

# NOTICE OF DECISION

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



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

## DECISION OF THE PLANNING ADMINISTRATOR

### CLASS 3 SITE PLAN REVIEW / URBAN GROWTH AREA PRELIMINARY DECLARATION / CLASS 2 ADJUSTMENT CASE NO.: SPR-UGA-ADJ20-06

APPLICATION NO.: 19-123697-RP / 20-103380-LD / 20-101382-ZO

NOTICE OF DECISION DATE: MARCH 17, 2020

**SUMMARY:** A proposal to construct a 22,600 square-foot building at an existing food processing facility, with associated site improvements.

**REQUEST:** A consolidated application containing the following requests:

- 1) A Class 3 Site Plan Review to construct a 22,600 square-foot building with associated site improvements at an existing food processing facility, classified as a general manufacturing use;
- 2) An Urban Growth Area Preliminary Declaration to determine the public facilities required to fully serve the development;
- 3) A Class 2 Adjustment to reduce the minimum vehicle use area setback to the ~~private roadway easement~~ flag-lot accessway from 20 feet to 6 feet; and
- 4) A Class 2 Adjustment to reduce the minimum accessory structure setback to the ~~private roadway easement~~ flag-lot accessway from 20 feet to 6 feet.

The development site is zoned IP (Industrial Park), is approximately 2 acres in size, and is located at 1965 Claxter Road NE (Marion County Assessor map and tax lot number: 073W01C / 03001).

**APPLICANT:** Livermore Architecture & Engineering, Inc

**LOCATION:** 1965 Claxter Rd NE

**CRITERIA:** Salem Revised Code (SRC) Chapters 220.005(f)(3) – Class 3 Site Plan Review; 200.025(d)(e) – Urban Growth Area Preliminary Declaration; 250.005(d)(2) – Class 2 Adjustment

**FINDINGS:** The findings are in the attached Decision dated March 17, 2020.

**DECISION:** The **Planning Administrator APPROVED** Class 3 Site Plan Review / Urban Growth Area Preliminary Declaration / Class 2 Adjustment Case No. SPR-UGA-ADJ20-06 subject to the following conditions of approval:

**Condition 1:** Prior to the issuance of building permit(s) for the proposed development, Property Line Adjustment case number PLA19-24 shall be recorded in accordance with Salem Revised Code 205.055(f).

**Condition 2:** All portions of the pedestrian connections shown on the site plan which cross driveways, parking areas, drive aisles, and loading areas, shall be paved with a different paving material.

**Condition 3:** Provide bumper guards or wheel barriers so that no portion of a parked vehicle will overhang or project into required setbacks and landscape areas, or into pedestrian accessways.

**Condition 4:** Prior to receiving certificate of occupancy for proposed Building B, “NO PARKING—FIRE LANE” signage shall be posted and maintained in compliance with Salem Fire Prevention Code standards on all segments of the flag lot accessway which are fire apparatus roadways.

**Condition 5:** The existing condition of Claxter Road NE does not meet the definition of an adequate linking street pursuant to Salem Revised Code Chapter 200. To meet the requirement for an adequate linking street improvement, the applicant shall either:

- a. Construct a 30-foot-wide linking street improvement along Claxter Road NE from Salem Industrial Drive NE to the westerly terminus of Claxter Road NE. The applicant shall convey land for dedication of right-of-way along Claxter Road NE as needed to construct the required improvements as determined by the Public Works Director; or
- b. Enter into a Temporary Facilities Access Agreement with the City of Salem and pay a Temporary Access Fee equal \$1,940 times the number of trips created by the development, as determined by the City Traffic Engineer.

**Condition 6:** Design and construct a storm drainage system at the time of development in compliance with Salem Revised Code Chapter 71 and Public Works Design Standards.

**Condition 7:** Construct a 10-inch sanitary sewer main for a distance of approximately 350 feet north of the 66-inch sewer interceptor main located south of Hyacinth Street NE.

**Condition 8:** A minimum of 120 plant units shall be planted within the flag lot accessway within the development site. These plant units shall be located between the paved portion of the accessway and the easternmost boundary of the accessway.

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

- Site Plan Review: April 2, 2024
- UGA and Adjustments: April 2, 2022

Application Deemed Complete:	<u>January 31, 2020</u>
Notice of Decision Mailing Date:	<u>March 17, 2020</u>
Decision Effective Date:	<u>April 2, 2020</u>
State Mandate Date:	<u>May 30, 2020</u>

Case Manager: Brandon Pike, [bpike@cityofsalem.net](mailto:bpike@cityofsalem.net), 503-540-2326

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., Wednesday, April 1, 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) 200, 220, and 250.

The appeal must be filed in duplicate with the City of Salem Planning Division. The appeal fee must be paid at the time of filing. If the appeal is untimely and/or lacks the proper fee, the appeal will be rejected. The City Council will review the appeal at a public hearing. After the hearing, the City Council may amend, rescind, or affirm the action, or refer the matter to staff for additional information.

The complete case file, including findings, conclusions and conditions of approval, if any, is available for review at the Planning Division office, Room 320, City Hall, 555 Liberty Street SE, during regular business hours.

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

**BEFORE THE PLANNING ADMINISTRATOR OF THE CITY OF SALEM  
(CLASS 3 SITE PLAN REVIEW / URBAN GROWTH PRELIMINARY DECLARATION /  
CLASS 2 ADJUSTMENT CASE NO. SPR-UGA-ADJ20-06)**

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<b>IN THE MATTER OF CLASS 3 SITE PLAN REVIEW, URBAN GROWTH PRELIMINARY DECLARATION, AND CLASS 2 ADJUSTMENT CASE NO. 20-06 1965 CLAXTER ROAD NE</b>	<b>) ) ) ) )</b>	<b>FINDINGS AND ORDER    MARCH 17, 2020</b>
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**REQUEST**

Summary: A proposal to construct a 22,600 square-foot building at an existing food processing facility, with associated site improvements.

Request: A consolidated application containing the following requests:

- 1) A Class 3 Site Plan Review to construct a 22,600 square-foot building with associated site improvements at an existing food processing facility, classified as a general manufacturing use;
- 2) An Urban Growth Area Preliminary Declaration to determine the public facilities required to fully serve the development;
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- 4) A Class 2 Adjustment to reduce the minimum accessory structure setback to the ~~private roadway easement~~ flag-lot accessway from 20 feet to 6 feet.

The development site is zoned IP (Industrial Park), is approximately 2 acres in size, and is located at 1965 Claxter Road NE (Marion County Assessor map and tax lot number: 073W01C / 03001).

**DECISION**

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

- Condition 1:** Prior to the issuance of building permit(s) for the proposed development, Property Line Adjustment case number PLA19-24 shall be recorded in accordance with Salem Revised Code 205.055(f).
- Condition 2:** All portions of the pedestrian connections shown on the site plan which cross driveways, parking areas, drive aisles, and loading areas, shall be paved with a different paving material.

- Condition 3:** Provide bumper guards or wheel barriers so that no portion of a parked vehicle will overhang or project into required setbacks and landscape areas, or into pedestrian accessways.
- Condition 4:** Prior to receiving certificate of occupancy for proposed Building B, “NO PARKING—FIRE LANE” signage shall be posted and maintained in compliance with Salem Fire Prevention Code standards on all segments of the flag lot accessway which are fire apparatus roadways.
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- a. Construct a 30-foot-wide linking street improvement along Claxter Road NE from Salem Industrial Drive NE to the westerly terminus of Claxter Road NE. The applicant shall convey land for dedication of right-of-way along Claxter Road NE as needed to construct the required improvements as determined by the Public Works Director; or
  - b. Enter into a Temporary Facilities Access Agreement with the City of Salem and pay a Temporary Access Fee equal \$1,940 times the number of trips created by the development, as determined by the City Traffic Engineer.
- Condition 6:** Design and construct a storm drainage system at the time of development in compliance with Salem Revised Code Chapter 71 and Public Works Design Standards.
- Condition 7:** Construct a 10-inch sanitary sewer main for a distance of approximately 350 feet north of the 66-inch sewer interceptor main located south of Hyacinth Street NE.
- Condition 8:** A minimum of 120 plant units shall be planted within the flag lot accessway within the development site. These plant units shall be located between the paved portion of the accessway and the easternmost boundary of the accessway.

## PROCEDURAL FINDINGS

1. On November 20, 2019, a consolidated land use application for a Class 3 Site Plan Review and Urban Growth Preliminary Declaration was submitted by the applicant, Livermore Architecture & Engineering, Inc., for the proposed development.

On January 3, 2020, an application for two Class 2 Adjustments to reduce minimum setbacks for a vehicle use area and an accessory building was submitted by the applicant.

Because multiple land use applications are required in connection with the proposed development, the applicant, pursuant to SRC 300.120(c), chose to consolidate the applications and process them together as one. When multiple applications are consolidated, the review process for the application shall follow the highest numbered procedure type required for the land use applications involved, and the Review Authority for the application shall be the highest applicable Review Authority under the highest numbered procedure type. Based on these requirements, the proposed consolidated Class 3 Site Plan Review, Urban Growth Preliminary Declaration, and Class 2 Adjustments application is required to be reviewed by the Planning Administrator and processed as a Type II procedure.

2. After additional requested information was provided by the applicant, the application was deemed complete for processing and notice of filing of the application was sent, pursuant to SRC requirements, on January 31, 2020.
3. The state-mandated local decision deadline for the application is May 30, 2020.

## **SUBSTANTIVE FINDINGS**

### **1. Proposal**

The application under review by the Planning Administrator is a consolidated Class 3 Site Plan Review, Urban Growth Preliminary Declaration, and Class 2 Adjustments for development of property located at 1965 Claxter Road NE (**Attachment A**).

The proposed development includes the demolition of two existing buildings with an existing 3,821 square-foot building to remain, the construction of a 22,600 square-foot building to be used as part of the existing food processing facility, a location for approximately six refrigerated storage units, landscaping improvements, and an expanded and reconfigured vehicle use area.

Vehicular access to the proposed development will be provided through an existing flag-lot accessway, which provides access to Claxter Road NE.

### **2. Applicant's Plans and Statement**

Land use applications must include a statement addressing the applicable approval criteria and be supported by proof they conform to all applicable standards and criteria of the Salem Revised Code. The plans submitted by the applicant depicting the proposed development, and in support of the proposal, are attached to this report as follows:

- Proposed Site & Landscaping Plans: **Attachment B**

The written statement provided by the applicant addressing the applicable approval criteria associated with the proposal is included as **Attachment C**.

Staff utilized the information from the applicant to evaluate the proposal and to establish the facts and findings included within this decision.

### 3. Summary of Record

The following items are submitted to the record and are available upon request: All materials submitted by the applicant, including any applicable professional studies such as traffic impact analysis, geologic assessments, and stormwater reports; any materials and comments from public agencies, City departments, neighborhood associations, and the public; and all documents referenced in this report.

### 4. Salem Area Comprehensive Plan (SACP)

The subject properties are designated "Industrial" on the Salem Area Comprehensive Plan map.

### 5. Zoning

The subject properties are zoned IP (Industrial Park). The zoning of surrounding properties is as follows:

North: IP (Industrial Park)

South: IP (Industrial Park)

East: Across railroad right-of-way and Ridge Drive NE – IG (General Industrial)

West: Across Salem Parkway NE – land within the city of Keizer

### 6. Neighborhood Association Comments

The subject property is located within the boundaries of the Northgate Neighborhood Association. No comments were received from the neighborhood association prior to the close of the public comment period.

### 7. Public Comments

Notice of the proposal was mailed to property owners and tenants within 250 feet of the subject properties. One comment was received prior to the close of the public comment period, which indicated concern about the potential for parked vehicles to block the flag-lot accessway which provides access to the subject properties as well as to the properties to the north and south.

**Staff Response:** Pursuant to SRC 800.025(c)(3), parking a vehicle which blocks Fire Department access to the development site is a violation of the UDC. *Section 10* within this land use decision includes a condition of approval which addresses this concern.

### 8. City Department Comments

A. The Building and Safety Division reviewed the proposal and indicated no objections.

B. The Fire Department reviewed the proposal and indicated the following: *All portions of the structure are required to be within 400 feet of a fire hydrant (600 feet if provided with an approved fire sprinkler system, note: the FDC is required to be within 100 feet of a fire hydrant). All portions of the building are required to be located within 150 feet of approved fire department access. All measurements are made along an approved route. Items including fire department access and water supply will be evaluated at time of building permit plan review.*

- C. The Public Works Department reviewed the proposal and provided comments regarding street and City utility improvements required to serve the development and recommended conditions of approval to ensure conformance with the applicable requirements of the SRC. Comments from the Public Works Department are included as **Attachment D**.

## 9. Public Agency & Private Service Provider Comments

Notice of the proposal was provided to public agencies and to public and private service providers. The following comment was received:

Portland General Electric (PGE) reviewed the proposal and indicated that development and/or rearrangement costs will be per current tariff and service requirements.

## 10. Class 3 Site Plan Review Approval Criteria

Site plan review is required for any development that requires a building permit, unless the development is identified as being exempt from site plan review under SRC 220.005(a)(2). Class 3 Site Plan Review is required for development proposals that involve a land use decision or limited land use decision as defined under ORS 197.015. Because the proposed development involves both an Urban Growth Preliminary Declaration and Class 2 adjustments, the proposed site plan review must be processed as a Class 3 Site Plan Review.

Salem Revised Code (SRC) 220.005(f)(3) sets forth the following criteria that must be met before approval can be granted to an application for Class 3 Site Plan Review. The following subsections are organized with approval criteria shown in ***bold italic***, followed by findings evaluating the proposed development's conformance with the criteria. Lack of compliance with the following criteria is grounds for denial of the Class 3 Site Plan Review application, or for the issuance of certain conditions to ensure the criteria are met.

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

**Finding:** The proposed development includes the demolition of two existing buildings, with an existing 3,821 square-foot building to remain, the construction of a 22,600 square-foot building to be used as part of the existing food processing facility, a location for approximately six refrigerated storage units, landscaping improvements, and an expanded and reconfigured vehicle use area.

The subject properties are designated "Industrial" on the Salem Area Comprehensive Plan Map and zoned IP (Industrial Park). The allowed uses and applicable development standards of the IP zone are set forth under SRC Chapter 553.

The proposed development conforms to SRC Chapter 553 and all other applicable development standards of the Salem Revised Code as follows:



### **SRC CHAPTER 553 (IP ZONE)**

#### **SRC 553.005 - Uses:**

The proposed development includes the expansion of an existing food processing facility, which is classified as a *general manufacturing* use under SRC Chapter 400.

Allowed uses within the IP zone are identified under SRC 553.005, Table 553-1. Within the IP zone, *general manufacturing* is allowed as a permitted use.

#### **SRC 553.010(a) - Lot Standards:**

The development site is comprised of two existing legally-platted parcels that were created through a partition application (partition case no. 91-22M) and recorded in Marion County records as Partition Plat No. 91-68.

The minimum lot size and dimension requirements applicable to the subject development site based on its IP zoning designation are included under SRC 553.010(a), Table 553-2.

A summary of the applicable minimum lot size and dimension requirements is provided in the following table:

IP Zone Lot Size & Dimension Standards	
Lot Area (All Uses)	None
Lot Width (All Uses)	None
Lot Depth (All Uses)	None
Street Frontage (All Uses Except for <i>Single Family</i> )	Minimum of 16 feet

**Finding:** The development site contains two parcels which are recorded in Marion County records as Partition Plat No. 91-68, parcels 1 and 2.

Property Line Adjustment case no. PLA19-24 was approved for the subject properties in February of 2020. The property line adjustment application consolidated the two subject properties into a single two-acre parcel. The property line adjustment record of survey has not yet been recorded with Marion County. To ensure the proposed development complies with the Unified Development Code (UDC), the following condition of approval shall apply:

**Condition 1:** Prior to the issuance of building permit(s) for the proposed development, Property Line Adjustment case number PLA19-24 shall be recorded in accordance with Salem Revised Code 205.055(f).

The consolidated property created through PLA19-24 is approximately two acres (87,120 square feet) in size, 341 feet in width, and 197.67 feet in depth. The

consolidated property has no street frontage, as it takes access from Claxter Road NE through an existing 60-foot-wide flag-lot accessway.

As conditioned, the configuration of the development site complies with the lot size and dimension standards of the IP zone.

**SRC 553.010(b) – Setbacks:**

Setback requirements for buildings, accessory structures, and vehicle use areas within the IP zone are established under SRC 553.010(b), Tables 553-3 and 553-4. SRC 806.035(c) establishes perimeter setback requirements for parking and vehicle use areas adjacent to streets, interior property lines, and buildings.

Based on the requirements of SRC 553.010(b) and SRC 806.035(c), the required building, accessory structure, and vehicle use area setbacks applicable to the proposed development are as follows:

Required Setbacks		
	Standard	Limitations & Qualifications
<b>Abutting Street</b>		
Buildings (All Uses)	Min. 20 ft.	-
Accessory Structures (All Uses)	Min. 20 ft.	Not applicable to transit stop shelters.
Vehicle Use Areas (All Uses)	Min. 20 ft.	-
<b>Interior Side</b>		
Buildings & Accessory Structures (All Uses)	Min. 10 ft. with Type-A Landscaping	Applicable Abutting an Industrial and Employment Zone: EC, IC, IBC, and IP. <i>(Per Zone-to-Zone Setback under Table 553-4)</i>
Vehicle Use Areas (All Uses)	Min. 10 ft. with Type-A Landscaping	Applicable Abutting an Industrial and Employment Zone: EC, IC, IBC, and IP. <i>(Per Zone-to-Zone Setback under Table 553-4)</i>
<b>Interior Rear</b>		
Buildings & Accessory Structures (All Uses)	Min. 5 ft.	Pursuant to SRC 800.035(d)(2), the minimum interior rear setback shall be 5 ft.
Vehicle Use Areas (All Uses)	Min. 5 ft.	Pursuant to SRC 800.035(d)(2), the minimum interior rear setback shall be 5 ft.

**Finding:** The development site abuts properties zoned IP to the north and south, requiring a minimum setback of 10 feet with Type-A landscaping for buildings, accessory structures, and vehicle use areas. The proposed development meets this standard.

The development site abuts railroad right-of-way to the east. Pursuant to SRC 800.035(d), the dimensions and configuration of the lot is such that the eastern property line shall be considered an interior rear setback, requiring a minimum setback of 5 feet. The proposed development meets this standard.

The development site abuts Salem Parkway NE right-of-way to the west. Pursuant to SRC 112.050(c), setbacks abutting a flag lot accessway shall be measured from the property line, or the most interior access easement line, whichever is most interior to the lot or parcel. The eastern boundary of the existing 60-foot-wide flag-lot accessway is more interior to the parcels, so that line is from where setbacks are to be measured. A minimum setback of 20 feet is required for buildings, accessory structures, and vehicle use areas. The applicant has requested two Class 2 adjustments to reduce this setback to 6 feet for vehicle use areas and accessory buildings, which is addressed in *section 12* of this land use decision.

Except where adjustments have been requested, the proposed development meets the setback standards of SRC Chapters 553 and 806.

***SRC 553.010(c) - Lot Coverage:***

Lot coverage requirements within the IP zone are established under SRC 553.010(c), Table 553-5. There is no maximum lot coverage for buildings and accessory structures within the IP zone.

**Finding:** There is no maximum lot coverage standard for buildings and accessory structures. The proposed development meets the standard.

***SRC 553.010(c) - Height:***

Height requirements for buildings and accessory structures within the IP zone are established under SRC 553.010(c), Table 553-5. Within the IP zone, the maximum height for buildings and accessory structures is 45 feet.

**Finding:** Both the existing and proposed buildings are less than 45 feet in height. The proposed development meets the standard.

***SRC 553.010(d) - Landscaping:***

Landscaping requirements within the IP zone are established under SRC 553.010(d):

- (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 15 percent of the development site shall be landscaped. Landscaping shall meet the Type A standard set forth in SRC chapter 807. Other required landscaping under the UDC, such as landscaping required for setbacks or vehicle use areas, may count towards meeting this requirement.

**Finding:** The applicant has submitted a preliminary landscaping plan, which shows the required setback areas landscaped to the Type A standard. With a total development site area of approximately 87,120 square feet, the site requires a minimum of 13,068 square feet of landscaped area, or 15 percent of the development site. The preliminary landscaping plan shows approximately 19,256 square feet of landscaped area across the development site, or 22.1 percent of the development site.

Adherence to landscaping requirements related to vehicle use areas are addressed under the *Off-Street Parking and Vehicle Use Area Development Standards* subsection below. The proposal meets the landscaping standards of the IP zone.

***SRC 553.010(e) - Outdoor Storage:***

Within the IP zone, outdoor storage shall conform to the following standards:

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

**Finding:** The proposed development does not include outdoor storage.

**SRC CHAPTER 601 (FLOODPLAIN OVERLAY ZONE)**

SRC Chapter establishes development standards related to the floodplain and floodway.

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

**SRC CHAPTER 800 (GENERAL DEVELOPMENT STANDARDS)**

***SRC 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.

**Connection Between Building Entrances and Streets (SRC 800.065(a)(1)(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.

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.

**Finding:** The proposed plans show a single pedestrian connection between the flag-lot accessway and the main entrance of the proposed 22,600 square-foot building (Building B), which is proposed to be connected to the existing 3,821 square-foot building (Building A) with an internal pedestrian connection. No pedestrian connection is required to the Salem Parkway, and there are no existing or planned transit stops along an adjacent street.

Connection Between Buildings on the Same Development Site (SRC 800.065(a)(2)). 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.

**Finding:** The proposed plans show two buildings with primary entrances which are connected by concrete walkways as well as ADA-detectable surface which passes through a vehicle use area.

Connection Through Off-Street Parking Areas. (SRC 800.065(a)(3)(A)). 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.

**Finding:** The proposed development does not include an off-street surface parking area greater than 25,000 square feet in size nor does it include four or more consecutive parallel drive aisles. The proposed development meets the standard.

Connection to Existing or Planned Paths and Trails. (SRC 800.065(a)(4)). 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: (A) Be constructed, and a public access easement or dedication provided; or (B) When no abutting section of the trail or path has been constructed on adjacent property, a public access easement or dedication shall be provided for future construction of the path or trail.

**Finding:** No existing or planned path or trail identified in the TSP or the Parks System Master Plan passes through the development site.

Connection to Abutting Properties. (SRC 800.065(a)(5)). Whenever a vehicular connection is provided from a development site to an abutting property, a pedestrian connection shall also be provided. However, a pedestrian connection is not required when the standards of SRC 800.065(a)(5)(A) through (E) apply.

**Finding:** Vehicular connections are proposed from the development site to an abutting property through the flag-lot accessway. However, because the abutting

properties are used for activities falling within the *industrial* use classification, no pedestrian connections to abutting properties are required with the proposed development.

Design and Materials (SRC 800.065(b)). Pedestrian connections required under SRC 800.065 shall meet the design and material standards set forth in this subsection.

**Finding:** As proposed, the development would include a pedestrian connection between the two buildings which uses ADA-detectable warning surfaces as it passes through parking lot drive aisles and loading area. The City's traffic engineers reviewed the proposal and indicated that ADA-detectable warning surfaces are not intended to be used as walkways. They recommended that the plan be revised to use a different material for this portion of the pedestrian connection.

Additionally, it is unclear if the pedestrian connection which leads from proposed Building B to the flag-lot accessway easement will meet the design and material standards set forth in SRC 800.065(b) for the portion which passes through a drive aisle. To ensure the proposed development complies with SRC 800.065(b) and Public Works Design Standards (PWDS), the following condition of approval shall apply:

**Condition 2:** All portions of the pedestrian connections shown on the site plan which cross driveways, parking areas, drive aisles, and loading areas, shall be paved with a different paving material.

### **SRC CHAPTER 806 (OFF-STREET PARKING, LOADING, & DRIVEWAYS)**

SRC Chapter 806 establishes requirements for off-street parking, loading, and driveways. Included in the chapter are standards for minimum and maximum off-street vehicle parking, minimum bicycle parking, minimum off-street loading spaces, and vehicle use area development standards.

#### ***Off-Street Parking and Vehicle Use Areas:***

Minimum Off-Street Vehicle Parking (SRC 806.015(a)). Minimum off-street vehicle parking requirements are established under SRC Chapter 806, Table 806-1. The minimum off-street parking requirements for the proposed development is as follows:

Minimum Off-Street Parking Spaces		
Use	Minimum Number of Spaces Required	Limitations & Qualifications
General Manufacturing	The greater of the following: 0.75 per employee; or  1 per 5,000, sq. ft. (Less than 50,000 sq. ft.)	-

	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.)	

Maximum Off-Street Vehicle Parking (SRC 806.015(d)). Maximum off-street vehicle parking requirements are established under SRC 806.015(d), Table 806-2. The maximum number of allowed parking spaces is based upon the minimum number of spaces required for the proposed development. If the minimum number of spaces required equals 20 spaces or less, the maximum allowed parking is 2.5 times the minimum number of spaces required. If the minimum number of spaces required equals more than 20 spaces, the maximum allowed parking is 1.75 times the minimum number of spaces required.

**Finding:** Based on the gross floor area and the number of employees for the proposed development, the proposed use requires a minimum of 23 off-street parking spaces ( $26,421 / 5,000 = 5.28$  spaces based on gross floor area, and  $30 \times 0.75 = 22.5$  spaces based on number of employees). Based on the above identified minimum and maximum off-street parking requirements, the proposed development will result in the following off-street parking requirements:

Required Off-Street Parking Spaces				
Use	Square Feet	Number of Employees	Minimum Spaces Required	Maximum Spaces Allowed
General Manufacturing	26,421	30	23	40

The proposed development includes 23 off-street parking spaces, which complies with the off-street parking space minimums and maximums of SRC Chapter 806.

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

- a) *General Applicability.* The off-street parking and vehicle use area development standards set forth in this section shall apply to: the development of new off-street parking and vehicle use areas; the expansion of existing off-street parking and vehicle use areas, where additional paved surface is added; the alteration of existing off-street parking and vehicle use areas, where the existing paved surface is replaced with a new paved surface; and the paving of an unpaved area.
- 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.

*Adjacent to Buildings and Structures:* The off-street parking or vehicle use area shall be set back 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:** Except where a Class 2 adjustment has been requested to reduce the minimum vehicle use area setback requirement to the flag-lot accessway, the proposed vehicle use area complies with the minimum perimeter setback standards identified in the IP zone and by SRC Chapter 806, and the minimum 5-foot setback requirement adjacent to a building or structure.

d) *Interior Landscaping.* Interior landscaping shall be provided in amounts not less than those set forth in Table 806-5. For parking areas greater than 5,000 square feet and less than 50,000 square feet in size, a minimum of 5 percent of the interior parking area shall be landscaped.

**Finding:** The proposed off-street parking area, as measured pursuant to SRC 806-035(d)(2), is approximately 10,831 square feet in size, which requires 542 square feet of interior landscaping ( $10,831 \times 0.05 = 541.55$ ). The proposed site plan shows approximately 617 square feet of interior landscaping within the off-street parking area. The proposal meets the standard.

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 site plan shows parking spaces and drive aisles which adhere to the minimum dimensions set forth in SRC Table 806-6. Adherence to these standards will be reviewed again at the time of building permit.

Additional Off-Street Parking Development Standards (SRC 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 shown for parking spaces on the proposed site plan, as required by SRC 806.035(i). To ensure the proposed development complies with the additional off-street parking development standards of SRC 806.035(f)-(m), the following condition of approval shall apply:

**Condition 3:** Provide bumper guards or wheel barriers so that no portion of a parked vehicle will overhang or project into required setbacks and landscape areas, or into pedestrian accessways.

***Bicycle Parking:***

Amount of Bicycle Parking (SRC 806.055). Minimum bicycle parking requirements are established under SRC 806.055, Table 806-8. The minimum bicycle parking requirement for the proposed development is as follows:



Minimum Bicycle Parking	
Use	Minimum Number of Spaces Required
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.

Based on the above identified minimum bicycle parking requirements, the proposed development results in the following bicycle parking requirements:

Required Bicycle Parking		
Use	Square Feet	Minimum Number of Spaces Required
General Manufacturing	26,421	4

**Finding:** As shown on the site plan, the proposed development includes 4 new bicycle parking spaces. The proposal meets the standard.

Bicycle Parking Location (SRC 806.060(a)). Bicycle parking areas are required to be located within a convenient distance of, and clearly visible from, the primary entrance of a building, but in no event shall the bicycle parking area be located more than 50 feet from the primary building entrance.

**Finding:** As shown on the site plan, the bicycle parking spaces provided for the proposed development are located approximately 30 feet from the primary entrance of proposed Building B. The proposal meets the standard.

Bicycle Parking Access (SRC 806.060(b)). Bicycle parking areas are required to have direct and accessible access to the public right-of-way and the primary building entrance.

**Finding:** The proposed bicycle parking spaces have direct access to the public right-of-way and to primary building entrances in conformance with the requirements of SRC 806.060(b), as shown on the proposed site plan.

Bicycle Parking Dimensions (SRC 806.060(c)). Bicycle parking spaces are required to be a minimum of 2 feet in width by 6 feet in depth, and served by a minimum 4-foot-wide access aisle.

**Finding:** The location of the proposed bicycle parking spaces is on an approximately 10-foot by 6.75-foot concrete pad, which allows for more than enough

space to accommodate 4 bicycle parking spaces. The spaces are adjacent to a proposed pedestrian accessway, providing a minimum 4-foot-wide access aisle. The proposal meets the standard.

***Off-Street Loading:***

Minimum off-street loading requirements are established under SRC Chapter 806.075, Table 806-9. Unless otherwise provided, when required loading is expressed in terms of a number of spaces per a square footage, the square footage shall equal the gross floor area. The minimum loading requirement for the proposed development is as follows:

Minimum Off-Street Loading						
Use Category/Use	Minimum Number of Spaces Required		Dimensions In Feet			Limitations & Qualifications
			Width	Length	Height	
General Manufacturing	1	5,000 to 100,000 sq. ft.	12	40	14	-

**Finding:** A minimum of 1 off-street loading space is required for the proposed development. As shown on the proposed site plan, 2 off-street loading spaces are proposed—one adjacent to each building. The proposal meets the standard.

**SRC CHAPTER 808 (PRESERVATION OF TREES & VEGETATION)**

The City's tree preservation ordinance (SRC Chapter 808) protects Heritage Trees, Significant Trees (*including Oregon White Oaks with diameter-at-breast-height (dbh) of 24 inches or greater*), trees and native vegetation in riparian corridors, and trees on lots and parcels greater than 20,000 square feet. The tree preservation ordinance defines *tree* as, "any living woody plant that grows to 15 feet or more in height, typically with one main stem called a trunk, which is 10 inches or more dbh, and possesses an upright arrangement of branches and leaves."

**Finding:** There are no heritage trees, significant trees, or riparian trees located on the development site. The proposed development meets the standards of SRC Chapter 808.

**SRC CHAPTER 809 (WETLANDS):**

According to the Salem-Keizer Local Wetland Inventory (LWI), the subject property does not contain any mapped wetlands.

**SRC CHAPTER 810 (LANDSLIDE HAZARDS)**

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

**(B) 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 subject property takes access from and is connected to Claxter Road NE by a 60-foot-wide flag-lot accessway. The existing configuration of Claxter Road NE does not meet the definition of an adequate linking street pursuant to SRC Chapter 200, nor does it meet current standards for its classification of street per the Salem TSP. Off-site improvements are addressed within section 11 of this land use decision.

The existing flag-lot accessway does not appear to meet Fire Department standards for signage related to access easements and parking. To ensure 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, the following conditions of approval shall apply:

**Condition 4:** Prior to receiving certificate of occupancy for proposed Building B, “NO PARKING—FIRE LANE” signage shall be posted and maintained in compliance with Salem Fire Prevention Code standards on all segments of the flag lot accessway which are fire apparatus roadways.

**Condition 5:** The existing condition of Claxter Road NE does not meet the definition of an adequate linking street pursuant to Salem Revised Code Chapter 200. To meet the requirement for an adequate linking street improvement, the applicant shall either:

- c. Construct a 30-foot-wide linking street improvement along Claxter Road NE from Salem Industrial Drive NE to the westerly terminus of Claxter Road NE. The applicant shall convey land for dedication of right-of-way along Claxter Road NE as needed to construct the required improvements as determined by the Public Works Director; or
- d. Enter into a Temporary Facilities Access Agreement with the City of Salem and pay a Temporary Access Fee equal \$1,940 times the number of trips created by the development, as determined by the City Traffic Engineer.

Condition 4 applies to the entire flag lot accessway which serves the development site. As conditioned, the proposed development 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. This approval criterion is met.

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

**Finding:** The driveway access onto the flag-lot accessway provides for safe turning movements into and out of the property. The proposed site plan shows paved pedestrian paths surrounding portions of both proposed buildings, as well as pedestrian connections to the flag-lot accessway and between buildings as required under SRC 800.065. The proposal meets the standard.

**(D) 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 plan for this site. With completion of the offsite requirements required to meet the definition of adequate linking facilities as conditioned within this land use decision and addressed within *section 11* of this land use decision, the water, sewer, and storm infrastructure are available within surrounding streets/areas and will be adequate to serve the proposed development.

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.

To ensure the proposed development will be adequately served with City water, sewer, stormwater facilities, and other utilities appropriate to the nature of the development, the following conditions of approval shall apply:

**Condition 6:** Design and construct a storm drainage system at the time of development in compliance with Salem Revised Code Chapter 71 and Public Works Design Standards.

**Condition 7:** Construct a 10-inch sanitary sewer main for a distance of approximately 350 feet north of the 66-inch sewer interceptor main located south of Hyacinth Street NE.

As indicated in the comments provided from the Public Works Department (**Attachment D**), the proposed development, as conditioned, will be adequately served with City water, sewer, stormwater facilities. This approval criterion is met.

**11. Analysis of Urban Growth Area Preliminary Declaration Determination Criteria**

SRC 200.025(d) states:

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

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

***SRC 200.055 - Standards for Street Improvements:***

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

The nearest adequate street facility is located at the intersection of Claxter Road NE and Salem Industrial Drive NE. Pursuant to SRC 200.055(a), a linking street improvement is required from Salem Industrial Drive NE to the westerly terminus of Claxter Road NE. This street improvement is eligible for a temporary access fee pursuant to SRC 200.080(a), since development precedes construction of required facilities that are costly and benefit a large area of undeveloped property.

Pursuant to SRC 200.055(b), physical or topographical constraints are present to a degree that the standard linking street pavement width cannot be reasonably constructed, so the existing street configuration meets the functional levels necessary to meet the increased demands through payment of the temporary access fee.

A linking street improvement is required to link the site to existing facilities that are defined as adequate under SRC 200.005, as conditioned within *section 10*.

***SRC 200.060 - Standards for Sewer Improvements:***

**Finding:** The proposed development shall be linked to adequate facilities by the construction of sewer lines and pumping stations, which are necessary to connect to such existing sewer facilities (SRC 200.060). The nearest available sewer facility is a 66-inch interceptor sewer main located southwest of Hyacinth Street NE. A linking sewer improvement is required to link the site to existing facilities that are defined as adequate under SRC 200.005, as conditioned below.

***SRC 200.065 - Standards for Storm Drainage Improvements:***

**Finding:** The proposed development shall be linked to existing adequate facilities by the construction of storm drain lines, open channels, and detention facilities which are necessary to connect to such existing drainage facilities. There is a ditch located within the existing 60-foot accessway and utility easement located along the western portion of the property. No linking storm improvements are required.

***SRC 200.070 - Standards for Water Improvements:***

**Finding:** The proposed development shall be linked to adequate facilities by the construction of water distribution lines, reservoirs, and pumping stations that connect to such existing water service facilities, pursuant to SRC 200.070(a). The proposed facility will be connected to the existing 8-inch water main located within the existing 60-foot roadway and utility easement located along the western portion of the property. Tests conducted within the last year show that the existing water system provides adequate fire

flow, thereby meeting the requirement of PWDS 5.2(a) for pressure requirements for the proposed development. No linking water improvements are required.

***SRC 200.075 – Standards for Park Sites:***

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

The *Comprehensive Park System Master Plan* shows that the subject property lacks adequate parks facilities. However, because the proposed development does not include residential uses, it is not required to provide park facilities.

**12. Analysis of Class 2 Adjustment Approval Criteria**

Salem Revised Code (SRC) 250.005(d)(2) sets forth the following criteria that must be met before approval can be granted to an application for a Class 2 Adjustment. The following subsections are organized with approval criteria shown in ***bold italic***, followed by findings evaluating the proposed development's conformance with the criteria. Lack of compliance with the following criteria is grounds for denial of the Class 2 Adjustment application, or for the issuance of certain conditions to ensure the 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.***

**Finding:** The applicant has requested a Class 2 adjustment to two development standards of the SRC in conjunction with the proposed development. The two development standards subject to the Class 2 adjustment include:

- a) A reduction to the minimum vehicle use area setback to the flag lot accessway from 20 to 6 feet; and
- b) A reduction to the minimum accessory structure setback to the flag lot accessway from 20 to 6 feet for a trash enclosure.

The written statement provided by the applicant (**Attachment D**) indicates, in summary, that the purpose underlying the minimum setback standard for vehicle use areas and accessory buildings is equally or better met by the proposed development. The underlying purpose of setbacks is to allow for increased natural light and air circulation, as well as physical separation between uses and neighboring uses or streets. The applicant states the following justifications for why the proposed development meets the approval criteria for a Class 2 adjustment: the subject development site is served by a private roadway easement with limited traffic, and the location of the access easement provides a unique situation that does not warrant a 20-foot setback, as required by the IP zone.

The flag lot accessway which serves the development site is 60 feet in width. Likewise, the standard width for Local and Collector streets is 60 feet. The roadway easement is located along the westernmost portion of the development site, which abuts Salem Parkway to the west with a right-of-way width of approximately 290 feet. The applicant indicates that the subject development site's proximity to the Salem Parkway is one reason a 20-foot setback to the accessway is not warranted. The existing physical separation between the development site and properties to the west, coupled with the natural light afforded by the comparatively wide right-of-way and roadway easement, provide a development which equally or better meets the purpose underlying the 20-foot minimum setback standard.

Additionally, the applicant has proposed landscaping areas within portions of the flag lot accessway which abut the boundary between the accessway and the remainder of the development site. This landscaping will add additional buffer space between the limited traffic which travels on the flag lot accessway and the activity occurring on the development site, and those on nearby properties. To ensure that the proposed development meets the requirements of 250.005(d)(2)(A), the following condition of approval shall apply:

**Condition 8:** A minimum of 120 plant units shall be planted within the flag lot accessway within the development site. These plant units shall be located between the paved portion of the accessway and the easternmost boundary of the accessway.

As conditioned, Staff finds that the purpose underlying the minimum setback standard for vehicle use areas and accessory buildings is equally or better met by the proposed development. This criterion is met.

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

**Finding:** The subject properties are zoned IP (Industrial Park). Since the IP zone is not categorized as a *residential* zone under SRC 110.025, this criterion is not applicable to the proposed development.

**(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.***

**Finding:** Two adjustments have been requested by the applicant. As set forth in SRC 553.001, the purpose of the IP zone is to implement the industrial designation of the Salem Area Comprehensive Plan through the identification of allowed uses and the establishment of development standards. The IP zone allows industrial uses, alongside uses providing services and support to industry, in a park-like setting. The applicant has requested adjustments to decrease the minimum setback standards for vehicle use areas and accessory buildings abutting the flag-lot accessway. This area would normally contain landscaping and greenspace, as required under SRC 553.010(d)(1). However, the proposal provides significantly more landscaped area across the development site than what is required by the UDC.

With a total size of approximately 87,120 square feet, the minimum landscaped area required pursuant to SRC 553.010(d)(3) is 13,068 square feet, or 15 percent of the development site. The proposal provides approximately 19,256 square feet of landscaped area, or 22.1 percent of the development site. Since the purpose of the IP zone is to provide industrial uses within a park-like setting, Staff finds that the additional landscaping included within the proposed development allows for a project which is still consistent with the overall purpose of the zone. This approval criterion is met.

## CONCLUSION

Based upon review of SRC Chapters 200, 220, 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.

## IT IS HEREBY ORDERED

Class 3 Site Plan Review, Urban Growth Preliminary Declaration, and Class 2 Adjustment Case No. SPR-UGA-ADJ20-06 is hereby **APPROVED** subject to SRC Chapters 200, 220, 250, the applicable standards of the Salem Revised Code, the findings contained herein, the approved site plan included as **Attachment B**, and the following conditions of approval:

- Condition 1:** Prior to the issuance of building permit(s) for the proposed development, Property Line Adjustment case number PLA19-24 shall be recorded in accordance with Salem Revised Code 205.055(f).
- Condition 2:** All portions of the pedestrian connections shown on the site plan which cross driveways, parking areas, drive aisles, and loading areas, shall be paved with a different paving material.
- Condition 3:** Provide bumper guards or wheel barriers so that no portion of a parked vehicle will overhang or project into required setbacks and landscape areas, or into pedestrian accessways.
- Condition 4:** Prior to receiving certificate of occupancy for proposed Building B, "NO PARKING—FIRE LANE" signage shall be posted and maintained in compliance with Salem Fire Prevention Code standards on all segments of the flag lot accessway which are fire apparatus roadways.
- Condition 5:** The existing condition of Claxter Road NE does not meet the definition of an adequate linking street pursuant to Salem Revised Code Chapter 200. To meet the requirement for an adequate linking street improvement, the applicant shall either:
  - a. Construct a 30-foot-wide linking street improvement along Claxter Road NE from Salem Industrial Drive NE to the westerly terminus of Claxter Road NE. The applicant shall convey land for dedication of right-of-way along Claxter Road NE as needed to construct the



required improvements as determined by the Public Works Director; or

- b. Enter into a Temporary Facilities Access Agreement with the City of Salem and pay a Temporary Access Fee equal \$1,940 times the number of trips created by the development, as determined by the City Traffic Engineer.

**Condition 6:** Design and construct a storm drainage system at the time of development in compliance with Salem Revised Code Chapter 71 and Public Works Design Standards.

**Condition 7:** Construct a 10-inch sanitary sewer main for a distance of approximately 350 feet north of the 66-inch sewer interceptor main located south of Hyacinth Street NE.

**Condition 8:** A minimum of 120 plant units shall be planted within the flag lot accessway within the development site. These plant units shall be located between the paved portion of the accessway and the easternmost boundary of the accessway.



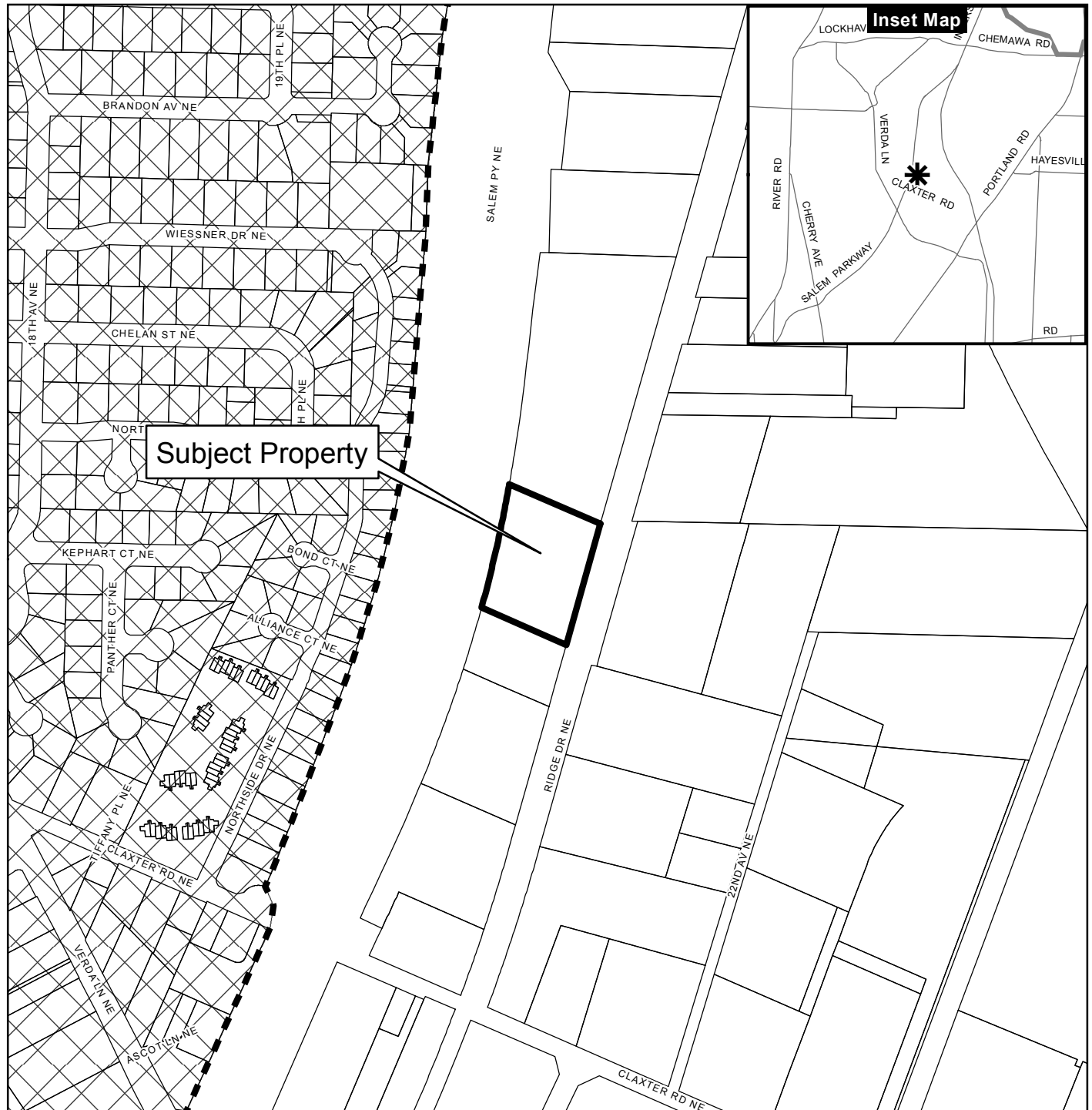
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Brandon Pike, Planner I, on behalf of  
Lisa Anderson-Ogilvie, AICP  
Planning Administrator

Attachments: A. Vicinity Map  
B. Proposed Site Plan and Landscaping Plan  
C. Applicant's Written Statement  
D. Public Works Department Memorandum

cc: Alan Kessler, GIS

## Vicinity Map 1965 Claxter Road NE



### Legend

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

- Parks

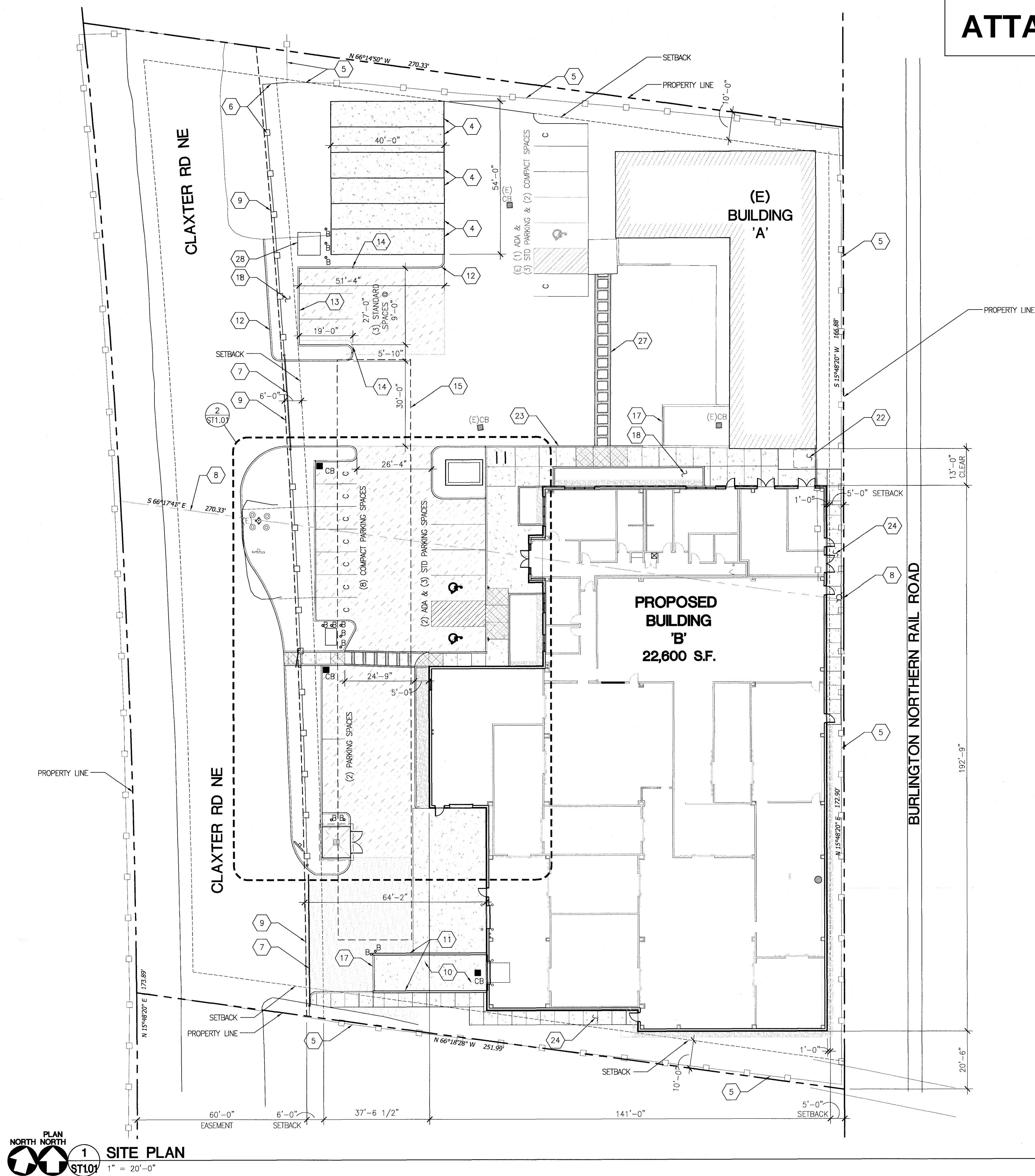
**CITY OF Salem**  
AT YOUR SERVICE  
Community Development Dept.

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

0 100 200 400 Feet



## ATTACHMENT B

1 SITE PLAN  
1" = 20'-0"

## GENERAL NOTES

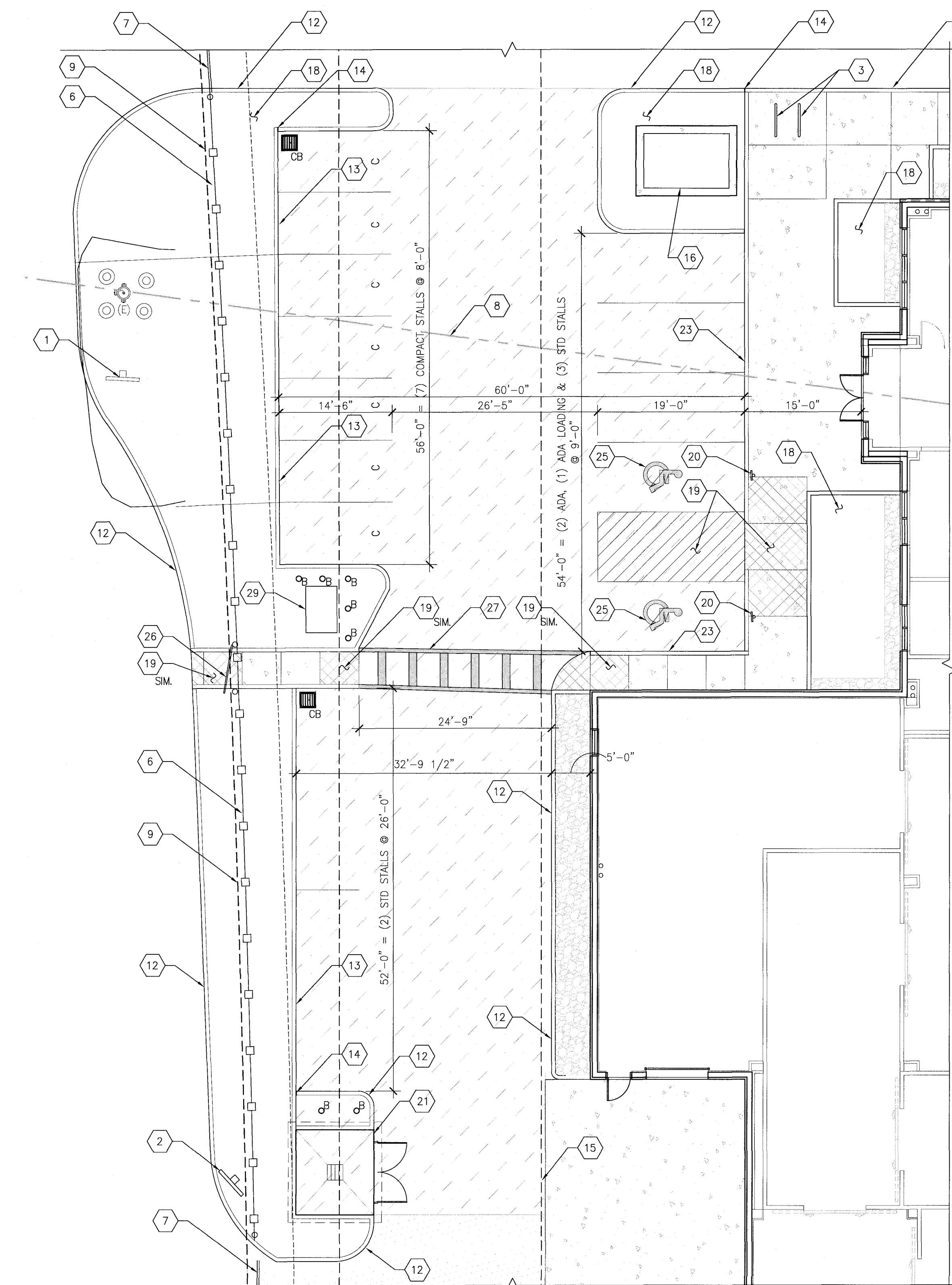
- THE CONTRACTOR SHALL HAVE A FULL SET OF THE CURRENT APPROVED CONSTRUCTION DOCUMENTS INCLUDING ADDENDA ON THE PROJECT SITE AT ALL TIMES.
  - THE CONTRACTOR SHALL COMPLY WITH LOCAL UTILITY PROVIDERS REQUIRING NOTIFICATION OF INTENDED EXCAVATION.
  - ALL WORK SHALL COMPLY WITH THE LOCAL JURISDICTION REQUIREMENTS AND THE PROJECT SPECIFICATIONS.
  - THE CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS AND DIMENSIONS SHOWN OR IMPLIED WHICH MAY AFFECT THE WORK PRIOR TO THE START OF CONSTRUCTION AND NOTIFY THE ENGINEER OF RECORD OF ANY DISCREPANCIES.
- EXISTING CONDITIONS BASED ON DRAWINGS BY NORTHSTAR SURVEYING DATED 07/16/2019
- SOME OF THE UTILITIES HAVE BEEN SHOWN FOR REFERENCE ONLY. SEE CIVIL DRAWINGS FOR INFORMATION.

## LEGEND

(E)	EXISTING
CB	CATCH BASIN
	EXISTING BUILDING
	CONCRETE PAD
	HEAVY DUTY PAVING
	LIGHT DUTY PAVING
	GRAVEL AT BUILDING PERIMETER
■ CB	CATCH BASIN --- SEE CIVIL FOR ADDITIONAL INFORMATION
▲	EXISTING FIRE HYDRANT
⊙	EXTERIOR 8" CONCRETE FILLED BOLLARD --- PAINT TRAFFIC YELLOW
C	COMPACT PARKING SPACE

## SITE PLAN KEYNOTES

- REMOVE AND RELOCATE (E) MONUMENT SIGN
- RELOCATED (E) MONUMENT SIGN
- BICYCLE PARKING (4 BIKE SPACES TOTAL) PER CITY OF SALEM ZONING REQUIREMENTS --- SEE 8/ST1.02 FOR ADDITIONAL INFORMATION
- RELOCATED (E) REFRIGERATED STORAGE UNITS
- (E) FENCE TO REMAIN
- 6'-0" HIGH SECURITY CHAIN LINK FENCE
- SECURITY SLIDING GATE
- EXISTING LOT LINE PROPOSED TO BE CONSOLIDATED
- EXISTING 60' ROADWAY AND UTILITY EASEMENT -- DEEDS R-181, P-1910
- DOCK HIGH LOADING AREA
- RETAINING WALL
- VERTICAL CONCRETE CURB --- SEE 2/ST1.02 FOR ADDITIONAL INFORMATION
- EXTRUDED CONCRETE CURB --- 1/ST1.02 FOR ADDITIONAL INFORMATION
- CURB TYPE TRANSITION
- UNDERGROUND STORMWATER DETENTION FACILITY --- SEE CIVIL FOR ADDITIONAL INFORMATION
- TRANSFORMER AND CONCRETE VAULT --- SEE ELECTRICAL FOR ADDITIONAL INFORMATION
- 2" HIGH 6" WIDE BUMP
- LANDSCAPE AREA --- SEE LANDSCAPE PLAN FOR ADDITIONAL INFORMATION
- ADA CURB RAMP/ TRANSITION & LOADING AREA --- SEE 6/ST1.02 FOR ADDITIONAL INFORMATION
- ACCESSIBLE PARKING SIGN --- SEE 7/ST1.02 FOR ADDITIONAL INFORMATION
- COVERED TRASH ENCLOSURE 12'-0"W x 10'-0"D x 9'-6"H
- EXISTING AC UNIT TO REMAIN
- MONOLITHIC CONCRETE SIDEWALK --- SEE 3/ST1.02 FOR ADDITIONAL INFORMATION
- CONCRETE SIDEWALK --- SEE 4/ST1.02 FOR ADDITIONAL INFORMATION
- ACCESSIBLE PARKING PAVEMENT MARKING
- GATE AT FENCE
- ADA DETECTABLE CROSSWALK --- COLD ASPHALT RETRO REFLECTIVE FILM, INLAID INTO FRESH ASPHALT WITH ADA DETECTABLE SURFACE.
- SECONDARY TRANSFORMER --- SEE ELECTRICAL FOR ADDITIONAL INFORMATION
- TRANSFORMER SPICE VAULT

2 PLAN AT PARKING AREA  
1" = 10'-0"

GENERAL SITE INFORMATION	
PARCEL	2
PLAT NUMBER	91-68
ASSESSOR TAX LOT NUMBERS	073W01C3001
ZONING	IP - INDUSTRIAL PARK
SITE AREA	2.00 ACRES

GENERAL BUILDING INFORMATION	
EXISTING BUILDING 'A' TO REMAIN	
EXISTING BUILDING FOOT PRINT	3,821 SF
EXISTING BUILDING FLOOR AREA	3,821 SF
EXISTING BUILDING 'B' (TO BE REMOVED)	
EXISTING BUILDING FOOT PRINT	4,437 SF
EXISTING BUILDING FLOOR AREA	4,437 SF
PROPOSED BUILDING 'B'	
BUILDING FLOOR AREA	22,600 SF
EXISTING BUILDING 'C' (TO BE REMOVED)	
EXISTING BUILDING FOOT PRINT	974 SF
EXISTING BUILDING FLOOR AREA	974 SF

PARKING				
SPACES	STD/ COMPACT	ACCESSIBLE	TOTAL	BICYCLE
REQUIRED	22	2	23	4
PROVIDED	9(STD) + 11(COMPACT)	3	23	4
LOADING			1	2

NOTES:

A. 1 SPACE PER 5,000 SF OF MANUFACTURING/PROCESS AREA (IF BUILDING IS LESS THAN 50,000 SF) OR 0.75 SPACE PER EMPLOYEE, WHICHEVER IS GREATER (PARKING PROVIDED ASSUMES 30 EMPLOYEES TOTAL).

B. 1 SPACE PER 350 SF OF OFFICE/LABORATORY AREA

C. MINIMUM STALL SIZE FOR PERPENDICULAR PARKING IS 8'-6"x19' WITH A 24' ISLE (2-WAY TRAFFIC).

D. ACCESSIBLE PARKING PER OSSC TABLE 1106.1

E. BICYCLE PARKING REQUIRED PER SECTION 806.055 4 BIKE SPACES OR 1 SPACE PER 10,000 SF OF MANUFACTURING/PROCESS AREA (IF BUILDING IS LESS THAN 50,000 SF).

F. 4 BIKE SPACES OR 1 SPACE PER 3,500 SF OF OFFICE/LABORATORY AREA

G. LOADING AREAS REQUIRED PER SECTION 806.075 = 5,000-100,000 SF: 1 LOADING SPACE 12'x40'x14'

LANDSCAPING	
SEE LANDSCAPE PLANS FOR ADDITIONAL INFORMATION	

# DATE DESC.

A	08/15/19	30% A/S REVIEW
1	11/06/19	SITE PLAN REVIEW
2	12/20/19	IFP

REGISTERED ARCHITECT  
GARY LIVERMORE  
PORTLAND, OR  
3544  
OF OREGON

LIVERMORE  
ARCHITECTURE &  
ENGINEERING, INC.  
1500 SW First Ave. Suite 240  
Portland, Oregon 97201  
Phone: 503-882-3002  
www.livemore.com

Livermore  
JOB No: 219053.00

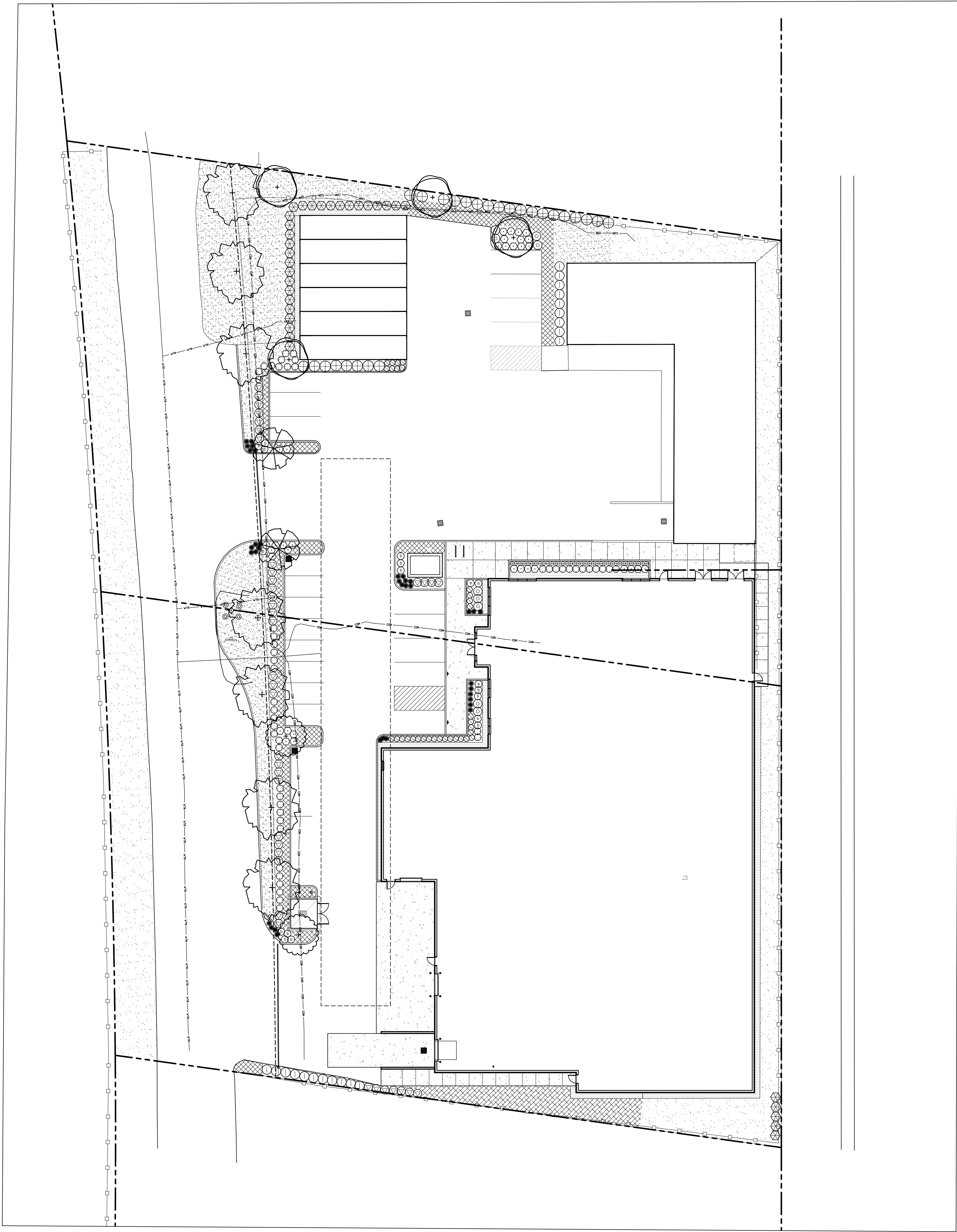
NEW BUILDING FOR  
CHANG TUH CORPORATION  
1965 CLAXTER RD. NE  
SALEM, OR 97301

DRAWING TITLE:  
SITE PLAN

DRAWN BY: HT  
CHECKED BY: GML

ST1.01





PLANT LIST

TREES		QUAN	BOTANICAL NAME/ COMMON NAME	SIZE	SPACING/ COMMENT	Points
SYM						
	+	4	FRAXINUS PENNSYLVANICA 'PATMORE' PATMORE ASH	1.5" CAL B&B	AS SHOWN Shade Tree	40
		2	CARPINUS BETULUS EUROPEAN HORNBEAM	1.5" CAL B&B	AS SHOWN Shade Tree	20
	+	2	FRAXINUS OXUCARPA 'RAYWOOD' RAYWOOD ASH	1.5" CAL B&B	AS SHOWN Shade Tree	20
	+	7	ZELKOVA SERRATA GREEN VASE' GREEN VASE ZELKOVA	1.5" CAL B&B	AS SHOWN Shade Tree	70
TOTAL TREE POINTS						150

SHRUBS

SYM	QUAN	BOTANICAL NAME	COMMON NAME	SIZE	SPACING/ COMMENT	POINTS
⊙	19	BERBERIS THUNBERGII VAR. ATROPU. 'CRIMSON PYGMY'	CRIMSON PYGMY RED BARBERRY	2 GAL.	AS SHOWN	19
⊙	20	CISTUS X PURPUREUS	ORCHID ROCK ROSE	2 GAL	3.5' O.C. -evergreen	20
⊙	33	EUONYMUS FORTUNEI 'EMERALD GAIETY'	EMERALD GAIETY EUONYMUS	2 GAL	AS SHOWN -evergreen	33
⊙	39	ILEX GLABRA 'SHAMROCK'	SHAMROCK INKBERRY	5 GAL	4' O.C. -evergreen	39
⊙	50	MAHONIA AQUIFOLIUM	OREGON GRAPEHOLLY	2 GAL	3' O.C -evergreen	50
⊙	32	NANDINA DOMESTICA 'NANA PURPUREA'	DWARF PURP. HEAVENLY BAMBOO	2 GAL	AS SHOWN -evergreen	32
⊙	9	SPIRAEA X BUMALDA 'GOLDMOUND'	GOLDMOUND SPIREA	3 GAL.	AS SHOWN	9
⊙	33	THUJA OCCIDENTALIS 'SMARAGD'	EMERALD ARBORVITAE'	5 GAL	3' O.C. evergreen- LARGESHRUB	66
⊕	26	VIBURNUM TINUS 'SPRING BOUQUET'	SPRING BOUQUET LAURUSTINUS	5 GAL.	4' O.C. -evergreen-LARGE SHRUB	52
TOTAL SHRUB POINTS						320

GROUND COVERS AND PERENNIALS

SYM	QUAN	BOTANICAL NAME	COMMON NAME	SIZE	SPACING/ COMMENT	POINTS
⊙	xx	CAREX MORROWII 'AUREA VARIEGATA'	VARIEGATED JAPANESE SEDGE	1 GAL SPACE	AS SHOWN	
⊙	33	HELICHTOTRICHON SEMPERVIRENS	BLUE OAT GRASS	1 GAL	AS SHOWN	
	350	ARCTOSTAPHYLOS UVA URSI	KINNIKINICK	4" POTS	2' O.C.- EVERGREEN	23.7
	248	MAHONIA REPENS	CREeping OREGON GRAPE	4" POTS	2' O.C.- EVERGREEN	14.4
	4389 SF	PT 301 WATER SMARTER	ESSENTIAL TALL FESCUE RHIZING STAR TALL FESCUE HOUND OG 8 TALL FESCUE		8 LBS. / 1000 SF	87.8
	9123 SF	PT 769 R&R ECO-TURF MIX WITH MICROCLOVER	QUATRO TETRAPLOID SHEEP FESCUE BANFIELD PERENNIAL RYEGRASS EUREKA II HARD FESCUE - MICROCLOVER®		7 LBS. / 1000 SF	182.4
TOTAL GROUND COVER POINTS						308.3

LEGEND

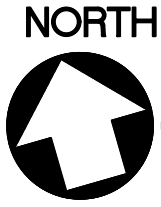
	GRAVEL - 3/4" - 3/8" CLEAN GRAVEL
	CONCRETE PAVEMENT

SITE DATA

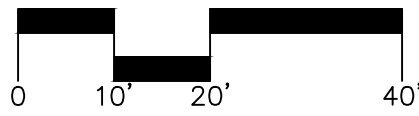
SITE AREA = 86,991.78 SF  
LANDSCAPE AREA REQUIRED = 15% F SITE AREA = 13,046.65 SF  
LANDSCAPE AREA PROVIDED = 19,255.7 SF  
LANDSCAPE POINTS REQUIRED = ONE FOR EVERY 20 SF OF LANDSCAPE AREA = 653 POINTS  
LANDSCAPE POINTS PROVIDED = 150 TREE POINTS  
320 SHRUB POINTS  
308 GROUND COVER POINTS  
778 TOTAL LANDSCAPE POINTS

NOTES

- ALL LANDSCAPE AREAS TO BE IRRIGATED WITH AN AUTOMATIC UNDERGROUND IRRIGATION SYSTEM.
- QUANTITIES ARE INTENDED TO ASSIST THE CONTRACTOR IN EVALUATING THEIR OWN TAKEOFFS AND ARE NOT GUARANTEED AS ACCURATE REPRESENTATIONS OF REQUIRED MATERIALS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR BID QUANTITIES AS REQUIRED BY THE PLANS TO PROVIDE THE SPECIFIED COVERAGE AND SPACING.
- CONTRACTOR SHALL PROVIDE TOPSOIL , SOIL AMENDMENTS, AND COMPOST IN REQUIRED QUANTITIES TO CREATE THE PLANTING SOIL FOR PLANT AND SEEDED AREA S IN ACCORDANCE WITH THE DETAILS AND NOTES.
- CONTRACTOR SHALL VERIFY THE LOCATIONS OF UTILITIES PRIOR TO BEGINNING EXCAVATION.
- IF PLANT MATERIAL CONFLICTS WITH NEW OR EXISTING UTILITIES TO REMAIN, THE CONTRACTOR SHALL ADJUST THE PLANT LOCATIONS IN COORDINATION WITH THE OWNER'S REPRESENTATIVE.
- PROVIDE 3" OF BARK MULCH AROUND PLANTING.
- REFER TO SHEET L2 FOR PLANTING DETAILS.



PLANTING PLAN  
SCALE 1"=20'-0"



JOYCE JACKSON  
LANDSCAPE ARCHITECT  
1540 S. CLATSOP WAY  
WEST LINN, OR 97136  
503.703.8607  
jj@joycejackson-la.com



Livermore A&E  
JOB NO: 218028.00

NEW BUILDING FOR  
E-MART AMERICA, INC.  
1965 CLAXTER ROAD NE  
SALEM, OREGON 97301

DRAWING TITLE:  
PLANTING PLAN  
DRAWN BY: JJ  
CHECKED BY: JJ

L1

# DATE DESC.

1 11/26/14 SITE PLAN REVIEW

# Adjustment to Land Use Standards—Written Narrative

Chang Tuh Corporation New Building  
1965 Claxter Road NE

## Class 2 Adjustment

To facilitate the site layout for the new Chang Tuh Building at 1965 Claxter Road NE in Salem, we request a Class 2 adjustment to the setback requirement in SRC Chapter 553.

### Planning and Zoning Code Requirement:

The IP zone requires a minimum setback of 20 feet for property lines abutting streets for buildings, accessory structures, and vehicle use areas.

### Proposed Design:

The frontage on the west side of the Chang Tuh property at 1965 Claxter Road NE is a 60-foot access and utility easement. We propose a reduction in the setback from this access and utility easement to 6 feet for vehicle use and accessory structures. The minimum setback to the face of the new building is proposed to be approximately 40 feet.

### Reason for Adjustment:

The 6-foot setback is from the access and utility easement that will be utilized only for local traffic. The setback distance to the west property line will be 66 feet which far exceeds the 20-foot requirement. City of Salem Planning Department has indicated that they will support this adjustment. The following are reasons for the adjustment.

- Meets or exceeds City of Salem Development Standards: Chapter 250 – Adjustments criteria.
- Private access road with limited traffic.
- Property is in an Industrial Park Zone with no business directly across the street.








# MEMO

**TO:** Brandon Pike, Planner I  
Community Development Department

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

**DATE:** March 11, 2020

**SUBJECT:** **PUBLIC WORKS RECOMMENDATIONS**  
**SPR-UGA-ADJ20-06 (19-123697)**  
**1965 CLAXTER ROAD NE**  
**NEW FOOD PROCESSING FACILITY AND SITE IMPROVEMENTS**

## PROPOSAL

A consolidated application containing the following requests: a Class 3 Site Plan Review to construct a 22,600 square-foot building with associated site improvements at an existing food processing facility, classified as a general manufacturing use; an Urban Growth Area Preliminary Declaration to determine the public facilities required to fully serve the development; a Class 2 Adjustment to reduce the minimum vehicle use area setback to the private roadway easement from 20 feet to 6 feet; and a Class 2 Adjustment to reduce the minimum accessory structure setback to the private roadway easement from 20 feet to 6 feet.

The development site is zoned IP (Industrial Park), is approximately 2 acres in size, and is located at 1965 Claxter Road NE (Marion County Assessor map and tax lot number: 073W01C / 03001).

## RECOMMENDED CONDITIONS OF APPROVAL

1. The existing condition of Claxter Road NE does not meet the definition of an adequate linking street pursuant to SRC Chapter 200. To meet the requirement for an adequate linking street improvement, the applicant shall either:
  - a. Construct a 30-foot-wide linking street improvement along Claxter Road NE from Salem Industrial Drive NE to the westerly terminus of Claxter Road NE. The applicant shall convey land for dedication of right-of-way along Claxter Road NE as needed to construct the required improvements as determined by the Public Works Director; or

- b. Enter into a Temporary Facilities Access Agreement with the City of Salem and pay a Temporary Access Fee equal \$1,940 times the number of trips created by the development, as determined by the City Traffic Engineer.
2. Construct a 10-inch sanitary sewer main for a distance of approximately 350 feet north of the 66-inch sewer interceptor main located south of Hyacinth Avenue NE.
3. Design and construct a storm drainage system in compliance with SRC Chapter 71 and PWDS.

## **FACTS**

### **Streets**

1. Claxter Road NE
  - 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 Condition—This street has an approximate 25-foot improvement within a 40- to 50-foot-wide right-of-way approximately 1,000 feet south of the subject property.

### **Storm Drainage**

1. Existing Conditions
  - a. A ditch is located along the western boundary within the 60-foot easement for roadway and utilities on the subject property.
  - b. ODOT right-of-way is west of the subject property. The applicant shall coordinate with ODOT if stormwater discharge is proposed into ODOT right-of-way.
  - c. A ditch is located within the railroad right-of-way east of the subject property.

### **Water**

1. Existing Conditions
  - a. The subject property is located within the G-0 water service level.
  - b. An 8-inch water main is located in the existing 60-foot roadway and utility easement located along the western portion of the property.

## **Sanitary Sewer**

### **1. Existing Conditions**

- a. An 8-inch sewer main is located in the existing 60-foot roadway and utility easement.
- b. The nearest adequate linking facility is the existing 66-inch interceptor sewer main located southwest of Hyacinth Street NE.

## **CRITERIA AND FINDINGS**

### **URBAN GROWTH PRELIMINARY DECLARATION**

The subject property is located outside the Urban Service Area in an area without adequate facilities as defined in SRC Chapter 200. Analysis of the subject property based on relevant standards in SRC 200.055 through SRC 200.075 is as follows:

#### **SRC 200.055—Standards for Street Improvements**

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

The nearest adequate street facility is located at the intersection of Claxter Road NE and Salem Industrial Drive NE. Pursuant to SRC 200.055(a), a linking street is required from Salem Industrial Drive NE to the westerly terminus of Claxter Road NE. This street improvement is eligible for a temporary access fee pursuant to SRC 200.080(a) because development precedes construction of required facilities that are costly and benefit a large area of undeveloped property. The Public Works Engineering Division has identified that \$4,400,000 in street improvements are warranted along Claxter Road NE and Ridge Drive NE to meet current standards. The Assistant City Traffic Engineer has estimated that 2,270 equivalent length average daily trips (ADT) will be generated from underdeveloped properties benefited by the Claxter Road NE and Ridge Drive NE improvements. The temporary access fee applicable for the proposed is \$4,400,000 divided by 2,270, or \$1,940 per ADT. Pursuant to SRC 200.055(b), physical or topographical constraints are present to a degree that the standard linking street pavement width cannot be reasonably constructed, so the existing street configuration meets the functional levels necessary to meet the increased demands through payment of the temporary access fee.



At the time of development, the applicant has the following options in order to meet the minimum linking street requirements pursuant to SRC 200.055:

1. Construct a 30-foot-wide linking street improvement along Claxter Road NE from Salem Industrial Drive NE to the westerly terminus of Claxter Road NE. The applicant shall convey land for dedication of right-of-way along Claxter Road NE as needed to construct the required improvements as determined by the Public Works Director; or
2. Enter into a Temporary Facilities Access Agreement with the City of Salem and pay a Temporary Access Fee equal \$1,940 times the number of average daily trips created by the development, as determined by the City Traffic Engineer.

**SRC 200.060—Standards for Sewer Improvements**

**Findings**—The proposed development shall be linked to adequate facilities by the construction of sewer lines and pumping stations, which are necessary to connect to such existing sewer facilities (SRC 200.060(a)). The nearest available sewer facility appears to be the 66-inch interceptor sewer main located southwest of Hyacinth Avenue NE. The applicant shall construct a 10-inch sanitary sewer main for a distance of approximately 350 feet north of the 66-inch sewer interceptor main located south of Hyacinth Avenue NE to link the site to existing facilities that are defined as adequate under SRC 200.005.

**SRC 200.065—Standards for Storm Drainage Improvements**

**Findings**—The proposed development shall be linked to existing adequate facilities by the construction of storm drain lines, open channels, and detention facilities which are necessary to connect to such existing drainage facilities (SRC 200.065(a)). There is a ditch located within the existing 60-foot roadway and utility easement located along the western portion of the property. No offsite stormwater improvements are required.

**SRC 200.070—Standards for Water Improvements**

**Findings**—The proposed development shall be linked to adequate facilities by the construction of water distribution lines, reservoirs, and pumping stations that connect to such existing water service facilities (SRC 200.070(a)). The proposed facility will be connected to the existing 8-inch water main located within the existing 60-foot roadway and utility easement located along the western portion of the property. Fire flow tests were conducted within the past year and show that the existing water system provides adequate fire flow, thereby meeting the requirement of PWDS 5.2(a) for pressure requirements for the proposed development. No offsite water improvements are required.

**SRC 200.075—Standards for Park Sites**

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

The *Comprehensive Park System Master Plan* shows that the subject property lacks adequate parks facilities. However, the proposed development does not include residential uses and therefore is not required to provide park facilities.

**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*)**

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

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

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

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

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

**Findings**—The subject property takes access from and is connected to Claxter

Road NE by a 60-foot-wide private access easement. The existing configuration of Claxter Road NE does not meet the definition of an adequate linking street pursuant to SRC Chapter 200, nor does it meet current standards for its classification of street per the Salem TSP. Off-site improvements are addressed under criteria SRC 200.055 as described above.

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

**Findings**—The driveway access onto the private access easement provides for safe turning movements into and out of the property.

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

**Findings**—The Public Works Department has reviewed the applicant's preliminary plan for this site. With completion of the offsite requirements required to meet the definition of adequate linking facilities, the water, sewer, and storm infrastructure are available within surrounding streets/areas and will be adequate to serve the proposed development. 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 all utilities (sewer, water, and storm drainage) according to the PWDS and to the satisfaction of the Public Works Director. The applicant is advised that a sewer monitoring manhole and grease treatment will be required, and a pH monitoring system may be required. Also, the trash area shall be designed in compliance with PWDS.

Prepared by: Jennifer Scott, Program Manager  
cc: File