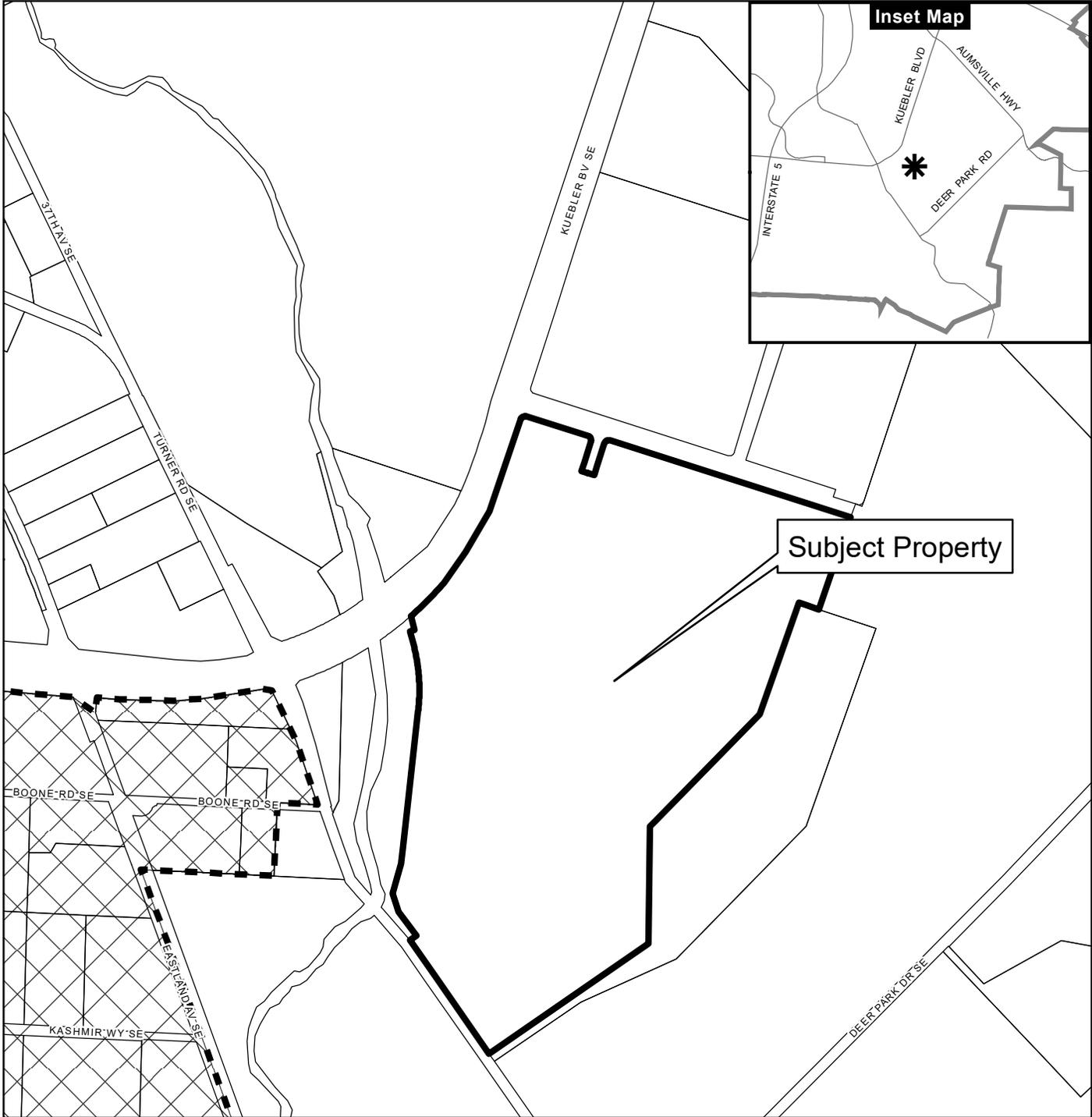


Vicinity Map 4500 Mill Creek Drive SE



Legend

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



0 100 200 400 Feet



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PROJECT

PROJECT JUSTIFY
DISTRIBUTION CENTER

SALEM, OR

ISSUE DATE

SPR RESUBMITTAL 01/17/2022

SUBMITTAL

SITE PLAN REVIEW
12/06/2021

Elan
DESIGN LA

310 4TH AVENUE S, SUITE 1006
MINNEAPOLIS, MN 55415
P 612.260.7980
F 612.260.7990 www.elanlab.com

CERTIFICATION

REGISTERED PROFESSIONAL ENGINEER
NOT FOR CONSTRUCTION
MAY 11, 2016
ELLE J. WESLOK

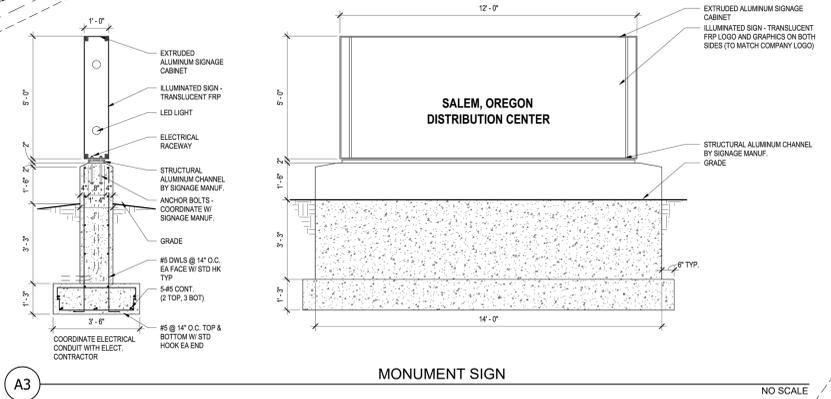
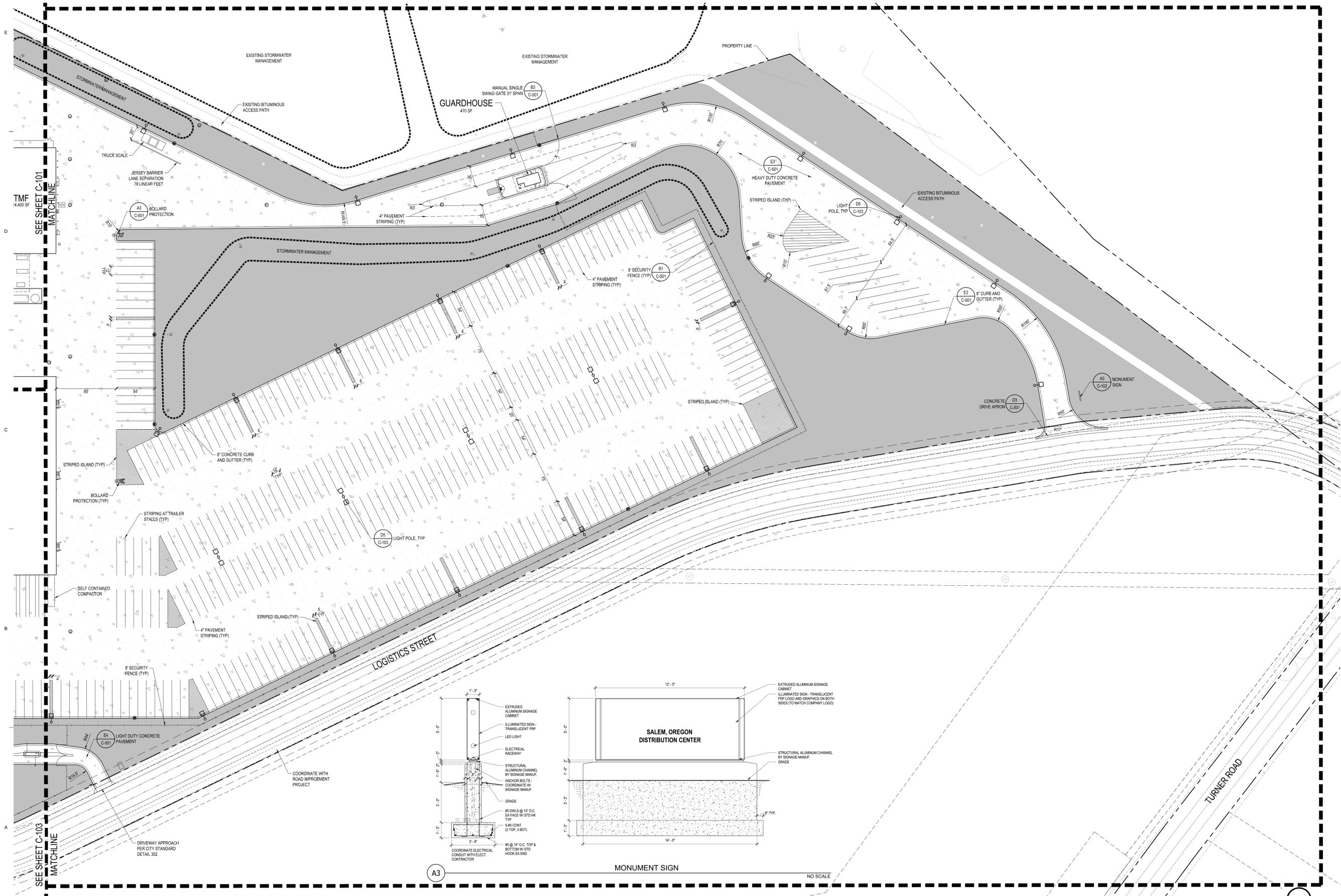
RENEWS: 06/30/2022

SHEET

SITE PLAN
AREA 2
C-102

PROJECT NO.

EDL21020



A3

MONUMENT SIGN

NO SCALE

A1 SITE PLAN - AREA 2
1" = 50'



From Salem SPR Application Packet: *A written statement is recommended to be submitted describing how the proposed development meets the following approval criteria for Class 3 Site Plan Review:*

- *The application meets all applicable standards of the UDC;*
- *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;*
- *Parking areas and driveways are designed to facilitate safe and efficient movement of vehicles, bicycles, and pedestrians; and*
- *The proposed development will be adequately served with City water, sewer, storm drainage, and other utilities appropriate to the nature of the development.*

Project Justify Written Statement:

The proposed development is for a new dry goods and cold storage distribution center within the Mill Creek Corporate Center. The site is currently part of a larger parcel of land totaling 121.3 acres that will be subdivided and replatted. The existing parcel is located east of Kuebler Blvd and north of Turner Road SE along Mill Creek in the southern end of Salem, Oregon. The development is proposed on approximately 70.5 acres located at the southeast corner of Mill Creek Drive SE and Logistics Street SE.

The site is currently an undeveloped field with natural vegetation and is served by a gravel access road and utilities, including watermain and sanitary sewer infrastructure. A future access road is planned to divide the parcel with the east half identified for the distribution center. The road extension will be designed and built through the developer, Scannell Properties.

The site development includes a 901,000 sf combination warehouse of dry and cold storage that would include administration and dispatch offices. Beyond the principal building, the distribution center will have accessory uses that include a trailer maintenance facility (TMF), fuel island, guardhouse, and pumphouse with water tank reservoir. The site components include a truck queuing area, tractor parking, trailer parking, and employee parking. The warehouse has several compactors located at each of the main docks, as well as at the recycle dock. The recycle dock is utilized to break down cardboard for removal from the facility. Trash and recycling is handled within the facility and will not be stored on the site.

Truck traffic will enter the facility from the southern end of the property at Logistics Street through a 24-hour, 7-days per week staffed guardhouse. The truck entrance into the site has been designed to limit truck movements into and out of the site from Turner Road. A second entry and exit into the site has been provide at the northwest corner of the site for fire access only. This drive will be gated and equipped with a knox box.

The site is surrounded by an 8-foot chainlink security fence. Access to the site will be with key cards or entry through the guardhouse. Employees will enter through a separate driveway along Logistics Street

into the employee parking lot accessed through an arm gate. A sidewalk spine has been provided along the main parking aisle, as well as at the perimeter of employee parking at the north and east with connectors provided to the remaining area of the parking lot.

Employees will enter the secure side of the facility through a turnstile with the use of a key card. Before stepping onto the crosswalk, pedestrians will pass between a set of bollards that will activate flashing pedestrian crossing and stop signs to alert and stop truck traffic at the designated crosswalk for safe crossing. A pedestrian gate is provided at the northwest corner of the parking lot for employees arriving by transit. Bicycle parking has also been provided at the east side of the employee lot near the turnstile. Visitor, management, and accessible parking stalls are located on the secure side of the turnstile and will utilize the same crosswalk to access the building. All visitors will enter the facility through the guardhouse.

Stormwater management has been designed to adhere to the Mill Creek Corporate Center's Covenants, Conditions, and Restrictions (CC&Rs). Some of the pavement areas will be handled with surface runoff to curb cuts outfitted with scupper and sediment catchbasin structures. The roof runoff and a portion of the pavement will move through conveyance pipe to the vegetated swales through a series of sump manholes equipped with skimmer baffles.

There is an existing sanitary sewer that extends through the site from east to west. This sanitary sewer main will be relocated as part of a separate project and will be rerouted down Mill Creek Drive SE. The proposed development will connect with a new manhole to the sanitary sewer in the Logistics Drive right-of-way. There is also an existing 48-inch transmission watermain that traverses the overall property mostly located underneath Logistics Drive. Additionally, there is an existing 18-inch waterline that generally follows the Logistics Drive alignment up to Mill Creek Drive. The development will have two separate connections to this watermain. The first will be an 8-inch connection for fire that feeds the pumphouse. The second connection will be for a 6-inch domestic watermain.

The development will have an approximate 300,000 gallon water tank reservoir equipped with two fire pumps to supply the required flow to the 12-inch fire main loop that surrounds the warehouse. Multiple sets of two 10-inch fire service risers have also been provided around the warehouse outfitted with PIVs to provide for redundant supply. Hydrants have been located around the warehouse, as well as at the Pumphouse and TMF.

Known landscaping requirements from both the Mill Creek Corporate Center CC&Rs and the City of Salem's Unified Development Code (UDC) have been incorporated into the development. The development has a total landscaped area of almost 22 percent of the property area and incorporates the required street trees, perimeter landscaping and plantings for the vegetated swales. The employee lot has internal islands that meet the minimum interior landscaping requirement of 8 percent. Likewise, the management parking area meets the 5% interior landscaping requirement.

Known requirements from the City of Salem's UDC and the Mill Creek Corporate Center's CC&Rs are incorporated into the site parking, circulation, building layout, and landscaping.



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Würzburg

From Salem UDC Chapter 250-Adjustments:

- (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.**
 - (B) *If located within a residential zone, the proposed development will not detract from the livability or appearance of the residential area.*
 - (C) *If more than one adjustment has been requested, the cumulative effect of all the adjustments result in a project which is still consistent with the overall purpose of the zone.*

Class 2 Adjustment Requests:

Pedestrian Access Standards – SRC 800.065

1. ***Sec. 800.065(a)(1)(A).*** *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.*

A pedestrian connection has been proposed from Logistics Street through the employee lot to the main entrance. A sidewalk along Logistics Street will be constructed as part of the Logistics Street improvements from Mill Creek Drive. However, a direct sidewalk connection from Mill Creek Drive SE has not been included as all pedestrian traffic is required to route through one location at either the employee lot or the visitors parking located immediately adjacent to one another directly across from administration offices. Visitors and employees must report to either the administration office or dispatch office located within the administration wing along the west side of the main warehouse. Employees are not permitted to walk through the secured distribution center except where specifically designated, therefore we request an adjustment to this requirement.

2. ***Sec. 800.065(a)(2)(A).*** *Connection between buildings on the same development site. (A) 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.*

For safety of visitors and employees, no pedestrians are permitted to walk on the distribution center site except where specifically designated. Employees move between the trailer maintenance facility (TMF), Guardhouse, and Pumphouse by means of motorized vehicles and as such no pedestrian routes or interconnectivity has been provided for the safety of staff. Therefore, we request an adjustment to this requirement.

Vehicle Use Area Setback Adjacent to Buildings and Structures – SRC 806.035(c)(4)

3. **Sec. 806.035(c)(4).** *Where an off-street parking or vehicular use area is located adjacent to a building or structure, the off-street parking or vehicular use area shall be setback from the exterior wall of the building or structure by a minimum five-foot-wide landscape strip, planted to the Type A Standard set forth in SRC Chapter 807, or by a minimum five-foot-wide paved pedestrian walkway.*
 - a. **City Comment:** *The site plan indicates that the north and south walls of the Dry Goods and Cold Storage Distribution Center building and the north, east, and south walls of the TMF building do not include the required five foot separation between the exterior wall of the building and the vehicle use area.*

A paved protected pathway has been provided immediately adjacent to the administration office (west side) wall of the warehouse. Egress stairs are provided around the warehouse for code compliance. However, these stairs will only be used for emergency exiting. Hard surface is provided to these stairs at the face of the warehouse to provide a means of exiting during emergencies. However, employees will enter and exit the facility through the administration office. Employees move between the trailer maintenance facility (TMF), Guardhouse, and Pumphouse by means of motorized vehicles. The proposed plan provides for pedestrian safety. Additionally, the building use includes handling of food products, therefore having hard surface immediately adjacent to the structure reduces the risk of rodent infestation within the facility. For these reasons, we request an adjustment.

4. **Mill Creek Corporate Center Design Standards and Guidelines for Phase IA, Exhibit C Section 1.12.1.** *Along building façade elevations where there are few or no surface penetrations, landscaping shall be provided of sufficient size or variety to visually break up the exterior of the building.*
 - a. **City Comment:** *Staff recommends that landscaping be provided along the northern wall of the Dry Goods and Cold Storage Distribution Center building. A Class 2 Adjustment may be requested to reduce or eliminate the required vehicle use area setback adjacent to other exterior walls.*

All of areas of the warehouse have trailer parking or truck circulation immediately adjacent to the building elevations. The trailers are 13.5 feet tall and are positioned in stalls right next to each other. Landscaping installed that close to the building would not be visible above the height of the trailers. Additionally, the building use includes handling of food products, therefore having hard surface immediately adjacent to the structure reduces the risk of rodent infestation within the facility.

The trailer maintenance facility is located as such that its visibility is minimized as it is located behind the cold storage wing, as well as sited over 700 feet from Logistics Street that is lined with street trees. The east façade of the TMF faces the existing stormwater management facilities and the north façade faces the warehouse. The southern elevation is broken up with door openings. The remaining buildings on site are much smaller in scale, both in height and in overall area.

Again, egress stairs are provided around the warehouse for code compliance. Though these stairs will only be used for emergency exiting, hard surface is provided to the face of the warehouse to provide a safe means of exiting during emergencies. The stairs are protected by bollards located 5 feet from the building wall creating a safe landing. For these reasons, we request an adjustment.

Bicycle Parking Development Standards – SRC 806.060(a)

5. **SRC 806.060(a).** *Bicycle parking located outside a building shall be located within a convenient distance of, and be clearly visibly 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.*
 - a. **City Comment:** *Proposed bicycle parking spaces are located more than 50 feet from the primary building entrance. Either revise the bicycle parking location so all required bicycle parking spaces are within 50 feet or request a Class 2 Adjustment to modify this bicycle parking location standard.*

All required bicycle parking spaces are located within the gated employee lot. The bicycle racks are located within the fenced employee lot and are located for users to secure them before entering through a turnstile. From the turnstile, pedestrians safely cross the drive along a crosswalk outfitted with flashing pedestrian signs and stop signs directed at truck traffic. Bicycle traffic is not allowed within the secured area of the warehouse due to safety concerns crossing the active drives. Bicycle parking before entrance into the warehouse ensures that no bicycles will be ridden inside the distribution center secure area. For this reason, we request an adjustment.

TO: Aaron Panko, Planner III
Community Development Department

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

DATE: March 23, 2022

SUBJECT: PUBLIC WORKS RECOMMENDATIONS
SPR-ADJ-DAP22-05 (21-122676 / 21-122677 / 21-101942)
4770 LOGISTICS STREET SE
DRY GOODS AND COLD STORAGE DISTRIBUTION

PROPOSAL

A Class 3 Site Plan Review and Class 2 Driveway Approach Permit for development of a new dry goods and cold storage distribution center approximately 901,000 square feet in size and associated accessory buildings with Class 2 Zoning Adjustments. For a portion of property approximately 70.48 acres in size, zoned EC (Employment Center), and located at the 4500 Block of Mill Creek Drive SE - 97317 (Marion County Assessor's Map and Tax Lot number: 082W07 / 00602).

RECOMMENDED CONDITIONS OF APPROVAL

1. Along Turner Road SE from Logistics Street SE to the Mill Creek bridge, convey land for dedication of the ultimate right-of-way on the development side of centerline and construct a full-width Minor Arterial improvement. The improvement shall include tapers sufficient to provide a left-turn lane from southeast-bound Turner Road SE to northeast-bound Logistics Street SE. Sidewalks are required only on the development side of Turner Road SE.
2. Construct a half-width Turnpike improvement along the development side of Kuebler Boulevard SE from 1,200 feet south of Aumsville Highway SE to the Mill Creek Bridge or pay a fee-in-lieu (FIL) of improvements at time of building permit issuance equal to \$1,379,051 FIL.
3. Convey land for dedication and construct a full Collector street improvement of Logistics Street SE from Mill Creek Drive SE to Turner Road SE.

4. Dedicate right-of-way or a temporary construction easement for the required public improvements at the Logistics Street SE and Turner Road SE intersection.
5. Pursuant to SRC 86.015(e), any person undertaking development adjacent to public streets shall provide street trees along Logistics Street SE and Turner Road SE to the maximum extent feasible in accordance with the standards and specifications set forth in SRC Chapter 86 and applicable administrative rules. Mill Creek Drive SE shall require trees only where the trees are no longer viable adjacent to the property.
6. Design and construct a storm drainage system at the time of development in general compliance with SRC Chapter 71 and PWDS and/or the Mill Creek Industrial Park Stormwater Management Plan, or as approved by the City of Salem Public Works.
7. Replace the existing State-owned sewer east of Logistics Street SE with a public main in Mill Creek Drive SE from Deer Park Road SE to Logistics Street SE and in Logistics Street SE south of Mill Creek Drive.
8. Replace the existing southerly extension of the existing State-owned sewer with an 18-inch master plan main extended in Logistics Street SE to Turner Road SE.
9. An easement or quitclaim agreement to ensure prescriptive rights for the state-owned sewer shall be provided.
10. An easement for realigned drainage course shall be provided through the property.
11. Convey land for right-of-way for the existing Recreational Path extending from Turner Road SE to the stormwater facility abutting the subject property. Dedicated right-of-way may be utilized for purposes of calculating the maximum 80 percent impervious coverage requirement of the MCIP Stormwater Management Plan.
12. Along the Mill Creek waterway, dedicate:
 - a. A Public Utility Easement (or similar) for overhead powerlines.
 - b. An Open Channel Drainage Easement along Mill Creek. In accordance with PWDS, the easement width shall be either 15 feet from the channel centerline, or 10 feet from the top of the recognized bank, whichever is greater.
 - c. A Public Access and Trail Easement pursuant to the Mill Creek Corporate Center Master Plan.

FACTS

Streets

1. Mill Creek Drive 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 50-foot improvement within a 120-foot-wide right-of-way abutting the subject property.
2. Logistics Street SE
 - a. Standard—This street is a planned Collector street in the Salem TSP that runs through the subject property. The standard for this street classification is a 34-foot-wide improvement within a 60-foot-wide right-of-way.
 - b. Existing Conditions—This street has an approximate 50-foot improvement within a 75-foot-wide right-of-way abutting the subject property.
3. Turner Road 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 25-foot improvement within a 60-foot-wide right-of-way abutting the subject property.
4. Kuebler Boulevard SE
 - a. Standard—This street is designated as a Parkway street in the Salem TSP. The standard for this street classification is an 80-foot-wide improvement within a 120-foot-wide right-of-way.
 - b. Existing Conditions—This street has an approximate 40-foot improvement within a 175-foot-wide right-of-way abutting the subject property.

Storm Drainage

1. Existing Conditions

There are existing above-ground stormwater management facilities to the east of the subject property as part of the Mill Creek Corporate Center campus.

Water

1. Existing Conditions

- a. The subject property is located in the S-1 water service level.
- b. An 18-inch water main is located in Mill Creek Drive SE and Logistics Street SE. Mains of this size generally convey flows of 4,800 to 11,100 gallons per minute.

Sanitary Sewer

1. Existing Conditions

- a. An 18-inch sewer main is located in Mill Creek Drive SE and Logistics Street SE.
- b. An 18-inch sewer main is located within a public easement on the subject property that extends from Logistics Street SE to the southern boundary.
- c. A 12-inch State-owned sewer main is location on the subject property within an easement that runs from the eastern property boundary to the western property boundary.

CRITERIA AND FINDINGS

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 Class 2 Driveway Approach permit, 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 Salem-Keizer Local Wetland Inventory shows that there are wetland channels and/or hydric soils mapped on the property. The applicant should contact the Oregon Department of State Lands to verify if any permits are required for development or construction in the vicinity of the mapped wetland area(s). Wetland notice was sent to the Oregon Department of State Lands pursuant to SRC 809.025.

According to the City's adopted landslide hazard susceptibility maps and SRC Chapter 810 (Landslide Hazards), there are mapped 2-to-3-point landslide hazard areas on the subject property. The proposed activity of a commercial building adds 3 activity points to the proposal, which results in a total of 5 to 6 points. Therefore, the proposed development is classified as a moderate landslide risk and requires a geological assessment. During review of the Mill Creek Corporate Center Subdivision (SUB08-05MOD2), a geologic hazard study was submitted that demonstrated the site does not contain geologic hazards that will adversely affect the proposed development. No additional information is required under SRC Chapter 810.

Mill Creek runs through the subject property. The subdivision decision creating the Mill Creek Corporate Center requires that all necessary access and utility easements be shown on the plat, as determined by the Public Works Director (SUB08-05MOD2). The following easements are required as part of the proposed development:

Condition: Along the Mill Creek waterway, dedicate:

- a. A Public Utility Easement (or similar) for overhead powerlines.
- b. An Open Channel Drainage Easement along Mill Creek. In accordance with PWDS, the easement width shall be either 15 feet from the channel centerline, or 10 feet from the top of the recognized bank, whichever is greater.
- c. A Public Access and Trail Easement pursuant to the Mill Creek Corporate Center Master Plan.

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—Mill Creek Drive SE is fully developed and meets the right-of-way width and pavement width standards pursuant to the Salem TSP; therefore, no additional street improvements are required as a condition of the proposed development.

Turner Road SE, Kuebler Boulevard SE, and Logistics Street SE do not meet current standards for their classification of street per the Salem TSP. During review of the Mill Creek Corporate Center Subdivision (SUB08-05MOD2), the City of Salem and State of Oregon identified the cumulative impacts of development for the Mill Creek Corporate Center and recommended mitigation projects in an Intergovernmental Agreement for the Development dated Mach 14, 2005. The following conditions are recommended for this phase of development:

Condition: Along Turner Road SE from Logistics Street SE to the Mill Creek bridge, convey land for dedication of the ultimate right-of-way on the

development side of centerline and construct a full-width Minor Arterial improvement. The improvement shall include tapers sufficient to provide a left-turn lane from southeast-bound Turner Road SE to northeast-bound Logistics Street SE. Sidewalks are required only on the development side of Turner Road SE.

Condition: Construct a half-width turnpike improvement along the development side of Kuebler Boulevard SE from 1,200 feet south of Aumsville Highway SE to the Mill Creek Bridge or pay a fee-in-lieu (FIL) of improvements at time of building permits equal to \$19,561/acre x 70 acres = \$1,379,051 FIL.

Condition: Convey land for dedication and construct a full Collector street improvement of Logistics Street SE from Mill Creek Drive SE to Turner Road SE.

Condition: Dedicate right-of-way or a temporary construction easement for the required public improvements at the Logistics Street SE and Turner Road SE intersection.

The Mill Creek Corporate Center Master Plan shows a recreational trail located along the stormwater facility abutting the subject property and connecting both to Mill Creek Drive SE and Turner Road SE. A portion of that trail has already been constructed from Turner Road SE through the subject property. The applicant shall convey right-of-way or provide a public access easement to accommodate the recreational trail.

Condition: Convey land for right-of-way for the existing Recreational Path extending from Turner Road SE to the stormwater facility abutting the subject property. Dedicated right-of-way may be utilized for purposes of calculating the maximum 80 percent impervious coverage requirement of the MCIP Stormwater Management Plan.

Street trees are required along frontages to the maximum extent feasible in accordance with SRC 86.015(e). Applicant shall replace dead trees along Mill Creek Drive SE and plant new street trees along Logistics Drive SE.

Condition: Pursuant to SRC 86.015(e), any person undertaking development adjacent to public streets shall provide street trees along Logistics Street SE and Turner Road SE to the maximum extent feasible in accordance with the standards and specifications set forth in SRC Chapter 86 and applicable administrative rules. Mill Creek Drive SE shall require trees only where the trees are no longer viable adjacent to the property.

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 Logistics Street SE provides for safe turning movements into and out of the property.

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

Finding—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 does not show any new connections to public infrastructure.

As described above, there are private State-owned sewer mains on the subject property that conflict with the proposed building. In order to ensure that adjacent properties are served with public sewer mains pursuant to PWDS 3.2, the applicant shall replace the State-owned sewer with public sewer mains located within adjacent streets. In addition, the Wastewater Management Master Plan shows that an 18-inch main is needed to serve undeveloped property along Turner Road SE.

Condition: Replace the existing State-owned sewer east of Logistics Street SE with a public main in Mill Creek Drive SE from Deer Park Road SE to Logistics Street SE, and in Logistics Street SE south of Mill Creek Drive.

Condition: Replace the existing southerly extension of the existing State-owned sewer with an 18-inch master plan main extended in Logistics Street SE to Turner Road SE.

Condition: An easement or quitclaim agreement to ensure prescriptive rights for the state-owned sewer shall be provided.

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

Condition: Design and construct a storm drainage system at the time of development in general compliance with SRC Chapter 71 and PWDS and/or the Mill Creek Industrial Park Stormwater Management Plan, or as approved by the City of Salem Public Works.

There is an existing drainage ditch that traverses the property where the building will be constructed. This drainage channel will be realigned as part of the project.

Condition: An easement for realigned drainage course shall be provided through the property.

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.

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 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 driveway.

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

Finding—The proposed driveway is not accessing onto an 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—The proposed driveway is currently located with access to the lowest classification of street abutting the subject property.

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

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

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

Finding—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.

- (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.

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

Finding—The proposed driveway approach is located on a Collector street and does not create a significant impact to adjacent streets and intersections.

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

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

Prepared by: Laurel Christian, Program Coordinator
cc: File