	151.47	230.00	37°44'01"	S27°24'41"W	148.75
C8	157.78	230.00	39°18'13"	N28°11'47"E	154.70
					N26°15'30"E



PARTITION PLAT NO. _____

A REPLAT OF LOTS 1 THROUGH 5, "CASCADIA INDUSTRIAL PARK" LOCATED IN THE SOUTHWEST QUARTER OF SECTION 1, TOWNSHIP 8 SOUTH, RANGE 3 WEST, WILLAMETTE MERIDIAN, CITY OF SALEM, MARION COUNTY, OREGON.

SCALE 1" = 60'

DATE: OCTOBER 14, 2019

- LEGEND

IR

IRON ROD

YPC

YELLOW PLASTIC CAP

ALC

ALUMINUM CAAP

●

FND 5/8" IR W/YPC STAMPED "BARKER PLS 636" HELD PER "CASCADIA INDUSTRIAL PARK" UNLESS OTHERWISE NOTED

◆

FND 5/8" IR W/ALC STAMPED "BARKER PLS 636" HELD PER "CASCADIA INDUSTRIAL PARK" UNLESS OTHERWISE NOTED

FND

FOUND

SN

SURVEY NUMBER

W/

MARION COUNTY SURVEY RECORDS

WITH

PUBLIC UTILITY EASEMENT

PUE

SQUARE FEET

SF

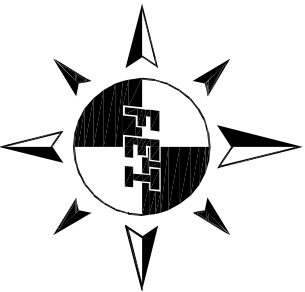
RECORD DATA PER PLAT OF "CASCADIA INDUSTRIAL PARK"

()

REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JULY 19, 1994
FREDERIC C. FORD
2665

12-31-19
RENEWAL DATE



Ford Engineering, Inc.
Civil Engineering & Land Surveying
12205 Ioka Way NW
Silverdale, Washington 98383

Phone (360) 588-2124
fcf@fordeng.com

South Salem Business Park

Site Plan Review, Driveway Approach/Adjustment, Re-plat

NARRATIVE

Prepared for:
City of Salem
Planning Department
55 Liberty St. Rm. 320
Salem, Oregon 97301

Prepared by:
AAI Engineering
4875 SW Griffith Drive Suite 300
Beaverton, OR 97005
(503) 352-7678
(503) 620-5539, fax

October 2019
South Salem Business Park

General: The project site is comprised of lots 1,2,3,4 and 5, of the Cascadia Industrial Park, re-plat of Parcel 2, Partition Plat No. 2004-48 in the SW 1/4 of Section 1, T8S, R3W, W.M. The site is located within the City of Salem.
The project site is bordered on three sides by rights-of-way. (Fairview Industrial Dr. SE, Cascadia Industrial St. SE and Cascadia Canyon Ave. SE.) and is approximately 5.8 acres in total. The site is currently vacant, with no significant vegetation.

Proposal: This project proposes the new construction of two speculative buildings with associated parking, loading, utilities and landscape. These buildings are to be building shells which will have future tenant improvements for tenants anywhere between 3,400 sf up to full building tenants.

Applicable Code Sections:

CHAPTER 205. - LAND DIVISION AND RECONFIGURATION
CHAPTER 220. - SITE PLAN REVIEW
CHAPTER 250 - ADJUSTMENTS
CHAPTER 552. - IBC—INDUSTRIAL BUSINESS CAMPUS
CHAPTER 602. - AIRPORT OVERLAY ZONE
CHAPTER 800. - GENERAL DEVELOPMENT STANDARDS
CHAPTER 802. - PUBLIC IMPROVEMENTS
CHAPTER 804. - DRIVEWAY APPROACHES
CHAPTER 805. - VISION CLEARANCE
CHAPTER 806. - OFF-STREET PARKING, LOADING AND DRIVEWAYS
CHAPTER 807. - LANDSCAPING AND SCREENING

CHAPTER 205. - LAND DIVISION AND RECONFIGURATION

Sec. 205.025. - Replat.

(a) *Applicability.* A replat is required to reconfigure lots or parcels and public easements in a recorded partition or subdivision plat, to increase or decrease the number of lots in a subdivision, or where multiple property line adjustments require a replat. No replat shall occur without receiving tentative replat approval as set forth in this section.

(b) *Procedure type.* A tentative replat is processed as a Type II procedure under SRC chapter 300.

Response: This re-plat submittal is a Type II submittal, submitted with a Site Plan and Driveway Approach Adjustment, to be reviewed concurrently.

(c) *Submittal requirements.* In addition to the submittal requirements for a Type II application under SRC chapter 300, an application for tentative replat shall include the information required in SRC 205.030. If the replat will vacate any easement, the tentative replat plan shall show the easement proposed to be vacated.

Response: The proposed re-plat does not vacating any easements.

(d) *Criteria.* A tentative replat shall be approved if all of the following criteria are met:

(1) The tentative replat does not propose to vacate any public street or road, or any recorded covenants or restrictions.

Response: The tentative plat does not propose vacating any rights-of-way or existing covenants or restriction.

(2) The tentative replat will not create nonconforming units of land or non-conforming development, or increase the degree of nonconformity in existing units of land or development.

Response: The proposed re-plat seeks to consolidate the existing five lots into a single lot, which will not create a non-conforming situation of any kind. Nor are there any non-conforming situations already existing.

(3) The tentative replat complies with the standards of this chapter and with all applicable provisions of the UDC.

Response: The proposed tentative plat complies with all applicable codes and standards.

(4) The tentative replat complies with all applicable provisions of ORS ch. 92.

Response: The proposed tentative plat complies with all applicable provisions.

(5) The tentative replat is not prohibited by any existing City land use approval or previous condition of approval, affecting one or both of the units of land.

Response: As proposed, the tentative plat is not prohibited by a previous land use process. The re-plat is in fact required to allow the two structure business park to be developed as a cohesively planned project.

(6) The tentative replat does not adversely affect the availability of, or access to, city infrastructure or public or private utilities or streets.

Response: As proposed the tentative plat does not restrict the availability or access to infrastructure, utilities or streets.

(e) Notice to utilities. When a utility easement is proposed to be realigned, reduced in width, or eliminated by a replat, notice of the tentative replat application shall be mailed as provided in SRC 300.520(b)(1) to all affected utility companies or public agencies. Any utility company that desires to maintain an easement that would be realigned, reduced in width, or eliminated by a proposed replat must notify the Director in writing within 14 days of the mailing date of the notice. If an objection to the realignment, reduction in width, or elimination of an easement is received within the 14-day period, the utility easement shall not be realigned, reduced in width, or eliminated.

Response: The proposed tentative plat does not eliminate, reduce or realign any existing utility easements and is therefore not required to provide notice to utilities.

(f) Expiration. Tentative replat approval shall expire as provided in SRC 300.850, unless an application for final plat is submitted within the time limits set forth in SRC 300.850, or an extension is granted pursuant to SRC 300.850(b).

Response: Upon approval of the tentative plat, a final plat will be submitted for approval and recorded shortly thereafter.

Sec. 205.030. - Additional submittal requirements.

Applications to subdivide, partition, or replat land shall include, in addition to the submittal requirements under SRC chapter 300, the following:

(a) A tentative plan map, of a size and form and in the number of copies meeting the standards established by the Director, containing the following information:

Response: A tentative plat, which meets the criteria of this code section, is included in this submittal.

(b) A current title report for the property;

Response: A current Title Report is included in this submittal.

(c) A completed tree inventory on a form as provided by the Director and, if required under SRC chapter 808 a tree conservation plan;

Response: There are no existing trees located on the subject site, therefore this requirement does not apply.

(d) A geological assessment or geo-technical report, if required by SRC chapter 810;

Response: A geotechnical Report is included in this submittal.

(e) A description of the proposed stormwater management system, including pre and post construction conditions, prepared in accordance with the Public Works Design Standards;

Response: A Preliminary Utility Plan is included in this submittal.

(f) A schematic plan showing the location of existing and proposed city infrastructure;

Response: This information can be found on the Existing Conditions Plan included in this submittal.

(g) A preliminary grading plan, for partitions, subdivisions, and phased subdivisions, when grading of the subject property will be necessary to accommodate the proposed development;

Response: A Preliminary Grading Plan is included in this submittal.

(i) For partitions of property located more than 300 feet from an available sewer main, and the property will not connect to City water and sewer, a plan showing:

Response: This project proposes consolidation of lots, not a partition.

(j) For subdivisions and phased subdivisions:

(1) A completed trip generation estimate on forms provided by the City;

(2) A traffic impact analysis, if required under SRC chapter 803; and

(3) A statement from the County Surveyor approving the name of the subdivision or phased subdivision.

Response: This proposed re-plat is not a subdivision, therefore this criteria does not apply.

CHAPTER 220. - SITE PLAN REVIEW

Sec. 220.005. - Site plan review.

(a) *Applicability.*

(1) Except as provided in subsection (a)(2) of this section, site plan review approval is required:

Response: Site Plan Review is required for this project.

(b) ***Classes.*** The three classes of site plan review are:

(3) ***Class 3 site plan review.*** Class 3 site plan review is required 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. As used in this subsection, land use decisions and limited land use decisions include, but are not limited to, any development application that:

Response: This project requires a Class 3, Site Plan Review.

(c) *Procedure type.*

(3) Class 3 site plan review is processed as a Type II procedure under SRC chapter 300.

Response: This Class 3, Site Plan application will be processed as a Type II.

(d) ***Submittal requirements for Class 1 site plan review.*** In lieu of the application submittal requirements under SRC chapter 300, an application for a Class 1 site plan review shall include a completed application form that shall contain the following information:

(1) The names and addresses of the applicant(s), the owner(s) of the subject property, and any authorized representative(s) thereof;

(2) The address or location of the subject property and its assessor's map and tax lot number;

- (3) The size of the subject property;
- (4) The comprehensive plan designation and zoning of the subject property;
- (5) The type of application(s);
- (6) A brief description of the proposal; and
- (7) Signatures of the applicant(s), owner(s) of the subject property, and/or the duly authorized representative(s) thereof authorizing the filing of the application(s).

(e) Submittal requirements for Class 2 and Class 3 site plan review.

Response: This application contains the above information.

(1) *Class 2 site plan review.* In addition to the submittal requirements for a Type I application under SRC chapter 300, an application for Class 2 site plan review shall include the following:

(A) A site plan, of a size and form and in the number of copies meeting the standards established by the Planning Administrator, containing the following information:

(B) An existing conditions plan, of a size and form and in the number of copies meeting the standards established by the Planning Administrator, containing the following information:

(C) A grading plan depicting proposed site conditions following completion of the proposed development, when grading of the subject property will be necessary to accommodate the proposed development.

(D) A completed trip generation estimate for the proposed development, on forms provided by the City.

Response: This application includes a Cover Sheet, Site Plan, Existing Conditions Plan, Hardscape Plan, Grading Plan, Preliminary Stormwater plan, Preliminary Utility Plan and a Preliminary Landscape Plan. No trip generation estimate or Traffic Report is required, as was noted in the Pre-application conference.

(2) *Class 3 site plan review.* In addition to the submittal requirements for a Type II application under SRC chapter 300, an application for Class 3 site plan review shall include the following:

(A) All submittal requirements for a Class 2 site plan review under subsection (e)(1) of this section;

(B) The zoning district, comprehensive plan designation, and land uses for all properties abutting the site;

(C) Driveway locations, public and private streets, bike paths, transit stops, sidewalks, and other bike and pedestrian pathways, curbs, and easements;

(D) The elevation of the site at two-foot contour intervals, with specific identification of slopes in excess of 15 percent;

(E) The location of drainage patterns and drainage courses, if applicable;

(F) A preliminary utility plan showing capacity needs for municipal water, stormwater facilities, and sewer service, and schematic location of connection points to existing municipal water and sewer services;

(G) Summary table which includes site zoning designation; total site area; gross floor area by use (e.g., manufacturing, office, retail, storage); building height; itemized number of full size compact and handicapped parking stalls, and the collective

total number; total lot coverage proposed, including areas to be paved for parking and sidewalks;

(H) A geological assessment or geotechnical report, if required by SRC chapter 810, or a certification from an engineering geologist or a geotechnical engineer that landslide risk on the site is low, and that there is no need for further landslide risk assessment; and

Response: These submittal items and information are provided within the application. The Summary Table can be found on the Site Plan, Sheet A0-1.

(f) Criteria.

(3) *Class 3 site plan review.* An application for Class 3 site plan review shall be granted if:

(A) The application meets all applicable standards of the UDC;

Response: As proposed, this application meets all of the requirements and standards in the UDC with the exception of the driveway locations. As proposed, the driveway on Fairview Industrial Drive, SE is too close to both the drive way on the adjacent property to the north and the intersection of Fairview Industrial Drive SE and Cascadia Industrial Street, SE. An adjustment to allow the proposed location of the driveways has been made and is explained further in this narrative.

(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;

Response: As proposed, the project will have no negative impacts on the transportation system.

(C) Parking areas and driveways are designed to facilitate safe and efficient movement of vehicles, bicycles, and pedestrians; and

Response: As proposed, vehicular, pedestrian and bicycle circulation will be safe and efficient with minimal conflict between vehicle and pedestrian/cyclists.

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

Response: Fire flow calculations have been assessed and are supportive of the proposed project. Other existing utilities have been developed to support this type of development.

CHAPTER 250 - ADJUSTMENTS

Sec. 250.005. - Adjustments.

(a) Applicability.

(1) Classes.

(B) A Class 2 adjustment is an adjustment to any development standard in the UDC other than a Class 1 adjustment, including an adjustment to any numerical development standard in the UDC that increases or decreases the standard by more than 20 percent.

Response: A class 2 Adjustment is required as the proposed driveway is located more than 20% closer to the driveway on the adjacent property.

(b) Procedure type. Class 1 and Class 2 adjustments are processed as a Type II Procedure under SRC chapter 300.

Response: The class 2 Adjustment application will be processed as a Type II procedure.

(c) Submittal requirements. In addition to the submittal requirements for a Type II application under SRC chapter 300, an application for a Class 1 or Class 2 adjustment shall include the following:

(1) A site plan, of a size and form and in the number of copies meeting the standards established by the Planning Administrator, containing all information necessary to establish satisfaction with the approval criteria. By way of example, but not of limitation, such information may include the following:

(A) The total site area, dimensions, and orientation relative to north;

(B) The location of all proposed primary and accessory structures and other improvements, including fences, walls, and driveway locations, indicating distance to such structures from all property lines and adjacent on-site structures;

(C) All proposed landscape areas on the site, with an indication of square footage and as a percentage of site area;

(D) The location, height, and material of fences, berms, walls, and other proposed screening as they relate to landscaping and screening required by SRC chapter 807;

(E) The location of all trees and vegetation required to be protected pursuant to SRC chapter 808; and

(F) Identification of vehicle, pedestrian, and bicycle parking and circulation areas, including handicapped parking stalls, disembarking areas, accessible routes of travel, and proposed ramps.

(2) An existing conditions plan, of a size and form and in the number of copies meeting the standards established by the Planning Administrator, containing the following information:

(A) The total site area, dimensions, and orientation relative to north;

(B) The location of existing structures and other improvements on the site, including accessory structures, fences, walls, and driveways, noting their distance from property lines;

(C) The location of the 100-year floodplain, if applicable; and

(D) The location of drainage patterns and drainage courses, if applicable.

Response: All of the above required materials are included in this submittal. This application includes a Cover Sheet, Site Plan, Existing Conditions Plan, Hardscape Plan, Preliminary Grading Plan, Preliminary Stormwater Plan, Preliminary Utility Plan and a Preliminary Landscape Plan.

(d) Criteria.

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

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

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

Response: The application of the driveway spacing requirements on Fairview Industrial Drive, SE is clearly inapplicable as there is not enough LF of frontage to meet both the setback requirement from the adjacent, existing driveway and/or the intersection of Fairview Industrial Dr. SE and Cascadia Industrial Street, SE.

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

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

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

Response: A single adjustment to the driveway spacing is requested.

(e) Transfer of adjustments. Unless otherwise provided in the final decision granting the adjustment, an adjustment shall run with the land.

Response: If the Adjustment is approved, it will be recorded against the property.

CHAPTER 552. - IBC—INDUSTRIAL BUSINESS CAMPUS

Sec. 552.005. - Uses.

Response: This project proposes Manufacturing and Warehouse uses with an Office component as an accessory use. Per the use list in the CPC/ZC file, these are permitted uses in this zone.

(b) Limitations on uses. Where a use is allowed subject to the provisions of this subsection, the use shall conform to the following additional limitations:

(1) The use shall be limited to no more than 10,000 square feet of total floor area per development site; provided, however:

(A) Short-term commercial lodging may accommodate up to 100 guest rooms per development site, regardless of total floor area.

(B) Health clubs, gyms, and membership sports and recreation clubs may occupy up to 50,000 square feet of total floor area per development site.

Response: These uses (552.005.(b)(1)(A) and (B)) will not be permitted within Building 1.

Sec. 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.

(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:

Response: The project does not propose a Land Division.

(b) Lot standards. Lots within the IBC zone shall conform to the standards set forth in Table 552-2.

Response: The project does not propose a Land Division or Property line Adjustment. An application to Re-plat the five existing lots into a single lot is included with this application submittal for concurrent review. This process will result in a lot that complies with all minimum dimensions and standards allowed within the IBC zone.

(c) Setbacks.

(1) Setbacks within the IBC zone shall be provided as set forth in Tables 552-3 and 552-4.

Response: As proposed, the project provides a minimum setback of 10-feet between the vehicle areas and the internal western property line. Type A landscaping and screening is provided in this setback.

Three sides of the property is surrounded by rights-of-way. Vehicular areas are setback a minimum of 20-feet abutting these streets.

(2) Driveway setbacks.

(A) Driveways shall be set back from property lines abutting a street as set forth in Tables 552-3 and 552-4, except where the driveway provides direct access to a street.

(C) Driveways shall set back from interior property lines separating an IBC zoned property from another IBC zoned property as set forth in Tables 552-3 and 552-4, except where the driveway provides direct access to an abutting property or street, or where a common driveway is provided along a property line between separately owned IBC zoned properties. Where a common driveway is provided along a property line between separately owned IBC zoned properties, a minimum ten-foot wide landscaped area shall be provided parallel to and along each side of the common driveway.

Response: This project proposes four driveway access points to the project. Two of the driveways access Cascadia Industrial St. SE. Both provide the required distance between the intersections of Cascade Canyon Ave. SE and Fairview Industrial Dr. SE.

One driveway accesses Cascadia Canyon Ave. SE and is setback from the adjoining internal property line between 2 IBC properties by a minimum of 10-feet.

An Adjustment has been requested to locate the single driveway access off of Fairview Industrial Dr. SE as shown on the Site Plan.

(d) Lot coverage; height. Buildings and accessory structures within the IBC zone shall conform to the lot coverage and height standards set forth in Table 552-5.

Table 552-5.

Requirement	Standard
Lot Coverage	
Buildings and Accessory Structures	
All uses	No Max.
Height	
Buildings	
All uses	Max. 70 ft.
Accessory Structures	
Accessory to all uses	Max. 70 ft.

Response: Neither of the two buildings will exceed 70-feet in height. Both buildings will be 29' tall at the raised parapets, 27' tall at the rest of the building.

(e) Off-street parking and loading. Off-street parking and loading within the IBC zone shall, in addition to the off-street parking and loading requirements set forth in SRC chapter 806, conform to the following additional requirements:

(1) *Off-street parking.* Not more than ten percent of the required off-street parking spaces may be located in a required setback abutting a street. For purposes of this subsection, required setback means the setback required for a building abutting a street.

Response: None of the required parking is located within a setback area.

(2) *Loading.*

(A) All loading spaces shall be screened from adjacent property by a minimum six-foot-high sight-obscuring fence, wall, or hedge; or a berm a minimum of four feet in height.

(B) Loading docks and loading doors shall be offset from driveway approaches, and shall be screened from the street by landscaping.

Response: Loading has been provided behind buildings allowing the buildings to completely screen these areas from abutting rights-of-way.

(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 chapters 806 and 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 vehicle use areas, may count towards meeting this requirement.

Response: Setbacks are landscaped to the landscape standard Type A.

Parking lots are landscaped to the landscape standard Type A.

Development site requirements as follows:

TOTAL SITE AREA = 253,360 SF

LANDSCAPE AREA REQUIRED 20% OF SITE = 50,672 SF

LANDSCAPE ARE PROPOSED 20.1% OF SITE = 50,912 SF

(g) Outdoor storage. Within the IBC zone, outdoor storage shall conform to the following standards:

Response: No outdoor storage is proposed.

(h) Industrial performance standards. Within the IBC zone, no land or structure shall be used or occupied unless maintained and operated in continuing compliance with all applicable standards adopted by the Oregon Department of Environmental Quality (DEQ), including the holding of all licenses and permits required by DEQ regulation, local ordinance, and state and federal law.

Response: DEQ standards and permits will be maintained as approved.

(i) Additional development standards for uses allowed subject to

SRC 552.005(b). Uses within the IBC zone allowed subject to SRC 552.005(b) shall conform to the following additional development standards:

(1) Buildings fronting a street and within 50 feet of an abutting property shall have glass frontage not less than 35 percent of the area of the street front wall.

Response: These additional standards apply to Building 1. However, the Limitations on Use (Sec. 552.005.(b)) will not be permitted within Building 1, which negates the requirement.

Sec. 552.015. - Other provisions.

In addition to the standards set forth in this chapter, development within the IBC zone must comply with all other applicable development standards of the UDC, including, but not limited to, the following chapters:

Response: Applicable provisions are addressed in this narrative document.

CHAPTER 602. - AIRPORT OVERLAY ZONE

Response: As indicated at the Pre-application conference, buildings in this area must not exceed the code maximum. Both buildings will be 29' tall at the raised parapets, 27' tall at the rest of the building

CHAPTER 800. - GENERAL DEVELOPMENT STANDARDS

Sec. 800.050. - Fences, walls, hedges, gates, and retaining walls.

Response: There are no fences, walls, hedges gates or retaining walls proposed at this time.

Sec. 800.055. - Solid waste service areas.

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

(a) *Applicability.* Solid waste service area design standards shall apply to:

(1) All new solid waste, recycling, and compostable service areas, where use of a solid waste, recycling, and compostable receptacle of one cubic yard or larger is proposed; and

Response: These standards and criteria apply to this project.

(b) *Solid waste receptacle placement standards.* All solid waste receptacles shall be placed at grade on a concrete pad that is a minimum of four inches thick, or on an asphalt pad that is a minimum of six inches thick. The pad shall have a slope of no more than a three percent and shall be designed to discharge stormwater runoff consistent with the overall stormwater management plan for the site approved by the Director.

(1) *Pad area.* In determining the total concrete pad area for any solid waste service area:

(A) The pad area shall extend a minimum of one foot beyond the sides and rear of the receptacle; and

(B) The pad area shall extend a minimum three feet beyond the front of the receptacle.

(C) In situations where receptacles face each other, a minimum four feet of pad area shall be required between the fronts of the facing receptacles.

(2) *Minimum separation.*

(A) A minimum separation of 1.5 feet shall be provided between the receptacle and the side wall of the enclosure.

(B) A minimum separation of five feet shall be provided between the receptacle and any combustible walls, combustible roof eave lines, or building or structure openings.

(3) *Vertical clearance.*

(A) Receptacles two cubic yards or less in size shall be provided with a minimum of eight feet of unobstructed overhead or vertical clearance for servicing.

(B) Receptacles greater than two cubic yards in size shall be provided with a minimum of 14 feet of unobstructed overhead or vertical clearance for servicing.

Response: The trash enclosures have been sized to provide 1.5 feet between receptacles and the sides and rear of the trash enclosure and 3 feet in front of the receptacles. The trash enclosure will be concrete and not combustible.

(c) *Permanent drop box and compactor placement standards.*

(1) All permanent drop boxes shall be placed on a concrete pad that is a minimum of six inches thick. The pad shall have a slope of no more than one percent and shall be designed to discharge stormwater runoff consistent with the overall stormwater management plan for the site approved by the Director.

(2) All permanent compactors shall be placed on a concrete pad that is structurally engineered or in compliance with the manufacturer specifications. The pad shall have a

slope of no more than three percent and shall be designed to discharge stormwater runoff consistent with the overall stormwater management plan for the site approved by the Director.

(3) Pad area. The pad area shall be a minimum of 12 feet in width. The pad area shall extend a minimum of five feet beyond the rear of the permanent drop box or compactor.

(4) Minimum separation. A minimum separation of five feet shall be provided between the permanent drop box or compactor and any combustible walls, combustible roof eave lines, or building or structure openings.

Response: The trash enclosures have been sized 18'-4" wide and will be sloped to drain.

(d) Solid waste service area screening standards.

(1) Solid waste, recycling, and compostable service areas shall be screened from all streets abutting the property and from all abutting residentially zoned property by a minimum six-foot-tall sight-obscuring fence or wall; provided, however, where receptacles, drop boxes, and compactors are located within an enclosure, screening is not required. For the purpose of this standard, abutting property shall also include any residentially zoned property located across an alley from the property.

(2) Existing screening at the property line shall satisfy screening requirements if it includes a six-foot-tall sight-obscuring fence or wall.

Response: The trash enclosure will have 6 foot tall concrete walls with chain link gate with slats.

(e) Solid waste service area enclosure standards. When enclosures are used for required screening or aesthetics, such enclosures shall conform to the following standards:

(1) *Front opening of enclosure.* The front opening of the enclosure shall be unobstructed and shall be a minimum of 12 feet in width.

(2) *Measures to prevent damage to enclosure.*

(A) Enclosures constructed of wood or chainlink fencing material shall contain a minimum four-inch nominal high bumper curb at ground level located 12 inches inside the perimeter of the outside walls of the enclosure to prevent damage from receptacle impacts.

(B) Enclosures constructed of concrete, brick, masonry block, or similar types of material shall contain a minimum four-inch nominal high bumper curb at ground level located 12 inches inside the perimeter of the outside walls of the enclosure, or a fixed bumper rail to prevent damage from receptacle impacts.

(C) The requirements under subsections (e)(2)(A) and (B) of this section shall not apply if the enclosure is designed to be separated:

(i) A minimum distance of two feet from the sides of the container or receptacles; and

(ii) A minimum of three feet from the rear of the container or receptacles.

(3) *Enclosure gates.* Any gate across the front opening of an enclosure shall swing freely without obstructions. For any opening that is less than 15 feet in width, the gates shall open a minimum of 120 degrees. For any opening that is 15 feet or greater in

width, the gates shall open a minimum of 90 degrees. All gates shall have restrainers in the open and closed positions.

(4) *Prohibited enclosures.* Receptacles shall not be stored in buildings or entirely enclosed structures unless the receptacles are:

(A) Stored in areas protected by an automatic sprinkler system approved by the City Fire Marshal; or

(B) Stored in a building or structure of a fire resistive Type I or Type IIA construction that is located not less than ten feet from other buildings and used exclusively for solid waste receptacle storage.

Response: The trash enclosure be concrete and will have an 18' wide chain link gate with slats which will open 90 degrees.

(f) *Solid waste service area vehicle access.*

(1) Vehicle operation area.

(A) A vehicle operation area shall be provided for solid waste collection service vehicles that is free of obstructions and no less than 45 feet in length and 12 feet in width. Vehicle operation areas shall be made available in front of every receptacle, or, in the case of multiple receptacles within an enclosure, in front of every enclosure opening.

(B) For solid waste service areas having receptacles of two cubic yards or less, the vehicle operation area may be located:

(i) Directly in front of the permanent location of the receptacle; or

(ii) In a location where the receptacle can be safely maneuvered manually not more than 45 feet into a position at one end of the vehicle operation area for receptacle servicing.

(C) The vehicle operation area may be coincident with a parking lot drive aisle or driveway, provided that such area is kept free of parked vehicles and other obstructions at all times except for the normal ingress and egress of vehicles.

(D) In the event that access to the vehicle operation area is not a direct approach into position for operation of the service vehicle, a turnaround, designed and constructed pursuant to the Public Works Design Standards, shall be required to allow safe and convenient access for collection service.

(2) Vehicle operation areas shall be designed so that waste collection service vehicles are not required to back onto a public street or leave the premises.

(3) Vehicle operation areas shall be paved with asphalt, concrete, or other hard surfacing approved by the Director, and shall be adequately designed, graded, and drained to the approval of the Director.

(4) Signs. "No Parking" signs shall be placed in a prominent location on the enclosure, or painted on the pavement in front of the enclosure or receptacle, to ensure unobstructed and safe access for the servicing of receptacles.

Response: The trash enclosure has been located at the edge of the paved truck court with sufficient space for vehicle operation without blocking any traffic.

Sec. 800.060. - Exterior lighting.

(a) Exterior lighting shall not shine or reflect onto adjacent properties, or cast glare onto the public right-of-way.

Response: Exterior lighting will be designed to eliminate light seepage or glare on to adjacent properties.

(b) Exterior light fixtures shall be located and designed so that the light source, when viewed at a height of five feet above the ground at a distance of five feet outside the boundary of the lot, shall be either:

- (1) Completely shielded from direct view; or
- (2) No greater than five foot-candles in illumination.

Response: Exterior lighting will be designed at a maximum of 5-foot candles and will be provided from building mounted fixtures, with shields and cut off angles which will shield the light fixtures from direct view from off the lot. It is anticipated that a photometric plan will be submitted with the building permit application for review of compliance.

Sec. 800.065. - Pedestrian access.

Except where pedestrian access standards are provided elsewhere under the UDC, all developments, other than single family, two family, and multiple family developments, shall include an on-site pedestrian circulation system developed in conformance with the standards in this section.

(a) Pedestrian connections required. The on-site pedestrian circulation system shall provide pedestrian connectivity throughout the development site as follows:

- (1) *Connection between building entrances and streets.*

(A) A pedestrian connection shall be provided between the primary building entrance of each building on the development site and each adjacent street. Where a building has more than one primary building entrance, a single pedestrian connection from one of the building's primary entrances to each adjacent street is allowed; provided each of the building's primary entrances are connected, via a pedestrian connection, to the required connection to the street (see Figure 800-6).

Response: A pedestrian connection has been provided between both Buildings and both of the rights-of-way each abuts.

(B) Where an adjacent street is a transit route and there is an existing or planned transit stop along street frontage of the development site, at least one of the required pedestrian connections shall connect to the street within 20 feet of the transit stop (see Figure 800-7).

Response: Fairview Industrial St. SE has public transit, however there is no transit stop within 20-feet of this property.

(2) *Connection between buildings on the same development site.* Where there is more than one building on a development site, a pedestrian connection, or pedestrian connections, shall be provided to connect the primary building entrances of all of the buildings.

Response: A pedestrian connection has been provided between the two buildings on site. Please refer to the Site Plan.

- (3) *Connection through off-street parking areas.*

(A) Surface parking areas. Except as provided under subsection (a)(3)(A)(iii) of this section, off-street surface parking areas greater than 25,000 square feet in size or including four or more consecutive parallel drive aisles shall include

pedestrian connections through the parking area to the primary building entrance as provided in this subsection.

Response: Parking areas on the site do not exceed 25,000 SF or contain consecutive parallel drive aisles. Therefore pedestrian pathways are not required throughout the parking lot areas.

(B) Parking structures and parking garages. Where an individual floor of a parking structure or parking garage exceeds 25,000 square feet in size, a pedestrian connection shall be provided through the parking area on that floor to an entrance/exit.

Response: No parking structures are proposed.

(4) *Connection to existing or planned paths and trails.* Where an existing or planned path or trail identified in the Salem Transportation System Plan (TSP) or the Salem Comprehensive Parks System Master Plan passes through a development site, the path or trail shall:

Response: No connections to existing or planned trails are proposed or feasible.

(5) *Connection to abutting properties.* Whenever a vehicular connection is provided from a development site to an abutting property, a pedestrian connection shall also be provided. A pedestrian connection is not required, however:

Response: No vehicular connections between abutting properties is proposed.

(b) Design and materials. Required pedestrian connections shall be in the form of a walkway, or may be in the form of a plaza.

(1) Walkways shall conform to the following:

(A) Material and width. Walkways shall be paved with a hard-surface material meeting the Public Works Design Standards, and shall be a minimum of five feet in width.

Response: The proposed pedestrian connections between the buildings and rights-of-way are paved and a minimum of five feet in width.

(B) Where a walkway crosses driveways, parking areas, parking lot drive aisles, and loading areas, the walkway shall be visually differentiated from such areas through the use of elevation changes, a physical separation, speed bumps, a different paving material, or other similar method. Striping does not meet this requirement, except when used in a parking structure or parking garage.

Response: Walkways which cross the asphalt parking areas will be constructed of concrete.

(C) Where a walkway is located adjacent to an auto travel lane, the walkway shall be raised above the auto travel lane or separated from it by a raised curb, bollards, landscaping or other physical separation. If the walkway is raised above the auto travel lane it must be raised a minimum of four inches in height and the ends of the raised portions must be equipped with curb ramps. If the walkway is separated from the auto travel lane with bollards, bollard spacing must be no further than five feet on center.

Response: The proposed walkways are not adjacent to an auto travel lane.

(2) Wheel stops or extended curbs shall be provided along required pedestrian connections to prevent the encroachment of vehicles onto pedestrian connections.

Response: Wheel stops are provided along the pedestrian connections

(c) **Lighting.** The on-site pedestrian circulation system shall be lighted to a level where the system can be used at night by employees, customers, and residents.

Response: Pedestrian site lighting will be provided via building mounted fixtures. An Exterior lighting plan will be submitted for approval with the building permit.

CHAPTER 802. - PUBLIC IMPROVEMENTS

Sec. 802.015. - Development to be served by city utilities.

Except as provided under SRC 802.035 and 802.040, all development shall be served by city utilities designed and constructed according to all applicable provisions of the Salem Revised Code and the Public Works Design Standards.

Response: This project will be served by Public Utilities as illustrated on the Preliminary Utility Plan.

Sec. 802.020. - Easements.

Subject to any constitutional limitations, the conveyance or dedication of easements for city utilities may be required as conditions of development approval. Easements may be required that are necessary for the development of adjacent properties. Easements shall, where possible, be centered on, or abut property lines, and shall be not less than ten feet in width. No building, structure, tree, or other obstruction other than landscaping shall be located within an easement required by this section.

Response A 10 ft PUE was put in place along all three abutting rights-of-way. There are no structures located within this easement:

Sec. 802.025. - Utilities to be placed underground.

(a) Except as otherwise provided in this section, all utility service shall be provided by underground facilities.

(b) In industrial and employment and commercial zones, electrical service may be provided by overhead wires where underground utility service is unavailable.

(c) Stormwater management shall be provided by above ground and below ground facilities.

Response: All utilities are placed underground

Sec. 802.030. - Watercourses.

(a) Any modification to a watercourse shall conform to SRC chapter 601 and the Public Works Design Standards.

(b) Public improvement and maintenance easements for watercourses may be required. The easements shall, at a minimum, extend 15 feet in each direction from the waterway centerline, ten feet from the top of a recognizable bank, or a sufficient width to pass ten-year flood flows or to accommodate the 100-year floodway on a FEMA regulated stream, whichever is greater. Such easements shall be of a width sufficient to allow both initial improvements and future maintenance and operations. Larger widths may be required.

Response: There are no watercourses within the site

Sec. 802.040. - Private stormwater, wastewater, and water systems.

A private stormwater, wastewater, or water system may be approved by the Director if each of the following conditions are met:

(a) City utilities necessary to serve adjacent properties and to provide needed links in the overall collection and distribution system are provided.

(b) If the system is a water system:

- (1) The water system conforms to the water distribution standards of the City;
- (2) Except as authorized by state law, water from the system is not submetered or resold to other parties;
- (3) Each building under separate ownership has a separate water meter; and
- (4) The properties served are located within a commercial or an industrial and employment zone.

(c) If the system serves multiple properties under separate ownership:

(1) If the system is a wastewater system, the properties served are located within a commercial or an industrial and employment zone, and each building under separate ownership must have a separate wastewater monitoring manhole. Exceptions to the requirement for monitoring manholes may be granted by the Director if the owner of the system shows that no proposed use has any likelihood of discharging hazardous or illegal materials into the City's wastewater system.

(2) An agreement is executed by the utility owner and the owner of the property served by the system. The agreement shall be recorded in the deed records of the applicable county and provide that:

- (A) The system serving the property is private;
- (B) The City has no responsibility to maintain the system;
- (C) The system will not be accepted by the City unless the system was constructed in a manner that conforms to the Public Works Design Standards;
- (D) A perpetual right of access to read and maintain the meters and inspect the system is granted to the City; and
- (E) Persons served by the system assume responsibility for any repairs required for the City.

Response: The private stormwater, waste water and water systems were designed per the Code requirements. Please refer to the Preliminary Stormwater Plan. Maintenance will be completed by the owner.

CHAPTER 804. - DRIVEWAY APPROACHES

Sec. 804.015. - Driveway approach permit required.

(a) Except as otherwise provided in this chapter, a driveway approach permit shall be obtained prior to constructing, relocating, reconstructing, enlarging, or altering any driveway approach.

Response: A driveway approach permit is required for this project.

Sec. 804.025. - Class 2 driveway approach permit.

(a) **Required.** A Class 2 driveway approach permit is required for:

Response: A Type II Driveway Approach permit is required for each of the four driveways proposed in this project.

(b) Procedure type. A Class 2 driveway approach permit is processed as a Type II procedure under SRC chapter 300.

Response: Four Class 2/Type II driveway approach permits are required for this project.

(c) Submittal requirements. In lieu of the application submittal requirements under SRC chapter 300, an application for a Class 2 driveway approach permit shall include the following:

- (1) A completed application form.
- (2) A site plan, of a size and form and in the number of copies meeting the standards established by the Director, containing the following information:
- (3) Identification of the uses or activities served, or proposed to be served, by the driveway approach.
- (4) Any other information, as determined by the Director, which may be required to adequately review and analyze the proposed driveway approach for conformance with the applicable criteria.

Response: An application form, a Site Plan and a narrative document identifying uses are included in the submittal.

(d) Criteria. A Class 2 driveway approach permit shall be granted if:

- (1) The proposed driveway approach meets the standards of this chapter and the Public Works Design Standards;

Response: All of the four driveways have been designed to City of Salem Public Works Standards.

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

Response: Three of the four driveways comply with the required dimensional locations. One of the four does not comply (driveway on Fairview Industrial Dr. SE.) An adjustment has been requested to allow the driveway in the proposed location.

- (3) The number of driveway approaches onto an arterial are minimized;
- Response: Fairview Industrial Dr. SE is classified as an arterial right-of-way. Originally the project property was comprised of 5-lots, two of which had frontage on Fairview Industrial Dr. SE. (via a shared access easement). This project also proposes a single driveway on Fairview Industrial Dr. SE, in keeping with the originally approved Plat.**

It should also be noted that the original plat would have entitled each lot to a driveway. This project will consolidate all 5-lots into a single lot which proposes a total of four driveways, one less than what would have been automatically allowed.

- (4) The proposed driveway approach, where possible:
 - (A) Is shared with an adjacent property; or
 - (B) Takes access from the lowest classification of street abutting the property;

Response: All four of the proposed driveways are in essence shared. additionally, three of the four access local streets.

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

Response: All four driveways have been designed to meet the vision clearance standards as discussed in Chapter 805 in this narrative document.

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

Response: The proposed driveways will not create traffic hazards or produce unsafe turning movements or access.

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

Response: No adverse impacts will be created with the addition of the driveways. Three of the four proposed driveways access local streets.

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

Response: Minimal impacts will result in the addition of these driveways.

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

Response: The project site is not located close to any residential use or zoned properties, and will therefore not increase or create any negative impacts to said properties.

Sec. 804.035. - Access onto major and minor arterials.

(a) *Number of driveway approaches.*

(1) Except as otherwise provided in this chapter, a complex shall be entitled to one driveway approach onto a major or minor arterial. Additional driveway approaches for a complex may be allowed where:

Response: Fairview Industrial Drive SE is classified as a Minor Arterial street. This project proposes one driveway off of Fairview Dr. SE. The other driveways propose access to local streets.

(b) *Traffic volume threshold.* No driveway approach onto a major or minor arterial shall be allowed unless the development generates 30 or more vehicle trips per day or the driveway approach provides access to a city park.

Response: A Traffic Generation Estimate Form is included in this application submittal.

(c) *Permitted access.*

(1) Driveway approaches onto major and minor arterials shall only provide access to a permitted parking or vehicular use area, except where the driveway approach will provide access to a site controlled by a franchised utility service provider or a governmental entity.

(2) For a corner lot that abuts a local or collector street, the driveway approach shall provide access to the street with the lower street classification.

(4) Only forward in/forward out access shall be allowed onto a major or minor arterial.

Response: This project proposes driveways to permitted parking and maneuvering areas, with forward in/forward out movements facilitated. The project site is a double corner lot, abutting three streets. Access to the arterial is discussed above.

(d) *Spacing.* Driveway approaches providing direct access to a major or minor arterial shall be no less than 370 feet from the nearest driveway or street intersection, measured from centerline to centerline.

Response: Driveway along Fairview is located just off center of the frontage which is 300 feet to the intersection of Cascadia Industrial and 135 feet to the driveway of the property to the west. As proposed, this does not meet the 370-foot minimum and an Adjustment to this standard is requested (Chapter 250 - Adjustments)

(e) *Vision clearance.* Driveway approaches onto major and minor arterials shall comply with the vision clearance requirements set forth in SRC chapter 805.

Response: Vision clearance requirements have been met on all four driveways as discussed in Chapter 805 and depicted on the Site and Landscape Plan.

Sec. 804.050. - Driveway approach development standards.

Driveway approaches shall conform to the following development standards:

(a) *Design and construction.* Driveway approaches shall be designed and constructed in conformance with this chapter and the Public Works Design Standards.

Response: All four driveways have been designed per Public Works Design Standards.

(b) *Width.*

(2) Driveway approach width for uses other than single family and two family. Driveway approaches serving uses other than single family and two family shall conform to the minimum and maximum widths set forth in Table 804-2.

Response: As proposed, each of the four driveways comply with the minimum and maximum standards required in Table 804-2.

TABLE 804-2. DRIVEWAY APPROACH WIDTH FOR USES OTHER THAN SINGLE FAMILY OR TWO FAMILY		
Type of Driveway	Width	
	Minimum	Maximum
One-way driveway approach	12 ft.	20 ft.
Two-way driveway approach	22 ft.	40 ft.

(c) *Marking and signage.* Where required by the Public Works Design Standards, driveway approaches shall be clearly marked or signed and maintained in conformance with the Public Works Design Standards.

Response: Marking and signage will be signed and maintained per the applicable Public Works Design Standards.

CHAPTER 805. - VISION CLEARANCE

Sec. 805.005. - Vision clearance areas.

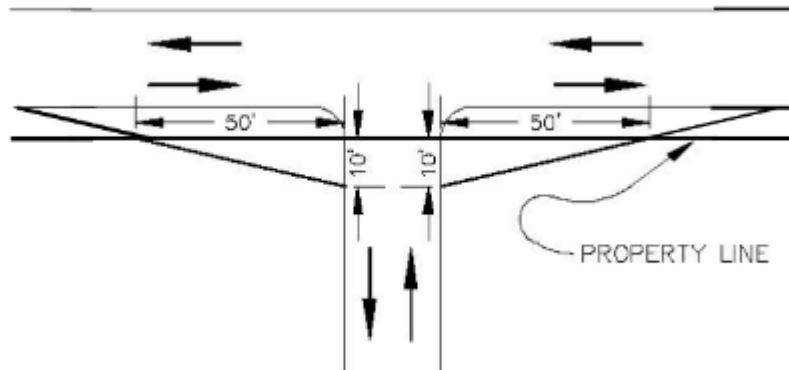
(b) Intersections with driveways, flag lot accessways, and alleys. Vision clearance areas at intersections of streets and driveways, streets and flag lot accessways, streets and alleys, and alleys and driveways shall comply with the following:

(1) *Driveways.*

(B) Driveways serving uses other than single family and two family. Driveways serving uses other than single family and two family shall have a vision clearance area on each side of the driveway. The vision clearance area shall have ten-foot legs along the driveway and 50-foot legs along the intersecting street or alley (see Figure 805-5).

Response: Vision clearance standards are respected at all four driveways as depicted in Figure 805-5, below.

FIGURE 805-5. DRIVEWAYS SERVING USES OTHER THAN SINGLE FAMILY AND TWO FAMILY



CHAPTER 806. - OFF-STREET PARKING, LOADING AND DRIVEWAYS

Sec. 806.015. - Amount off-street parking.

(a) Minimum required off-street parking. Unless otherwise provided under the UDC, off-street parking shall be provided in amounts not less than those in Table 806-1.

Table 806-1. Minimum Off-Street Parking

Use	Minimum Number of Spaces Required ⁽¹⁾
General wholesaling	1 per 1,500 sq. ft.
Heavy wholesaling	
Warehousing and distribution	The greater of the following: 0.75 per employee; or 1 per 5,000 sq. ft. (Less than 50,000 sq. ft.)
Self-service storage	1 per 10,000 sq. ft. (50,000 to 100,000 sq. ft.) 1 per 15,000 sq. ft. (Greater than 100,000 sq. ft.)
Manufacturing	
General manufacturing	The greater of the following: 0.75 per employee; or
Heavy manufacturing	1 per 5,000, sq. ft. (Less than 50,000 sq. ft.)
Printing	1 per 10,000 sq. ft. (50,000 to 100,000 sq. ft.) 1 per 15,000 sq. ft. (Greater than 100,000 sq. ft.)
Business and Professional Services	
Office	1 per 350 sq. ft.
Audio/visual media production	
Laboratory research and testing	

**Response: This project proposes two buildings that are a combination of uses.
Building 1 is 28,775 sf.
Building 2 is 41,000 sf.**

Building 1

Office 7,193 sf office at $1/350 = 20.5$ or 21 spaces required,

Manufacturing 7,193 sf office at $1/5000 = 1.43$ or 2 spaces required

Warehouse 14,387 sf office at $1/5000 = 2.87$ or 3 spaces required

Building 1 total 26 parking spaces required

Maximum is 1.75 times the minimum for over 20 spaces which is 46 spaces maximum.

Building 1 proposes 49 parking spaces, which complies with both the minimum and maximum requirements.

Building 2

Office 10,250 sf office at $1/350 = 29.28$ or 30 spaces required,

Manufacturing 10,250 sf office at $1/5000 = 2.05$ or 3 spaces required

Warehouse 20,500 sf office at $1/5000 = 4.1$ or 5 spaces required

Building 2 total 38 parking spaces required

Maximum is 1.75 times the minimum for over 20 spaces which is 57 spaces maximum.

Building 2 proposes 53 parking spaces, which complies with both the minimum and maximum requirements.

(b) Compact parking. Up to 75 percent of the minimum off-street parking spaces required under this chapter may be compact parking spaces.

Response: No compact spaces are proposed.

(c) Carpool and vanpool parking. New developments with 60 or more required off-street parking spaces, and falling within the public services and industrial use classifications, and the business and professional services use category, shall designate a minimum of five percent of their total off-street parking spaces for carpool or vanpool parking.

Response: As proposed, this project includes 6 carpool/vanpool spaces.

(d) Maximum off-street parking. Unless otherwise provided under the UDC, off-street parking shall not exceed the amounts set forth in Table 806-2.

TABLE 806-2. MAXIMUM OFF-STREET PARKING	
Minimum Number of Off-Street Parking Spaces Required (From Table 806-1)	Maximum Number of Off-Street Parking Spaces Allowed
20 spaces or less	2.5 times minimum number of spaces required.
More than 20 spaces	1.75 times minimum number of spaces required.

Response: Both buildings comply with the maximum allowed parking.

Sec. 806.035. - Off-street parking and vehicle use area development standards for uses or activities other than single family and two family.

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 shall apply to:

Response: These standards apply to this project and the subject parking areas

(b) **Location.**

(1) *Generally.* Off-street parking and vehicle use areas shall not be located within required setbacks.

Response: None of the proposed parking is located within a setback.

(c) **Perimeter setbacks and landscaping.**

(1) *Perimeter setbacks and landscaping, generally.*

(A) *Perimeter setbacks.* Perimeter setbacks, as set forth in this subsection, 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. Perimeter setbacks for parking garages are set forth under subsection (c)(5) of this section. Perimeter setbacks are not required for:

Response; This code section applies to this project.

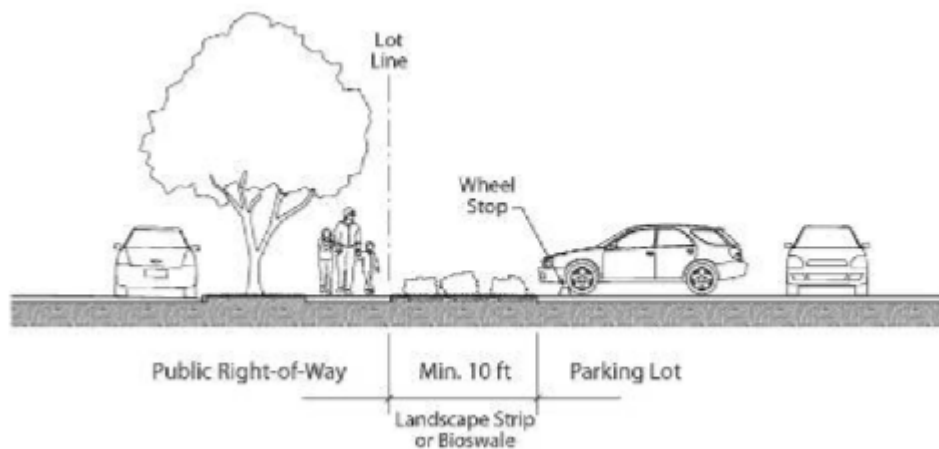
(B) *Perimeter landscaping.* Required perimeter setbacks for off-street parking and vehicle use areas shall be landscaped as set forth in this subsection.

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

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

Response: Method A is proposed. The off street parking and vehicle use area is separated by a Type A landscape area that is 19'-6" deep along the east and south streets and 21'-6" along the west street.

FIGURE 806-1. PERIMETER SETBACKS AND LANDSCAPING ABUTTING STREETS - METHOD A



(d) Interior landscaping.

(1) *Interior landscaping, generally.* Interior landscaping, as set forth in this subsection, shall be required for off-street parking areas 5,000 square feet or greater in size; provided, however, interior landscaping is not required for:

Response: Interior parking lot landscape is required for this project.

(2) *Minimum percentage of interior landscaping required.* Interior landscaping shall be provided in amounts not less than those set forth in Table 806-5. For purposes of this subsection, the total interior area of an off-street parking area is the sum of all areas within the perimeter of the off-street parking area, including parking spaces, aisles, planting islands, corner areas, and curbed areas, but not including interior driveways. Perimeter landscaped setbacks and required landscape strips separating off-street parking areas from buildings and structures shall not count towards satisfying minimum interior landscaping requirements.

Response: INTERIOR PKG. LOT LANDSCAPING REQ. 8%

INTERIOR PKG. LOT AREA BLDG 1 = 10,793 SF = 863 SF

INTERIOR PKG. LOT AREA BLDG 2 = 11,348 SF = 908 SF

INTERIOR PKG. LOT LANDSCAPING PROVIDED

INTERIOR PKG. LOT LANDSCAPING BLDG 1 = 1,760 SF

INTERIOR PKG. LOT LANDSCAPING BLDG 2 = 1,452 SF

Interior parking lot area and landscaping is highlighted on Landscape Plan L1.0.

TABLE 806-5. INTERIOR OFF-STREET PARKING AREA LANDSCAPING	
Total Interior Area of Off-Street Parking Area	Percentage Required to be Landscaped
Less than 50,000 sq. ft.	Min. 5%
50,000 sq. ft. and greater	Min. 8%

(3) *Trees.* A minimum of one deciduous shade tree shall be planted for every 12 parking spaces within an off-street parking area. Trees may be clustered within landscape islands or planter bays, and shall be distributed throughout the off-street parking area to create a canopy effect and to break up expanses of paving and long rows of parking spaces.

Response: INTERIOR PKG. LOT TREES REQ. 1 PER 12 SPACES

BLDG 1 PKG. SPACES = 49/12 = 4 = 13 PROPOSED

BLDG 2 PKG. SPACES = 53/12 = 5 = 9 PROPOSED

Trees are proposed in the planter islands separating the parking spaces. Please see Landscape Plan L1.0.

(4) *Landscape islands and planter bays.* Landscape islands and planter bays shall have a minimum planting area of 25 square feet, and shall have a minimum width of five feet (see Figure 806-7).

Response: Planting islands located between parking stalls are 80sf or larger and a minimum of 5'-0" wide

(e) Off-street parking area dimensions. Off-street parking areas shall conform to the minimum dimensions set forth in Table 806-6; provided, however, minimum off-street parking area dimensions shall not apply to:

Response: All proposed off-street parking areas conform to minimum dimensional standards.

(f) Grade. Off-street parking and vehicle use areas shall not exceed a maximum grade of ten percent. Ramps shall not exceed a maximum grade of 15 percent.

Response: None of the project site contains a slope in excess of 10%.

(g) Surfacing. Off-street parking and vehicle use areas shall be paved with a hard surface material meeting the Public Works Design Standards; provided, however, up to two feet of the front of a parking space may be landscaped with ground cover plants (see Figure 806-9). Such two-foot landscaped area counts towards meeting interior off-street parking area landscaping requirements, but shall not count towards meeting perimeter setbacks and landscaping requirements. Paving is not required for:

Response: All of the parking areas on site are paved. Parking spaces with landscaping in front is not being counted toward the interior parking lot landscape calculation. L1.0 highlights the areas considered to be interior parking lot landscaping.

(h) Drainage. Off-street parking and vehicle use areas shall be adequately designed, graded, and drained according to the Public Works Design Standards, or to the approval of the Director.

Response: On-site parking and vehicular use areas are graded for adequate drainage. Please refer to the Grading Plan. Sheet C2.0

(i) Bumper guards or wheel barriers. Off-street parking and vehicle use areas shall include bumper guards or wheel barriers so that no portion of a vehicle will overhang or project into required setbacks and landscaped areas, pedestrian accessways, streets or alleys, or abutting property; provided, however, bumper guards or wheel barriers are not required for:

Response: The project proposes 6" curbs as wheel barriers from landscaped areas and pedestrian accessways.

(j) Off-street parking area striping. Off-street parking areas shall be striped in conformance with the off-street parking area dimension standards set forth in Table 806-6; provided, however, off-street parking area striping shall not be required for:

Response: Off-street parking has been striped as required.

(k) Marking and signage.

(1) Off-street parking and vehicle use area circulation. Where directional signs and pavement markings are included within an off-street parking or vehicle use area to control vehicle movement, such signs and marking shall conform to the Manual of Uniform Traffic Control Devices.

Response: There are no directional signs proposed or required.

(l) Lighting. Lighting for off-street parking and vehicle use areas shall not shine or reflect onto adjacent residentially zoned property, or property used for uses or activities falling under household living, or cast glare onto the street.

Response: The lighting will be provided from the building mounted fixtures with shields and cut off angles which will shield the light fixtures from direct view from off the lot.

(m) Off-street parking area screening. Off-street parking areas with more than six spaces shall be screened from abutting residentially zoned property, or property used for uses or activities falling under household living, by a minimum six-foot-tall sight-obscuring fence, wall, or hedge; provided, however, screening is not required for vehicle storage areas within the IG zone.

Response: The project does not abut residentially zoned property.

Sec. 806.040. - Driveway development standards for uses or activities other than single family or two family.

Unless otherwise provided under the UDC, driveways for uses or activities other than single family or two family shall be developed and maintained as provided in this section.

(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. The driveway approaches to the driveways shall conform to SRC chapter 804.

Response: As proposed, all four of the driveways are full access. Adequate turnaround is provided via a looped circulation system.

(b) Location. Driveways shall not be located within required setbacks except where:
(1) The driveway provides direct access to the street, alley, or abutting property.
(2) The driveway is a shared driveway located over the common lot line and providing access to two or more uses.

Response: Driveways do not encroach on setbacks except to access rights-of-way.

(c) Setbacks and landscaping.

(1) *Perimeter setbacks and landscaping, generally.* Perimeter setbacks and landscaping as set forth in this subsection shall be required for driveways abutting streets and abutting interior front, side, and rear property lines; provided, however, perimeter setbacks and landscaping are not required where:

(A) The driveway provides direct access to the street, alley, or abutting property.

(B) The driveway is a shared driveway located over the common lot line and providing access to two or more uses.

(2) *Perimeter setbacks and landscaping abutting streets.* Unless a greater setback is required elsewhere within the UDC, driveways abutting a street shall be

setback and landscaped according to the off-street parking and vehicle use area perimeter setbacks and landscaping standards set forth under SRC 806.035(c)(2).

(3) *Perimeter setbacks and landscaping abutting interior front, side, and rear property lines.* Unless a greater setback is required elsewhere within the UDC, driveways abutting an interior front, side, or rear property line shall be setback a minimum of five feet. The setback shall be landscaped according to the Type A standard set forth in SRC chapter 807.

Response: Proposed driveways are setback from the street corners 50'-0" and 298'-0". This standard is met.

(d) **Dimensions.** Driveways shall conform to the minimum width set forth in Table 806-7.

Response: All four of the proposed driveways exceed the minimum 22-foot width.

TABLE 806-7. MINIMUM DRIVEWAY WIDTH		
Type of Driveway	Width	Inside Radius of Curves & Corners
One-way driveway	12 ft.	25 ft., measured at curb or pavement edge
Two-way driveway	22 ft.	25 ft., measured at curb or pavement edge

(e) **Surfacing.** All driveways shall be paved with a hard surface material meeting the Public Works Design Standards.

Response: All vehicular maneuvering areas including the parking areas are paved.

(f) **Drainage.** Driveways shall be adequately designed, graded, and drained according to the Public Works Design Standards, or to the approval of the Director.

Response: Driveway design conforms to all applicable Design Standards.

(g) **"No Parking" signs.** Driveways shall be posted with one "no parking" sign for every 60 feet of driveway length, but in no event shall less than two signs be posted.

Response: No Parking signage has been provided at driveways and along fire lanes and at the trash enclosure.

Sec. 806.045. - Bicycle parking; when required.

(a) **General applicability.** Bicycle parking shall be provided as required under this chapter for:

(1) Each proposed new use or activity.

(2) Any change of use or activity, when such change of use or activity results in a bicycle parking ratio requiring a greater number of spaces than the previous use or activity.

(3) Any intensification, expansion, or enlargement of a use or activity.

Response: Bicycle parking is required.

Sec. 806.055. - Amount of bicycle parking.

Unless otherwise provided under the UDC, bicycle parking shall be provided in amounts not less than those set forth in Table 806-8.

Table 806-8. Minimum Bicycle Parking

Business and Professional Services	
Office	The greater of the following: 4 spaces; or 1 per 3,500 sq. ft. for first 50,000 sq. ft.; plus 1 per 7,000 sq. ft. for 50,000 to 100,000 sq. ft.;plus 1 per 14,000 sq. ft. for remaining square footage over 100,000 sq. ft.
Laboratory research and testing	
Office complex	
Wholesale Sales, Storage, and Distribution	
General wholesaling	1 per 15,000 sq. ft.
Heavy wholesaling	
Warehousing and distribution	The greater of the following: 4 spaces; or: 1 per 10,000 sq. ft. for first 50,000 sq. ft.; plus 1 per 20,000 sq. ft. for 50,000 to 100,000 sq. ft.; plus 1 per 30,000 sq. ft. for remaining square footage over 100,000 sq. ft.
Manufacturing	
General manufacturing	The greater of the following: 4 spaces; or: 1 per 10,000 sq. ft. for first 50,000 sq. ft.; plus 1 per 20,000 sq. ft. for 50,000 to 100,000 sq. ft.; plus 1 per 30,000 sq. ft. for remaining square footage over 100,000 sq. ft.
Heavy manufacturing	
Printing	

Response: Based on the combination of uses, Building 1 requires 5 bicycle parking spaces and Building 2 requires 8 bicycle parking spaces.

Sec. 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 this section. The standards set forth in this section shall not apply to City approved bike share stations which utilize bike docking stations.

(a) Location. Except as otherwise provided in this section, bicycle parking shall be located outside a building.

(1) Bicycle parking located outside a building shall be located within a convenient distance of, and be clearly visible from, the primary building entrance. In no event shall bicycle parking be located more than 50 feet from the primary building entrance, as measured along a direct pedestrian access route.

(2) Where bicycle parking cannot be located outside a building, it may be located inside a building within a convenient distance of, and accessible from, the primary building entrance.

Response: All proposed bicycle parking is located outside of the building. Bike parking is located outside of each entry at Building 1. Bike parking is located at the north and south ends of Building 2 within 28 feet of the main entries.

(b) Access. Bicycle parking areas shall have direct and accessible access to the public right-of-way and the primary building entrance that is free of obstructions and any barriers, such as curbs or stairs, which would require users to lift their bikes in order to access the bicycle parking area.

Response: All proposed bicycle parking is located within 50-feet of the pedestrian walkway which connects each building to the right-of-way.

(c) Dimensions. Except as provided in subsection (f) of this section, bicycle parking areas shall meet the following dimension requirements:

(1) *Bicycle parking spaces.* Bicycle parking spaces shall be a minimum of six feet in length and two feet in width with the bicycle rack centered along the long edge of the bicycle parking space. Bicycle parking space width may be reduced, however, to a minimum of three feet between racks where the racks are located side-by-side.

(2) *Access aisles.* Bicycle parking spaces shall be served by a minimum four-foot-wide access aisle. Access aisles serving bicycle parking spaces may be located within the public right-of-way.

Response: All proposed bicycle parking meets or exceeds these dimensional standards.

(d) Surfacing. Where bicycle parking is located outside a building, the bicycle parking area shall consist of a hard surface material, such as concrete, asphalt pavement, pavers, or similar material, meeting the Public Works Design Standards.

Response: All proposed bicycle parking areas are located on a paved surface.

(e) Bicycle racks. Where bicycle parking is provided in racks, the racks may be floor, wall, or ceiling racks. Bicycle racks shall meet the following standards.

(1) Racks must support the bicycle frame in a stable position, in two or more places a minimum of six inches horizontally apart, without damage to wheels, frame, or components.

(2) Racks must allow the bicycle frame and at least one wheel to be locked to the rack with a high security, U-shaped shackle lock;

(3) Racks shall be of a material that resists cutting, rusting, and bending or deformation; and

(4) Racks shall be securely anchored.

(5) Examples of types of bicycle racks that do, and do not, meet these standards are shown in Figure 806-10.

Response: All proposed bicycle parking is facilitated by bicycle racks. Please refer to Sheet A1.1.

(f) Bicycle lockers. Where bicycle parking is provided in lockers, the lockers shall meet the following standards:

Response: No bicycle lockers are proposed.

Sec. 806.065. - Off-street loading areas; when required.

(a) General applicability. Off-street loading shall be provided and maintained as required under this chapter for:

Response: Off-street loading is required for this project.

Sec. 806.075. - Amount of off-street loading.

Unless otherwise provided under the UDC, off-street loading shall be provided in amounts not less than those set forth in Table 806-9.

Response: This project proposes two buildings that are a combination of uses.

Building 1 is 28,775 sf.

Building 2 is 41,000 sf.

As such, based on the Manufacturing and Warehouse uses, each building requires one loading space that is 12' x 40' x 14'

Building 1 has six loading spaces and Building 2 has eight loading spaces all of which exceed the required dimensional standards.

Sec. 806.080. - Off-street loading development standards.

Unless otherwise provided under the UDC, off-street loading shall be developed and maintained as set forth in this section.

(a) Location. Off-street loading areas shall not be located within required setbacks.

Response: None of the proposed off-street loading is located within a setback area.

(b) Perimeter setbacks and landscaping.

(1) Perimeter setbacks and landscaping abutting streets. Unless a greater setback is required elsewhere within the UDC, off-street loading areas abutting a street shall be setback and landscaped according to the off-street parking and vehicle use area perimeter setback and landscaping standards set forth under SRC 806.035(c)(2).

(2) Perimeter setbacks and landscaping abutting interior front, side, and rear property lines. Unless a greater setback is required elsewhere within the UDC, off-street loading areas abutting an interior front, side, or rear property line shall be setback a minimum of five feet. The setback shall be landscaped according to the Type A landscaping standard of SRC chapter 807.

Response: Loading areas are setback from the property lines a minimum of 10'-0" and screened with Type 'A' landscaping.

(c) Dimensions. Loading areas shall conform to the minimum dimensions set forth in Table 806-9.

Response: All proposed loading spaces exceed the required dimensional standards. (12' x 40' x 14')

(d) Maneuvering. 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.

Response: Each dock/loading area provides adequate backing and maneuvering area. Building 1 provides approximately 135-feet of backing area. Building 2 provides approximately 97-feet of backing area.

(e) **Surfacing.** All loading areas shall be paved with a hard surface material meeting the Public Works Design Standards; provided, however, paving is not required for:

Response: All loading and maneuvering areas are paved per the required design standards.

(f) **Drainage.** Loading areas shall be adequately designed, graded, and drained according to the Public Works Design Standards, or to the approval of the Director.

Response: Loading areas are graded for adequate drainage. Please refer to the Grading Plan. Sheet C2.0

(g) **Lighting.** Lighting for off-street loading areas shall not shine or reflect onto adjacent residentially zoned property, or property used for uses or activities falling under household living, or cast glare onto the street.

Response:

CHAPTER 807. - LANDSCAPING AND SCREENING

Sec. 807.015. - Landscaping and screening.

Unless otherwise provided under the UDC, required landscaping and screening shall conform to the standards set forth in this section.

(a) **Landscaping types.** Required landscaping shall be provided according to one of the landscaping types set forth in Table 807-1. Where landscaping is required under the UDC without a reference to a specific landscaping type, the required landscaping shall meet the Type A standard.

Response: The proposed landscaping for the site is a Type A.

TABLE 807-1. LANDSCAPING TYPES		
Landscaping Type	Required Plant Units (PU)	Required Screening
A	Min. 1 PU per 20 sq. ft. of landscaped area	None
B	Min. 1 PU per 20 sq. ft. of landscaped area	Min. 6-foot-tall fence, wall, or hedge
C	Min. 1 PU per 20 sq. ft. of landscaped area	Min. 6-foot-tall fence or wall
D	Min. 1 PU per 16 sq. ft. of landscaped area	Min. 6-foot-tall sight-obscuring landscaping or wall
E	Min. 1 PU per 16 sq. ft. of landscaped area	Min. 6-foot-tall wall

(b) **Plant materials and corresponding plant unit values.** Plant materials, their corresponding minimum plant unit values, and minimum plant material size at time of planting for landscaping within required landscaped areas are set forth in Table 807-2. 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 shall provide for a minimum 75 percent coverage of required landscaped areas within five years.

Response: Plant unit values and type (evergreen or deciduous; shade tree or ornamental tree) are listed in the planting schedule to be provided at time of permit

application. Plant spacing is based on growth rate to ensure a minimum 75% coverage of landscaped areas within five years.

TABLE 807-2. PLANT MATERIALS AND MINIMUM PLANT UNIT VALUES		
Plant Material	Plant Unit (PU) Value	Size at Planting
1 mature tree	15 PU	
1 shade tree	10 PU	1.5 in. to 2 in. caliper
1 evergreen/conifer tree	5 PU	6 ft. to 8 ft. height
1 ornamental tree	2 PU	1 in. to 1.5 in. caliper
1 large deciduous or evergreen shrub (at maturity: over 4 ft. wide; 4 ft. high)	2 PU	Min. 3 gallon or balled and burlapped
1 small to medium shrub (at maturity: maximum 4 ft. wide; 4 ft. high)	1 PU	Min. 1 gallon
Lawn or other ground cover	1 PU per 50 sq. ft.	

(c) Preservation of existing trees and vegetation. The preservation of existing trees and vegetation is encouraged. If preserved, existing trees as defined under SRC chapter 808, existing trees less than ten inches dbh, and existing vegetation may be utilized to satisfy required landscaping if they conform to the minimum plant unit requirements specified in this chapter.

Response: The existing site is currently an open field with no trees, shrubs or groundcovers, only grass is present.

(e) Screening standards. Unless otherwise provided under the UDC, where screening is required in the form of a fence, wall, or landscaping, it shall conform to the following standards:

(1) *Height.* Fences and walls shall be a minimum of six feet in height. Landscaping shall be of a species that will attain a height of at least six feet within three years after planting.

(2) *Opacity.* Screening shall be sight-obscuring. Fences, walls, and landscaping shall be at least 75 percent opaque when viewed from any angle at a point 25 feet away from the fence, wall, or landscaping. Landscaping shall be of an evergreen species that will attain required opacity within three years after planting.

(3) *Maintenance.* Fences and walls shall be maintained in safe condition, and shall be maintained as opaque. Landscaping shall be replaced within six months after dying or becoming diseased to the point that required opacity can no longer be maintained.

Response: Screening in the form of a wall or fence is not required. Where screening by landscaping is required an evergreen species is proposed.

(f) Berm. Unless otherwise provided under the UDC, where screening is required in the form a berm, the berm shall be an earthen mound no less than three feet in height above the existing grade, and shall be constructed with a slope no steeper than 3:1 on all sides. The berm shall be planted with plant materials to prevent erosion. The berm shall not alter natural drainage flows from abutting properties.

Response: No berms are proposed at this time.

(g) **Street trees.** Development adjacent to public streets shall provide street trees that meet the standards and specifications set forth in SRC chapter 86.

(Prior Code, § 807.015; Ord. No. 31-13)

Response: Street trees will be provided as required.

Sec. 807.020. - Landscaping plan.

(a) All building permit applications for development subject to the landscaping requirements of this chapter shall include a landscaping plan.

(b) Landscaping plans shall be of a size and form established by the Planning Administrator, and shall include the following:

(1) Scale and north arrow.

(2) Lot dimensions and footprint of structure(s).

(3) A legend indicating the linear footage of perimeter setbacks abutting a street or right-of-way; the linear footage of perimeter setbacks not abutting a street or right-of-way; total building square footage; total square footage of the interior area of the off-street parking area, calculated per SRC 806.035(d)(2); and total number of parking spaces.

(4) The location and size of plant materials, identified by common and botanical names, and their expected coverage within five years.

(5) The type and location of landscaping features other than plant materials, including, but not limited to, wetlands, creeks, ponds, sculpture, and benches.

(6) Fence or wall materials, when screening is required under the UDC.

(7) Abutting land uses.

(8) The type, size, and location of:

(A) Existing trees, as defined under SRC chapter 808, existing trees less than ten inches dbh, and vegetation that will be retained to satisfy landscaping requirements of this chapter.

(B) Existing trees, as defined under SRC chapter 808, proposed for removal.

(9) Notwithstanding subsection (b)(8) of this section, where the development site is heavily wooded, only those trees that will be affected by the proposed development need to be sited accurately. The remaining trees may be shown on the plan in the general area of their distribution.

(10) An irrigation plan identifying the materials, size, and location of all components of the irrigation system.

(11) A two-year plant establishment schedule for:

(A) Landscaped areas where a permanent underground or drip irrigation system is not required because of the use of drought resistant vegetation; or

(B) New vegetation located within stormwater facilities.

Response: A Landscape Plan and Irrigation Plan have been prepared in accordance with the standards of this section.

Sec. 807.025. - Plant material standards.

All plant materials shall be, upon installation, vigorous and well-branched, with healthy and well-furnished root systems free of disease, insects, pests, and injuries.

(Prior Code, § 807.025; Ord. No. 31-13)

Response: All plant materials will be specified to industry standard.

Sec. 807.040. - Irrigation.

(a) A permanent underground or drip irrigation system with an approved backflow prevention device shall be provided for all landscaped areas required under the UDC; provided, however, a permanent underground or drip irrigation system is not required for:

(1) Existing healthy vegetation that has been established for at least two years and that is being preserved to meet the landscaping requirements under this chapter;

(2) New vegetation that is drought resistant, in which case a two-year plant establishment schedule shall be provided with the landscaping plan describing the amount of water to be applied over a two-year time period and how that water will be distributed to the plant material; and

(3) New vegetation located within stormwater facilities as required by the Public Works Design Standards, in which case a two-year plant establishment schedule shall be provided with the landscaping plan describing the amount of water to be applied over a two-year time period and how that water will be distributed to the plant material.

Response: A permanent fully automatic irrigation system is proposed as part of the project.

(b) Wherever feasible, sprinkler heads irrigating lawns or other high-water-demand landscape areas shall be circuited so that they are on a separate zone or zones from those irrigating trees, shrubbery, or other reduced-water-requirement areas.

Response: Irrigation design will separate lawn, shrubs & groundcovers via irrigation zones.



MEMO

TO: Olivia Dias, Planner III
Community Development Department

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

DATE: March 5, 2020

SUBJECT: **PUBLIC WORKS RECOMMENDATIONS**
SPR-REP-ADJ-DAP20-09 (19-122425-RP)
3992 FAIRVIEW INDUSTRIAL DRIVE SE
TWO NEW WAREHOUSE BUILDINGS

PROPOSAL

A Class 3 Site Plan Review, Replat, Class 2 Driveway Approach permit for construction of two warehousing buildings, with a Class 2 Adjustment to reduce the spacing between the proposed driveway along Fairview Industrial Drive SE and the intersection with Cascadia Industrial Street SE from 370 feet to 300 feet.

The subject properties are approximately 5.81 acres in size, zoned IC (Industrial Commercial) zone at the corner of Fairview Industrial Drive SE and Cascadia Industrial Street SE (Marion County Assessor Map and Tax Lot 083W01CC / 200, 083W01CC / 100, 083W01CC / 300, 083W01CC / 400 and 083W01CC / 500).

RECOMMENDED CONDITIONS OF APPROVAL

1. Construct the incomplete portions of a half-street improvement along the frontage of Cascadia Industrial Street SE as specified in the PWDS and consistent with the provisions of SRC Chapter 803, which may include, but not be limited to: property-line sidewalk, street trees, and street lights.
2. Install street trees to the maximum extent feasible along the frontage of Fairview Industrial Drive SE.
3. Design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS.

FACTS

Streets

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 Industrial Street 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. A 10-inch storm main is located in Fairview Industrial Drive SE.
 - b. A 15-inch storm main is located in Cascadia Industrial Street SE.

Water

1. Existing Conditions
 - a. The subject property is located in the G-0 water service level.
 - b. A 24-inch water main is located in Fairview Industrial Drive SE. Mains of this size generally convey flows of 8,500 to 19,700 gallons per minute.
 - c. A 16-inch water main is located in Cascadia Industrial Street SE. Mains of this size generally convey flows of 3,800 to 8,800 gallons per minute.

Sanitary Sewer

1. Existing Conditions

- a. A 10-inch sewer main is located in Cascadia Industrial Street SE.

CRITERIA AND FINDINGS

Replat

SRC 205.025(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 205.025(d)(1)—The tentative replat does not propose to vacate any public street or road, or any recorded covenants or restrictions.

Findings—The applicant's proposal does not vacate any public rights-of-way.

SRC 205.025(d)(3) —The tentative replat complies with the standards of this Chapter and with all applicable provisions of the Unified Development Code.

Findings—Public Works staff has analyzed the proposed development for compliance with applicable provisions of SRC Chapters 21, 70-78, 200, 205, 601, 802-805, 809, and 810, and the development appears to comply with all applicable provisions of these Code chapters.

The applicant shall provide the required field survey and subdivision replat as per Statute and Code requirements outlined in the Oregon Revised Statutes (ORS) and the SRC. If said documents do not comply with the requirements outlined in ORS and SRC, and as per SRC 205.035(a), the approval of the replat plat by the City Surveyor may be delayed or denied based on the non-compliant violation.

SRC 205.025(d)(4)—The tentative replat complies with all applicable provisions of ORS Chapter 92.

Findings—The applicant shall provide the required field survey and subdivision replat as per Statute and Code requirements outlined in the ORS and the SRC. If said documents do not comply with the requirements outlined in ORS and SRC, and as per SRC 205.035(a), the approval of the replat plat by the City Surveyor may be delayed or denied based on the non-compliant violation.

SRC 205.025(d)(6)—The tentative replat does not adversely affect the availability of, or access to, City infrastructure or public or private utilities or streets.

Findings—The Public Works Department has reviewed the applicant's preliminary plan for this site. The water, sewer, and storm infrastructure are existing, and are adequate to serve the proposed replat. Public and private streets abutting the proposed development are available to provide adequate street access.

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 and approval of the adjustment for driveway spacing, 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.

The Local Wetland Inventory shows that wetlands existed on the property, but wetlands in this area of Fairview Industrial Drive SE were previously mitigated.

City records show that the subject property may be located within a landslide hazard area. The applicant's engineer submitted findings demonstrating that the proposed development is a low landslide hazard risk based on SRC Chapter 810. Therefore, no further action is required.

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— Fairview Industrial Drive SE meets the right-of-way width and pavement width standards pursuant to the Salem TSP, but is lacking street trees. The applicant shall install street trees to the maximum extent feasible along the property frontage pursuant to SRC 86.015(e).

The existing configuration of Cascadia Industrial Street SE does not appear to meet current standards for its classification of street per the Salem TSP. The existing condition is lacking property-line sidewalk, street trees, and a street light. The applicant shall construct the incomplete portions of a half-street improvement along the frontage of Cascadia Industrial Street SE as specified in the Public Works Design Standards and consistent with the provisions of SRC Chapter 803.

No special setback is required along Fairview Industrial Drive SE nor Cascadia Industrial Street SE because the existing rights-of-way meet or exceed the standards for their classifications of street.

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 driveway access onto Fairview Industrial Drive SE requires an adjustment for spacing pursuant to SRC 804.035(d); however, the Assistant City Traffic Engineer has determined that the proposed driveway approach provides for safe turning movements into and out of the property. See below for spacing adjustment findings.

The driveway accesses onto Cascadia Industrial Street SE provide 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—The Public Works Department has reviewed the applicant's preliminary plan for this site. The water, sewer, and storm infrastructure are available within surrounding streets/areas and are adequate to serve the proposed development. The applicant is proposing to connect to existing infrastructure in Fairview Industrial Drive SE and Cascadia Industrial Street SE. The applicant shall design and construct all utilities (sewer, water, and storm drainage) according to PWDS and to the satisfaction of the Public Works Director.

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

Class 2 Driveway Approaches

Analysis of the proposed Class 2 Driveway Approaches based on relevant criteria in SRC 804.025(d) are as follows:

Criteria—A Class 2 Driveway Approach Permit shall be granted if:

- (1) The proposed driveway approach meets the standards of this Chapter and the Public Works Design Standards;**

Finding—The proposed driveway along Fairview Industrial Drive SE is located less than 370 feet from the nearest driveway/intersection; therefore, a Class 2 adjustment is required for driveway spacing as described below. Otherwise, all proposed driveways meet the standards for SRC Chapter 804 and PWDS.

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

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

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

Finding—Only one access is proposed to the arterial street.

- (4) The proposed driveway approach, where possible:**

- i. Is shared with an adjacent property; or**
- ii. Takes access from the lowest classification of street abutting the property;**

Finding—Three proposed driveways take access from Cascadia Industrial Street SE, the lower classification of street. The proposed driveway to Fairview Industrial Drive SE is shared with an adjacent property through the internal connecting parking lot.

- (5) Proposed driveway approach meets vision clearance standards;**

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

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

Finding—No evidence has been submitted to indicate that the proposed driveways will create traffic hazards or unsafe turning movements. Additionally, staff analysis of the proposed driveways indicates that it will not create a traffic

hazard and will provide for safe turning movements for access to the subject property.

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

Finding—Staff analysis of the proposed driveways and the evidence that has been submitted indicate that the location of the proposed driveways will not have any adverse impacts to the adjacent properties or streets.

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

Finding—The property is located on the corner of a Minor Arterial street (Fairview Industrial Drive SE) and a Local street (Cascadia Industrial Street SE). The applicant is proposing three driveways to the lower classification of street and one driveway to the Minor Arterial. The Assistant City Traffic Engineer has reviewed the proposed plan and has determined that multiple driveway approaches to this development site minimize the impact to the functionality of adjacent streets and intersections.

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

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

Class 2 Adjustment for Driveway Spacing

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

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

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

Finding—The applicant is requesting a Class 2 adjustment to allow for a proposed driveway to Fairview Industrial Drive SE, a Minor Arterial, with spacing less than the standard of 370 feet (SRC 804.035(d)). The original plat of the subdivision indicated a driveway approach to be located in the same vicinity as is being proposed by the

Olivia Dias, Planner III
March 5, 2020
Page 8

MEMO

applicant. The Assistant City Traffic Engineer has reviewed the proposed plan and has determined that the proposed driveway configuration meets the adjustment criteria by allowing for turning movements and traffic safety equal to what would be accomplished by meeting the development standard.

Prepared by: Jennifer Scott, Program Manager
cc: File