

NOTICE OF DECISION

PLANNING DIVISION
555 LIBERTY ST. SE, RM 305
SALEM, OREGON 97301
PHONE: 503-588-6173
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Si necesita ayuda para comprender esta informacion, por favor llame 503-588-6173

DECISION OF THE PLANNING ADMINISTRATOR

CLASS 3 SITE PLAN REVIEW / CLASS 2 ADJUSTMENT / CLASS 2 DRIVEWAY APPROACH PERMIT CASE NO.: SPR-ADJ-DAP22-25

APPLICATION NO.: 22-101856-RP / 22-101858-ZO / 22-101857-ZO

NOTICE OF DECISION DATE: June 24, 2022

SUMMARY: A consolidated application for development of three new industrial buildings in Mill Creek Corporate Center.

REQUEST: A Class 3 Site Plan Review, Class 2 Adjustment, and Class 2 Driveway Approach Permit for the development of ~~three~~ four new flex space industrial buildings, ~~buildings 221, 222, and 223 for Phase 1, with two buildings approximately 72,000 square feet and one building totaling approximately 424,750 square feet in size, with~~ associated parking, landscaping and storage areas, and the following adjustment:

- 1) A Class 2 Adjustment to eliminate the five-foot interior setback for the shared vehicle use area with Phase 2 to the west (SRC 550.015(2)).

The subject property is approximately ~~17.85~~ 24.59 acres in size, zoned EC (Employment Center), and located at 4688 Truax Drive SE - 97317 (Marion County Assessors Map and Tax Lot number: 082W08 / 109 and 111). A vicinity map illustrating the location of the property is attached hereto, and made a part of this staff report (**Attachment A**).

APPLICANT: Matthew Oyen, Pacific Reality Associates

LOCATION: 4688 Truax Dr SE, Salem OR 97317

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

FINDINGS: The findings are in the attached Decision dated June 24, 2022.

DECISION: The **Planning Administrator APPROVED** Class 3 Site Plan Review / Class 2 Adjustment / Class 2 Driveway Approach Permit Case No. SPR-ADJ-DAP22-25 subject to the following conditions of approval:

- Condition 1:** The final plat for Property Line Adjustment Case No. PLA22-16 shall be recorded prior to issuance of any civil site work or building permits.
- Condition 2:** At the time of building permit, the applicant shall relocate the trash enclosure on the west side of Building 223 farther south behind Building 223 with the enclosure opening facing south away from Truax Drive SE.

- Condition 3:** At the time of building permit, the applicant shall indicate surrounding pad areas for all trash enclosures, pursuant to SRC 800.055(b)(1).
- Condition 4:** At the time of building permit, the applicant shall demonstrate that required pedestrian connections conform with the design and material requirements of SRC Chapter 800.
- Condition 5:** At the time of building permit, the applicant shall designate all 17-foot-long parking spaces abutting a pedestrian connection as compact spaces and provide bumper guards or wheel barriers; or the applicant shall move the five-foot-wide pedestrian connections two feet away from all parking spaces that are 17 feet in length.
- Condition 6:** 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 of improvements equal to \$19,561 per acre of development at the time of building permit issuance.
- Condition 7:** Construct a stormwater management facility pursuant to the Mill Creek Industrial Park Stormwater Management Plan.
- Condition 8:** The adjusted development standard shall only apply to the specific development proposal shown in the attached site plan. Any future development, beyond what is shown in the attached site plan, shall conform to all applicable development standards of the Unified Development Code, unless adjusted through a future land use action.

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

Class 3 Site Plan Review	<u>July 12, 2026</u>
Class 2 Adjustment	<u>July 12, 2024</u>
Class 2 Driveway Approach Permit	<u>July 12, 2024</u>

Application Deemed Complete:	<u>April 19, 2022</u>
Notice of Decision Mailing Date:	<u>June 24, 2022</u>
Decision Effective Date:	<u>July 12, 2022</u>
State Mandate Date:	<u>August 17, 2022</u>

Case Manager: Jamie Donaldson, Planner II, jdonaldson@cityofsalem.net, 503-540-2328

This decision is final unless written appeal and associated fee (if applicable) from an aggrieved party is filed with the City of Salem Planning Division, Room 320, 555 Liberty Street SE, Salem OR 97301, or by email at planning@cityofsalem.net, no later than 5:00 p.m., Monday, July 11, 2022. The notice of appeal must contain the information required by SRC 300.1020 and must state where the decision failed to conform to the provisions of the applicable code section, SRC Chapter(s) 220, 250, and 804. The appeal fee must be paid at the time of filing. If the appeal is untimely and/or lacks the proper fee, the appeal will be rejected. The Hearings Officer will review the appeal at a public hearing. After the hearing, the Hearings Officer may amend, rescind, or affirm the action, or refer the matter to staff for additional information.

The complete case file, including findings, conclusions and conditions of approval, if any, is available for review by contacting the case manager, or at the Planning Desk in the Permit Application Center, Room 305, City Hall, 555 Liberty Street SE, during regular business hours.

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

BEFORE THE PLANNING ADMINISTRATOR OF THE CITY OF SALEM

DECISION

IN THE MATTER OF APPROVAL OF	)	FINDINGS AND ORDER
CLASS 3 SITE PLAN REVIEW,	)	
CLASS 2 ADJUSTMENT, AND CLASS 2	)	
DRIVEWAY APPROACH PERMIT	)	
CASE NO. SPR-ADJ-DAP22-25	)	
4600 BLOCK OF TRUAX DR SE	)	JUNE 24, 2022

In the matter of the application for a Class 3 Site Plan Review, Class 2 Adjustment, and Class 2 Driveway Approach Permit submitted by Josh Wells, Westech Engineering, Inc., on behalf of the applicant and property owner the Pacific Realty & Associates (PacTrust), represented by Eric Sporre, the Planning Administrator, having received and reviewed evidence and the application materials, makes the following findings and adopts the following order as set forth herein.

REQUEST

Summary: A consolidated application for development of three new industrial buildings in Mill Creek Corporate Center.

Request: A Class 3 Site Plan Review, Class 2 Adjustment, and Class 2 Driveway Approach Permit for the development of ~~three~~ four new flex space industrial buildings, buildings ~~221, 222, and 223 for Phase 1, with two buildings approximately 72,000 square feet and one building totaling approximately 424,750 square feet in size, with~~ associated parking, landscaping and storage areas, and the following adjustment:

- 1) A Class 2 Adjustment to eliminate the five-foot interior setback for the shared vehicle use area with Phase 2 to the west (SRC 550.015(2)).

The subject property is approximately ~~17.85~~ 24.59 acres in size, zoned EC (Employment Center), and located at 4688 Truax Drive SE - 97317 (Marion County Assessors Map and Tax Lot number: 082W08 / 109 and 111). A vicinity map illustrating the location of the property is attached hereto, and made a part of this staff report (**Attachment A**).

PROCEDURAL FINDINGS

1. Class 3 Site Plan Review Applicability

Site plan review is intended to provide a unified, consistent, and efficient means to review proposed development that requires a building permit, other than single-family, duplex residential, and installation of signs, to ensure that such development meets all applicable requirements imposed by the Salem Revised Code (SRC). SRC 220.005(b)(3) requires Class 3 Site Plan Review for any development that requires a

building permit, and that involves a land use decision or limited land use decision, as those terms are defined in ORS 197.015.

Class 3 Site Plan Review is required for this application pursuant to SRC 220.005(b)(3)(C) because a Class 2 Adjustment has been requested, and a Class 2 Driveway Approach Permit is required for the proposed driveway approach onto Truax Drive SE.

2. Background

On January 18, 2022, a Class 3 Site Plan Review and Class 2 Adjustment application were filed for the proposed development. After additional information was provided, the applications were deemed complete for processing on April 19, 2022. The applicant's proposed site plan is included as **Attachment B** and the applicant's written statements addressing the approval criteria is included as **Attachment C**.

The 120-day State mandated deadline is August 17, 2022.

SUBSTANTIVE FINDINGS

3. Summary of Record

The following items are submitted to the record and are available: 1) All materials and testimony submitted by the applicant, including any applicable professional studies such as traffic impact analysis, geologic assessments, stormwater reports; 2) any materials, testimony, and comments from public agencies, City Departments, neighborhood associations, and the public; and 3) all documents referenced in this report. All application materials are available on the City's online Permit Application Center at <https://permits.cityofsalem.net>. You can use the search function without registering and enter the permit number listed here: 22 101856

4. Neighborhood and Public Comments

The subject property is located within the boundaries of the Southeast Mill Creek Neighborhood Association (SEMCA).

Applicant Neighborhood Association Contact: SRC 300.310 requires an applicant to contact the neighborhood association(s) whose boundaries include, and are adjacent to, property subject to specific land use application requests. Pursuant to SRC 300.310(b)(1), land use applications included in this proposed consolidated land use application request require neighborhood association contact. On January 12, 2022, the applicant's representative contacted the SEMCA Neighborhood Association to provide details about the proposal.

Neighborhood Association Comment: Notice of the application was provided to the SEMCA Neighborhood Association pursuant to SRC 300.620(b)(2)(B)(v), which requires notice to be sent to any City-recognized neighborhood association whose boundaries include, or are adjacent to, the subject property. As of the date of

completion of this staff report, no comments have been received from the neighborhood association.

Public Comment: Notice was also provided, pursuant to SRC 300.620(b)(2)(B)(iii), (vi), & (vii), to all property owners and tenants within 250 feet of the subject property. As of the date of completion of this staff report, no comments have been received from the surrounding property owners and tenants.

5. City Department Comments

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

Building and Safety: Review the proposal and indicated no concerns.

Fire Department: Reviewed the proposal and indicated that Fire Department access is okay; no concerns were addressed.

6. Public and Private Agency Comments

Oregon Department of Transportation (ODOT): ODOT Rail Crossing Section reviewed the proposal and indicated no concerns regarding the subject development.

DECISION CRITERIA

7. Analysis of Class 3 Site Plan Review Approval Criteria

Salem Revised Code (SRC) 220.005(f)(3) provides that an application for a Class 3 Site Plan Review shall be granted if the following criteria are met. The following subsections are organized with approval criteria, followed by findings of fact upon which the decision is based. Lack of compliance with the following criteria is grounds for denial or for the issuance of conditions of approval to satisfy the criteria.

SRC 220.005(f)(3)(A): The application meets all applicable standards of the UDC.

Finding: The applicant is requesting approval for construction of four new shell buildings, totaling approximately 424,750 square feet in size, with off-street parking areas and shared loading spaces. No tenants for the buildings are proposed at this time; however, the applicant indicates that the anticipated uses for the buildings will likely be a mix of office and general warehousing type uses.

Development Standards – EC (Employment Center) Zone:

SRC 550.005(a) – Uses:

Table 550-1 lists permitted uses in the EC Zone.

Finding: The proposed development includes construction of a total of four shell buildings in two phases, with no uses proposed at this time. Class 1 Site Plan Review

will be required to establish future occupancy for the buildings. Permitted, special and conditional uses for the EC zone are found in SRC Chapter 550, Table 550-1.

SRC 550.015(a)(1) – Lot Standards:

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

Finding: The subject property is approximately 24.59 acres in total size. Approval of a property line adjustment (Case No. PLA22-16) was issued on June 2, 2022, splitting the property in two parcels approximately 17.85 acres and 6.74 acres in size. Both properties meet the minimum lot area and dimension requirements in the EC zone, and exceed the minimum street frontage along Truax Drive SE and Aumsville Highway SE. However, to ensure that each development phase is on one parcel and buildings are not constructed over existing property lines, the following condition applies:

Condition 1: The final plat for Property Line Adjustment Case No. PLA22-16 shall be recorded prior to issuance of any civil site work or building permits.

SRC 550.015(a)(2) – Setbacks:

Northwest: Adjacent to the northeast is the right-of-way for Truax Drive SE. Buildings and accessory structures are required to have a minimum 10-foot setback adjacent to a street, vehicle use areas are required to have a minimum 6-to-10-foot setback per SRC Chapter 806.035(c).

Northeast: Adjacent to the northeast is the right-of-way for Aumsville Highway. Buildings and accessory structures are required to have a minimum 10-foot setback adjacent to a street, vehicle use areas are required to have a minimum 6-to-10-foot setback per SRC Chapter 806.035(c).

Southwest: Adjacent to the northeast is the right-of-way for Truax Drive SE. Buildings and accessory structures are required to have a minimum 10-foot setback adjacent to a street, vehicle use areas are required to have a minimum 6-to-10-foot setback per SRC Chapter 806.035(c).

Southeast: Adjacent to the southeast is a PH (Public and Private Health Services) zoned property. There is a minimum 10-foot building setback required adjacent to a PH zoned property; vehicle use areas require a minimum 5-foot setback.

SRC 806.040(c) provides that the perimeter setbacks and landscaping are not required where the driveway is a shared driveway located over the common lot line and providing access to two or more uses.

Finding: The proposed site plan includes a shared driveway with the proposed future phase 2 development along the southwestern property boundary, which is allowed pursuant to SRC 806.040(c). The proposed development complies with all applicable setbacks of the EC zone and SRC Chapter 806.

SRC 550.015(a)(3) – Lot Coverage, Height:

The maximum lot coverage standard in the EC zone is 60 percent, the maximum height allowance is 80 feet.

Finding: The total development site is approximately 24.59 acres in size. The total building area of Buildings 221, 222, 223 and 224 is approximately 424,750 square feet in size, for a lot coverage of approximately 40 percent. The proposed buildings are approximately 46 feet in height and are in compliance with the maximum height standard in the EC zone.

SRC 550.015(a)(4) – Landscaping:

- (A) **Setbacks.** Required setbacks shall be landscaped. Landscaping shall conform to the standards set forth in SRC Chapter 807.
- (B) **Vehicle Use Areas.** Vehicle use areas shall be landscaped as provided under SRC Chapter 806 and SRC Chapter 807, except that areas used primarily for truck parking, loading, and circulation shall not be required to provide:
 - (i) Perimeter setbacks and landscaping adjacent to buildings and structures, pursuant to SRC 806.035(c)(4);
 - (ii) Trees, pursuant to SRC 806.035(d)(3); and
 - (iii) Landscape islands and planter bays, pursuant to SRC 806.035(d)(4).

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

SRC 550.015(a)(5) – Outdoor Storage:

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

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

Finding: No outdoor storage areas are proposed for the development site.

SRC 550.015(a)(6) – Solid Waste Service Areas:

In addition to conforming to the standards set forth under SRC 800.055, solid waste service areas shall be screened from public streets by sight-obscuring landscaping, fences, or walls.

Finding: The proposed development for Phase 1 includes ten solid waste services areas, all of which are placed behind the buildings and obscured from view of Truax Drive SE or Aumsville Highway SE by concrete walls and metal gates. There is one enclosure located along the shared driveway access and is visible along Truax Drive SE. As such, the following condition applies:

Condition 2: At the time of building permit, the applicant shall relocate the trash enclosure on the west side of Building 223 farther south behind Building 223 with the enclosure opening facing south away from Truax Drive SE.

SRC 550.015(a)(7) – Stormwater Management:

Runoff from landscape strips, berms or grade drops shall be intercepted by perimeter swales and diverted to a stormwater treatment system approved by the Public Works Director.

Finding: The applicant is required to construct a stormwater management facility which complies with the Mill Creek Industrial Park Stormwater Management Plan.

SRC 550.015(a)(8) – Lighting:

Exterior lighting systems, if used, shall be designed to provide illumination for the lot, and not cause glare onto the public right-of-way or any surrounding residentially zoned properties or natural areas. Exterior lighting systems, including parking lot lighting, shall meet the following standards:

- (A) The illumination level beyond any property line adjacent to a residentially zoned property or natural area shall not exceed 0.5 horizontal foot-candles on the adjacent residentially zoned property or natural area; and
- (B) Luminaries shall have a cutoff classification with no more than 2.5 percent of the candlepower above 90 degrees from vertical, and no more than 10 percent above 80 degrees from vertical. As an alternative, shields may be installed on the luminaries to achieve the cutoff requirements, or a non-cutoff luminary having a light source that emits no more than 10,000 lumens at each pole location may be installed. The luminaries shall be designed to eliminate glare.

Finding: There are no residentially zoned properties in the nearby vicinity. All exterior lighting for the proposed development shall comply with the development standards of this section.

SRC 550.015(a)(9) – Industrial Performance Standards:

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

Finding: The proposed development is required to comply with all applicable state and federal regulations, including any licenses and permits that may be required by DEQ.

General Development Standards SRC 800

SRC 800.055(a) – Applicability.

Solid waste service area design standards shall apply to all new solid waste, recycling, and compostable services areas, where use of a solid waste, recycling, and compostable receptacle of 1 cubic yard or larger is proposed.

Finding: The site plan indicates that two new solid waste enclosures with receptacles greater than one cubic yard in size are proposed.

SRC 800.055(b) – Solid Waste Receptacle Placement Standards.

All solid waste receptacles shall be placed at grade on a concrete pad that is a minimum of 4 inches thick, or on an asphalt pad that is a minimum of 6 inches thick.

The pad shall have a slope of no more than 3 percent and shall be designed to discharge stormwater runoff.

- (1) Pad area. In determining the total concrete pad area for any solid waste service area:
 - (a) The pad area shall extend a minimum of 1-foot beyond the sides and rear of the receptacle.
 - (b) The pad area shall extend a minimum 3 feet beyond the front of the receptacle.
 - (c) In situations where receptacles face each other, a minimum four feet of pad area shall be required between the fronts of the facing receptacles.

Finding: The proposed plans do not indicate the pad area surrounding the trash enclosures. To ensure compliance, the following condition applies:

Condition 3: At the time of building permit, the applicant shall indicate surrounding pad areas for all trash enclosures, pursuant to SRC 800.055(b)(1).

- (2) Minimum Separation.
 - (a) A minimum separation of 1.5 feet shall be provided between the receptacle and the side wall of the enclosure.
 - (b) A minimum separation of 5 feet shall be provided between the receptacle and any combustible walls, combustible roof eave lines, or building or structure openings.

Finding: Adequate separation distance is provided within the enclosure. Receptacles will not be placed within 5 feet of a building or structure.

- (3) Vertical Clearance.
 - (a) Receptacles 2 cubic yards or less in size shall be provided with a minimum of 8 feet of unobstructed overhead or vertical clearance for servicing.
 - (b) Receptacles greater than 2 cubic yards in size shall be provided with a minimum of 14 feet of unobstructed overhead or vertical clearance for servicing.

Finding: No cover is proposed for this enclosure; therefore, this standard is not applicable.

SRC 800.055(d) – Solid Waste Service Area Screening Standards.

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

Finding: The subject property does not abut residential zoned property or residential uses. An enclosure is provided for the solid waste service area that is proposed to

be constructed with a solid CMU wall which screens the solid waste service area from abutting properties and streets consistent with this requirement.

SRC 800.055(e) – Solid Waste Service Area Enclosure Standards.

When enclosures are used for required screening or aesthetics, such enclosure shall conform to the following standards:

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

Finding: The width of the proposed front opening for all enclosures is approximately 20 feet, exceeding the minimum standard.

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

Finding: The trash enclosure plans indicate that a wheel stop is provided 12 inches inside the perimeter of the enclosure walls to prevent damage from receptacle impacts consistent with this standard.

- (3) Enclosure Gates. Any gate across the front opening of an enclosure shall swing freely without obstructions. For any opening with an unobstructed width of 15 feet or greater, the gates shall open a minimum of 90 degrees. All gates shall have restrainers in the open and closed positions.

Finding: The proposed gates can swing to 90 degrees in compliance with this provision.

SRC 800.055(f) – Solid Waste Service Area Vehicle Access.

- (1) Vehicle Operation Area. A vehicle operation area shall be provided for solid waste collection service vehicles that are free of obstructions and no less than 45 feet in length and 15 feet in width. Vehicle operation areas shall be made available in front of every receptacle.

Finding: The proposed vehicle operation area meets the minimum dimensional requirements for service vehicle access.

SRC 800.065 – Pedestrian Access.

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

Finding: The pedestrian access standards of SRC Chapter 800 apply to the proposed development.

SRC 800.065(a)(1) – Pedestrian Connection Between Entrances and Streets.

(A) A pedestrian connection shall be provided between the primary 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.

Finding: Direct pedestrian access is provided from the primary entrances of each proposed building to Truax Drive SE and Aumsville Highway SE.

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

Finding: The applicant has coordinated with Cherriots to provide a new bus stop on Truax Drive SE in order to provide safe access to transit for employees and/or customers in the area. In addition, the applicant has provided a pedestrian connection within 20 feet of the new transit stop.

SRC 800.065(a)(2) – Pedestrian Connection Between Buildings on the same Development Site.

Where there is more than one building on a development site, a pedestrian connection(s), shall be provided to connect the primary building entrances of all the buildings.

Finding: Three buildings are proposed with this phase of development; in addition, the proposed development is connected and part of the same development site as a future phase with an additional building to the west. The proposed site plan indicates that pedestrian connections are provided between the primary entrances of each proposed building connecting to future pedestrian pathways on the abutting development site to the west, meeting the standards of this section.

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

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

Finding: The applicant's statement indicates that the proposed off-street parking area is 92,775 square feet in size, therefore this standard is applicable. Pedestrian pathways are provided through the off-street parking area connecting the parking area with the primary building entrance in compliance with this standard.

(B) Parking structures and parking garages. Where an individual floor of a parking structure or parking garage exceeds 25,000 square feet in size, a pedestrian

connection shall be provided through the parking area on that floor to an entrance/exit.

Finding: The development site does not include any existing or proposed parking structures or garages; therefore, this standard is not applicable.

SRC 800.065(a)(4) – Pedestrian Connection to Existing or Planned Paths and Trails.
Where an existing or planned path or trail identified in the Salem Transportation System Plan (TSP) or the Salem Comprehensive Parks System Master Plan passes through a development site, the path or trail shall:

- (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: There is not a planned pedestrian path or trail in the proximity of the subject property. Aumsville Highway SE is listed on the on-street bike network, there are currently bike lanes and sidewalks along the street frontage of the subject property Aumsville Highway SE.

SRC 800.065(a)(5) – Pedestrian Connection to Abutting Properties.
Whenever a vehicular connection is provided from a development site to an abutting property, a pedestrian connection shall also be provided.

Finding: Vehicular and pedestrian connections are provided between the subject property and the abutting property to the west which is under common ownership and part of the same development site, consistent with the requirements of this section.

SRC 800.065(b)(1) – Design and Materials.
Required pedestrian connections shall be in the form of a walkway, or may be in the form of a plaza. Walkways shall conform to the following:

- (A) Materials and width. Walkways shall be paved with a hard-surface material meeting the Public Works Design Standards, and a minimum of five feet in width.
- (B) Where a walkway crosses driveways, parking areas, parking lot drive aisles, and loading areas, the walkway shall be visually differentiated from such areas through the use of elevation changes, a physical separation, speed bumps, a different paving material, or other similar method. Striping does not meet this requirement, except when used in a parking structure or parking garage.
- (C) Where a walkway is located adjacent to an auto travel lane, the walkway shall be raised above the auto travel lane or separated from it by a raised curb, bollards, landscaping or other physical separation. If the walkway is raised above the auto travel lane it must be raised a minimum of four inches in height and the ends of the raised portions must be equipped with curb ramps. If the walkway is separated from the auto travel lane with bollards, bollard spacing must be no further than five feet on center.

SRC 800.065(b)(2) – Design and Materials.

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

Finding: Proposed pedestrian connections are five feet in width. The type of material proposed for the pedestrian connections is not listed in the application materials. At the time of building permit, the applicant shall demonstrate that all applicable standards of this section are met.

Condition 4: At the time of building permit, the applicant shall demonstrate that required pedestrian connections conform with the design and material requirements of SRC Chapter 800.

SRC 800.065(c) – Lighting.

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

Finding: Exterior light fixtures are proposed along the building frontage that will illuminate the pedestrian walkways in compliance with this section.

Off-Street Parking, Loading, and Driveways SRC 806

SRC 806.005 - Off-Street Parking; When Required.

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

SRC 806.010 - Proximity of Off-Street Parking to Use or Activity Served.

Required off-street parking shall be located on the same development site as the use or activity it serves.

SRC 806.015 - Amount of Off-Street Parking.

- a) ***Minimum Required Off-Street Parking.*** The applicant indicates that they anticipate a mix of office and general warehousing type uses for the development. A minimum of 1 space per 350 square feet of floor area is required for office uses. A minimum of 1 space per 15,000 square feet is required for general warehousing uses greater than 100,000 square feet of gross floor area.
- b) ***Compact Parking.*** Up to 75 percent of the minimum off-street parking spaces required under this Chapter may be compact parking spaces.
- c) ***Carpool and Vanpool Parking.*** New developments with 60 or more required off-street parking spaces, and falling within the Public Services and Industrial use classifications, and the Business and Professional Services use category, shall designate a minimum of 5 percent of their total off-street parking spaces for carpool or vanpool parking.
- d) ***Maximum Off-Street Parking.*** Unless otherwise provided in the SRC, off-street parking shall not exceed the amounts set forth in Table 806-2.

Finding: The following is a summary of the parking requirements for the development site:

Use	Floor Area	Parking Ratio	Minimum Parking
General Office	60,000 SF	1/350 SF	171.4
General Warehousing	264,750 SF	1/15,000 SF	24.3
Total			196 Spaces

A minimum of 196 off-street parking spaces are required for the development site, with a maximum allowance of 343 spaces. A minimum of 49 of the off-street parking spaces must be standard sized spaces, the remaining spaces may be compact spaces. A minimum of 10 ($196 \times .05 = 9.8$) carpool/vanpool spaces are required for the proposed development.

Carpool and vanpool parking shall be located so it is the closest employee parking to the building entrance normally used by employees; provided, however, it shall not be located closer than any parking designated for disabled parking.

The proposed site plan indicates that 289 parking spaces will be provided on site, 15 carpool/vanpool parking spaces are indicated on the site plan, and no compact spaces are proposed. However, most parking spaces measure 17 feet in length, where two feet may overhang, provided they do not project into a required pedestrian connection. As such, the following condition applies:

Condition 5: At the time of building permit, the applicant shall designate all 17-foot-long parking spaces abutting a pedestrian connection as compact spaces and provide bumper guards or wheel barriers, or the applicant shall move the five-foot-wide pedestrian connections two feet away from all parking spaces that are 17 feet in length.

As conditioned, the proposed off-street parking area meets the requirements this section.

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

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

Finding: The proposed off street parking area complies with the minimum perimeter setback requirements of SRC Chapter 806.

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

Finding: The proposed off-street parking area complies with the minimum setback requirements 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 50,000 square feet and greater in size, a minimum of 8 percent of the interior parking area shall be landscaped.

Finding: The applicant's summary table indicates the proposed off-street parking area is approximately 92,775 square feet in size, requiring a minimum of 7,422 square feet of interior parking lot landscape area ($92,775 \times 0.08 = 7,422$). The applicant's summary table indicates that approximately 11,831 square feet of interior parking lot landscaping will be provided (12 percent), which exceeds the minimum interior parking lot landscaping requirement.

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

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

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

Finding: The proposed off-street parking area is developed consistent with the additional development standards for grade, surfacing, and drainage. Bumper guards and wheel barriers are not required for the proposed vehicle use area, except where abutting pedestrian accessways, as conditioned above. The parking area striping, marking, signage, and lighting shall comply with SRC 806.035, and will be evaluated at the time of building permit review. The subject property does not abut property used for uses or activities falling under Household Living, therefore SRC 806.035(m) is not applicable.

Bicycle Parking

SRC 806.045 - General Applicability.

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

SRC 806.050 – Proximity of Bicycle Parking to use or Activity Served.

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

SRC 806.055 - Amount of Bicycle Parking.

Uses in the general office use category require 1 space per 3,500 square feet of floor area for the first 50,000 square feet, plus 1 space per 7,000 square feet of floor area for 50,000 to 100,000 square feet.

Uses in the general warehousing category require a minimum of 1 space per 10,000 square feet of floor area for the first 50,000 square feet, plus 1 space per 20,000 square feet of floor area for 50,000 to 100,000 square feet.

Finding: The following is a summary of the bicycle parking requirements for the development site:

Use	Floor Area	Parking Ratio	Minimum Parking
General Office	60,000 SF	1/3,500 SF (50,000 SF), plus 1/7,000 SF (50-100,000 SF), plus	14.3 + 1.4
General Warehousing	364,750 SF	1/10,000 SF (50,000 SF), plus, 1/20,000 SF (50-100,000 SF), plus 1/30,000 SF (remaining 264,750 SF)	5 +2.5 + 8.8
Total			32 Spaces

A minimum of 32 bicycle parking spaces are required for the development site. The applicant's summary table indicates that 32 bicycle parking spaces are proposed for the site, meeting the minimum requirements.

SRC 806.060 – Bicycle Parking Development Standards

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

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

Finding: At the time of building permit review, the bicycle parking details will be reviewed for conformance with SRC Chapter 806.

Off-Street Loading Areas

SRC 806.065 - General Applicability.

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

SRC 806.075 - Amount of Off-Street Loading.

A general office use (Business and Professional Services) is required to have a minimum of one off-street loading space for building area between 5,000 to 60,000 square feet.

A general warehousing use (Wholesale Sales, Storage, and Distribution) is required to have a minimum of five off-street loading space for building area between 240,001 to 320,000 square feet.

Finding: The proposed development requires a minimum of seven off-street loading spaces. A shared loading area is provided between the proposed buildings with several loading spaces for each building. The loading spaces proposed exceed the minimum dimension and quantity requirements of Chapter 806.

Landscaping

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

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

Finding: The applicant is providing approximately 12 percent of the site in landscaping and open space. A minimum of 1 plant unit is required per 20 square feet of landscape area. A minimum of 40 percent of the required plant units shall be a combination of mature trees, shade trees, evergreen/conifer trees, or ornamental trees. Landscape and irrigation plans will be reviewed for conformance with the requirements of SRC 807 at the time of building permit application review.

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

Natural Resources and Hazards

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

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

under SRC 808.030(d), undertaken pursuant to a tree conservation plan approved under SRC 808.035, or permitted by a variance granted under SRC 808.045.

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

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

Finding: 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.

SRC 810 – Landslide Hazards: A geological assessment or report is required when regulated activity is proposed in a mapped landslide hazard area.

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

SRC 802 – Public Improvements, SRC 803 - Streets and Right-of-Way Improvements, SRC 804 – Driveway Approaches, and SRC 805 - Vision Clearance: With completion of the conditions required by Public Works, the subject property meets all applicable standards of these chapters of the UDC.

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: Truax Drive SE and Aumsville Highway SE meet 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.

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 March 14, 2005. This improvement is required as a condition of any phase. The applicant may pay a fee-in-lieu of improvements at time of building permit issuance equal to \$19,561 per acre of development at the time of building permit issuance. Therefore, the following condition applies for this phase of development:

Condition 6: 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 of improvements equal to \$19,561 per acre of development at the time of building permit issuance.

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

Finding: There are two existing driveways onto Truax Drive SE and one additional driveway is requested with this application, for a total of three driveways onto Truax Drive SE along the subject property. A Traffic Impact Analysis (TIA) prepared by DKS Associates dated January 2022 was submitted and reviewed by the Assistant City Traffic Engineer; findings are summarized below.

SRC 220.005(f)(3)(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 Utility Plan for this site. The water, sewer, and storm infrastructure are available within surrounding streets/areas and appear to be adequate to serve the proposed development.

The application demonstrates compliance with the Mill Creek Industrial Park Stormwater Management Plan. Pursuant to SRC 71.080(c), the developer may comply with the requirements of this chapter or with the regulations in effect at the time of the tentative plan application. The applicant shall design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS and/or the Mill Creek Industrial Park Stormwater Management Plan.

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.

Condition 7: Construct a stormwater management facility pursuant to the Mill Creek Industrial Park Stormwater Management Plan.

8. Analysis of Class 2 Adjustment Criteria

Pursuant to SRC 250.005(a)(1)(B), a Class 2 adjustment is an adjustment to any development standard in the UDC other than a Class 1 Adjustment, including an adjustment to any numerical development standard in the UDC that increases or decreases the standard by more than 20 percent. Class 2 is required for this application because adjustment request to reduce the reduce the landscaping requirement exceeds the numerical development standard by more than twenty percent.

Salem Revised Code (SRC) 250.005(d)(2) provides that an application for a Class 2 Adjustment shall be granted if the following criteria are met. The following subsections are organized with approval criteria, followed by findings of fact upon which the decision

is based. Lack of compliance with the following criteria is grounds for denial or for the issuance of conditions of approval to satisfy the criteria.

SRC 250.005(d)(2)(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 is requesting a Class 2 Adjustment to eliminate the five-foot interior vehicle use area setback abutting Phase 2 to the west as required by SRC 550.015(a)(2).

The subject property is part of a larger phased industrial development site that will consist of two separate lots under common ownership with a total of four buildings that share an internally connected parking area and pedestrian circulation system. SRC Chapter 550 requires a minimum 5-foot setback for vehicle use areas adjacent to interior property lines, this standard applies even when multiple contiguous lots are under common ownership and accommodate a single development or complex.

The applicant indicates that the multiple contiguous lots are under common ownership and will be accommodating a single development. Vehicle use areas will need to encroach into the interior lot line setback in order to provide a functionally integrated parking lot design to serve the multiple buildings on this development site. The applicant indicates that landscaped setbacks will be provided in other areas that they are applicable. The purpose of the standard is equally or better met by the proposal.

SRC 250.005(d)(2)(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 property is not located within a residential zone; therefore, this criterion is not applicable.

SRC 250.005(d)(2)(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: Only one adjustment has been requested. To ensure that all future development proposed at this development site shall be subject to the applicable development standards of the Salem Revised Code, the following condition applies:

Condition 8: The adjusted development standard shall only apply to the specific development proposal shown in the attached site plan. Any future development, beyond what is shown in the attached site plan, shall conform to all applicable development standards of the Unified Development Code, unless adjusted through a future land use action.

9. Analysis of Class 2 Driveway Approach Permit Criteria

Salem Revised Code (SRC) 804.025(d) provides that an application for a Class 2 Driveway Approach Permit shall be granted if the following criteria are met. The following subsections are organized with approval criteria, followed by findings of fact upon which the decision is based. Lack of compliance with the following criteria is grounds for denial or for the issuance of conditions of approval to satisfy the criteria.

SRC 804.025(d)(1): The proposed driveway approach meets the standards of this Chapter and the Public Works Design Standards.

Finding: The proposed driveway meets the standards for SRC Chapter 804 and PWDS.

SRC 804.025(d)(2): No site conditions prevent placing the driveway approach in the required location.

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

SRC 804.025(d)(3): The number of driveway approaches onto an arterial are minimized.

Finding: The proposed driveway is not accessing onto an Arterial street.

SRC 804.025(d)(4): The proposed driveway approach, where possible:

(A) Is shared with an adjacent property; or

(B) Takes access from the lowest classification of street abutting the property

Finding: The subject property abuts a major arterial street and local street. The proposed driveway is currently located with access to the lowest classification of street abutting the subject property.

SRC 804.025(d)(5): The proposed driveway approach meets vision clearance standards.

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

SRC 804.025(d)(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. As recommended in the TIA, the applicant shall coordinate signage and landscaping to assure the necessary sight distance can be achieved at the middle and southern driveways. Additionally, the TIA recommends that sight distance at all proposed driveways is verified and documented prior to occupancy.

SRC 804.025(d)(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 driveways will not have any adverse impacts to the adjacent properties or streets.

SRC 804.025(d)(8): The proposed driveway approach minimizes impact to the functionality of adjacent streets and intersections.

Finding: The property is located on the corner of a Major Arterial street (Aumsville Highway SE) and a Collector street (Truax Drive SE). The applicant is proposing a driveway to the lower classification of street, and it meets the spacing requirements of SRC Chapter 804. By complying with the requirements of this chapter, the applicant has minimized impacts to the functionality of adjacent streets and intersections.

SRC 804.025(d)(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.

CONCLUSION

Based upon review of SRC Chapters 220, 250, and 804, the applicable standards of the Salem Revised Code, the findings contained herein, and due consideration of comments received, the application complies with the requirements for an affirmative decision.

ORDER

Final approval of Class 3 Site Plan Review, Class 2 Adjustment, and Class 2 Driveway Approach Permit Case No. SPR-ADJ-DAP22-25 is hereby **APPROVED** subject to SRC Chapter 220, 250, and 804, the applicable standards of the Salem Revised Code, conformance with the approved site plan included as **Attachment B**, and the following conditions of approval:

Condition 1: The final plat for Property Line Adjustment Case No. PLA22-16 shall be recorded prior to issuance of any civil site work or building permits.

Condition 2: At the time of building permit, the applicant shall relocate the trash enclosure on the west side of Building 223 farther south behind Building 223 with the enclosure opening facing south away from Truax Drive SE.

Condition 3: At the time of building permit, the applicant shall indicate surrounding pad areas for all trash enclosures, pursuant to SRC 800.055(b)(1).

- Condition 4:** At the time of building permit, the applicant shall demonstrate that required pedestrian connections conform with the design and material requirements of SRC Chapter 800.
- Condition 5:** At the time of building permit, the applicant shall designate all 17-foot-long parking spaces abutting a pedestrian connection as compact spaces and provide bumper guards or wheel barriers; or the applicant shall move the five-foot-wide pedestrian connections two feet away from all parking spaces that are 17 feet in length.
- Condition 6:** 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 of improvements equal to \$19,561 per acre of development at the time of building permit issuance.
- Condition 7:** Construct a stormwater management facility pursuant to the Mill Creek Industrial Park Stormwater Management Plan.
- Condition 8:** The adjusted development standard shall only apply to the specific development proposal shown in the attached site plan. Any future development, beyond what is shown in the attached site plan, shall conform to all applicable development standards of the Unified Development Code, unless adjusted through a future land use action.

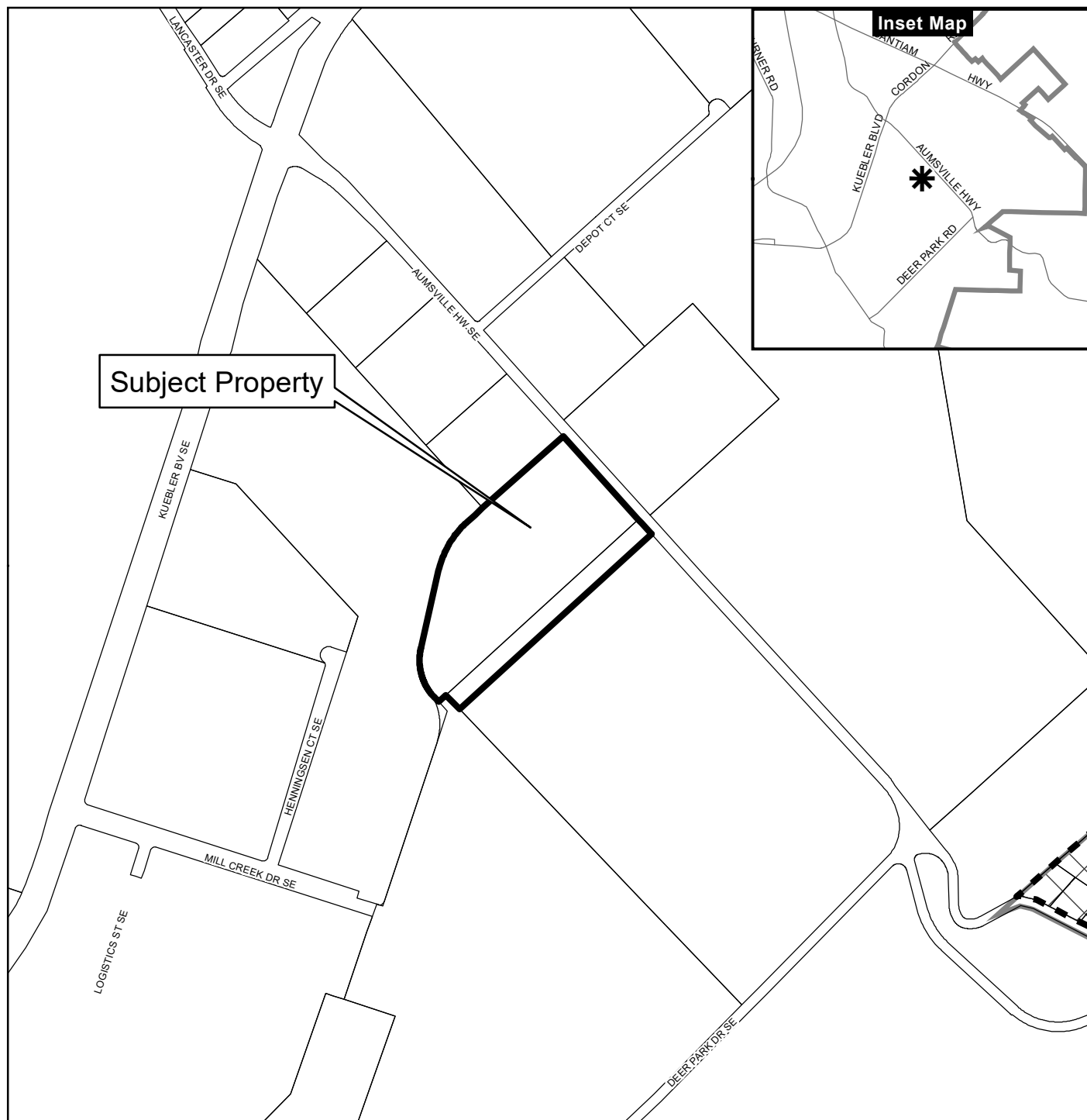


Jamie Donaldson, Planner II, on behalf of
Lisa Anderson-Ogilvie, AICP
Planning Administrator

- Attachments: A. Vicinity Map
B. Proposed Development Plans
C. Applicant's Written Statement
D. Public Works Department Memo

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

Vicinity Map 4688 Truax Drive SE



Legend

Taxlots

Urban Growth Boundary

City Limits

Outside Salem City Limits

Historic District

Schools

Parks

CITY OF Salem
AT YOUR SERVICE
Community Development Dept.

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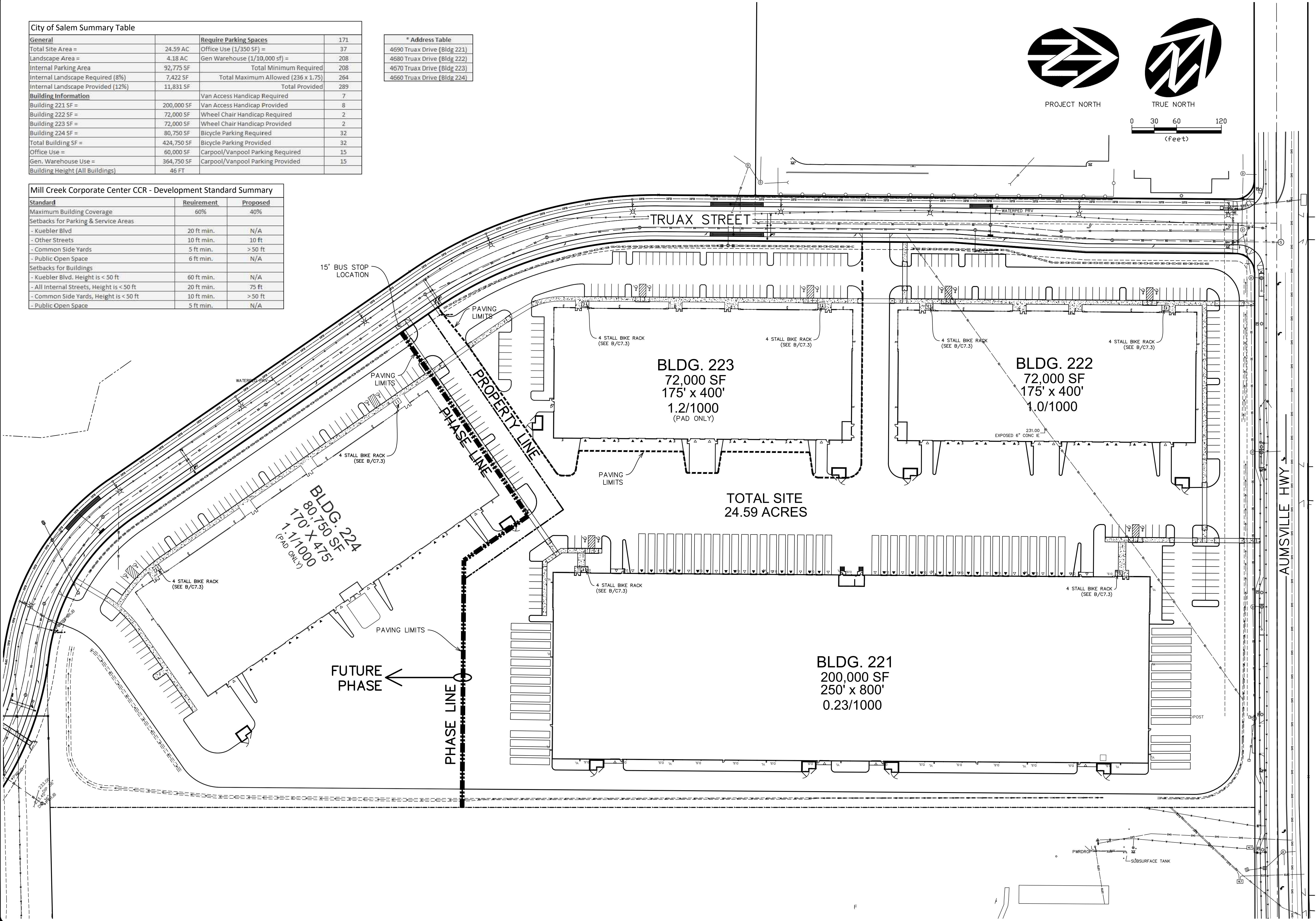
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City of Salem Summary Table			
General		Require Parking Spaces	171
Total Site Area =	24.59 AC	Office Use (1/350 SF) =	37
Landscape Area =	4.18 AC	Gen Warehouse (1/10,000 sf) =	208
Internal Parking Area	92,775 SF	Total Minimum Required	208
Internal Landscape Required (8%)	7,422 SF	Total Maximum Allowed (236 x 1.75)	264
Internal Landscape Provided (12%)	11,831 SF	Total Provided	289
Building Information		Van Access Handicap Required	7
Building 221 SF =	200,000 SF	Van Access Handicap Provided	8
Building 222 SF =	72,000 SF	Wheel Chair Handicap Required	2
Building 223 SF =	72,000 SF	Wheel Chair Handicap Provided	2
Building 224 SF =	80,750 SF	Bicycle Parking Required	32
Total Building SF =	424,750 SF	Bicycle Parking Provided	32
Office Use =	60,000 SF	Carpool/Vanpool Parking Required	15
Gen. Warehouse Use =	364,750 SF	Carpool/Vanpool Parking Provided	15
Building Height (All Buildings)	46 FT		

* Address Table	
4690 Truax Drive (Bldg 221)	
4680 Truax Drive (Bldg 222)	
4670 Truax Drive (Bldg 223)	
4660 Truax Drive (Bldg 224)	

Mill Creek Corporate Center CCR - Development Standard Summary		
Standard	Reirement	Proposed
Maximum Building Coverage	60%	40%
Setbacks for Parking & Service Areas		
- Kuebler Blvd	20 ft min.	N/A
- Other Streets	10 ft min.	10 ft
- Common Side Yards	5 ft min.	> 50 ft
- Public Open Space	6 ft min.	N/A
Setbacks for Buildings		
- Kuebler Blvd, Height is < 50 ft	60 ft min.	N/A
- All Internal Streets, Height is < 50 ft	20 ft min.	75 ft
- Common Side Yards, Height is < 50 ft	10 ft min.	> 50 ft
- Public Open Space	5 ft min.	N/A



NO.	DATE	DESCRIPTION	BY
1			

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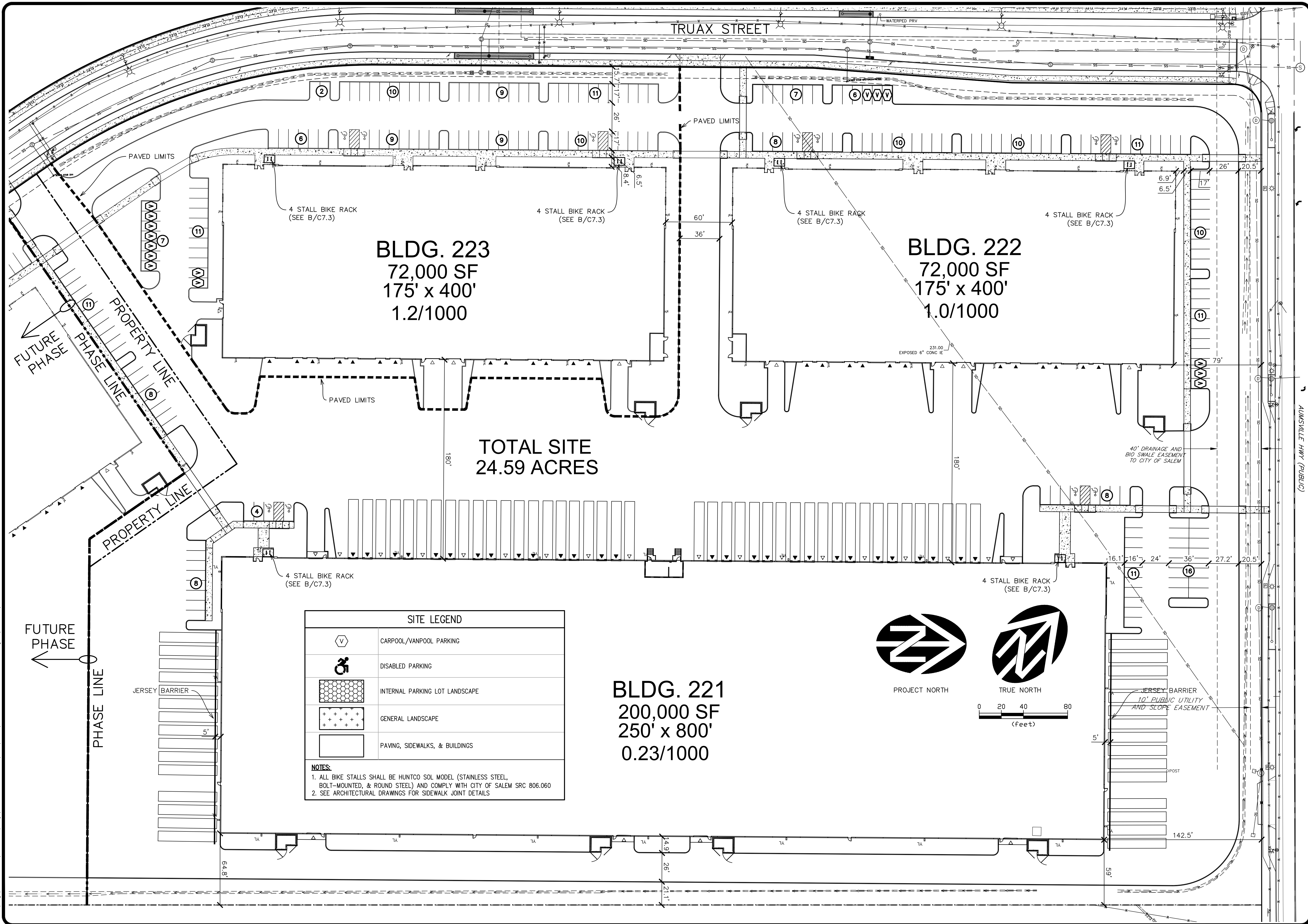
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REGISTERED
ENGINEER
DIGITALLY SIGNED
WILLIAM J. WELLS
OREGON
EXPIRES 12/31/2022
RENEW: 6/30/2022

WESTTECH ENGINEERING, INC.
CONSULTING ENGINEERS AND PLANNERS
3841 Fairview Industrial Dr. S.E., Suite 100, Salem, OR 97302
Phone: (503) 585-2474 Fax: (503) 585-3986
E-mail: westech@westech-eng.com

PACTRUST - MCCC TRUAX PROPERTY
TRUAX DRIVE ONSITE DEVELOPMENT PLANS
OVERALL DEVELOPMENT PLAN

DRAWING
C2.0
JOB NUMBER
3073.0000.0

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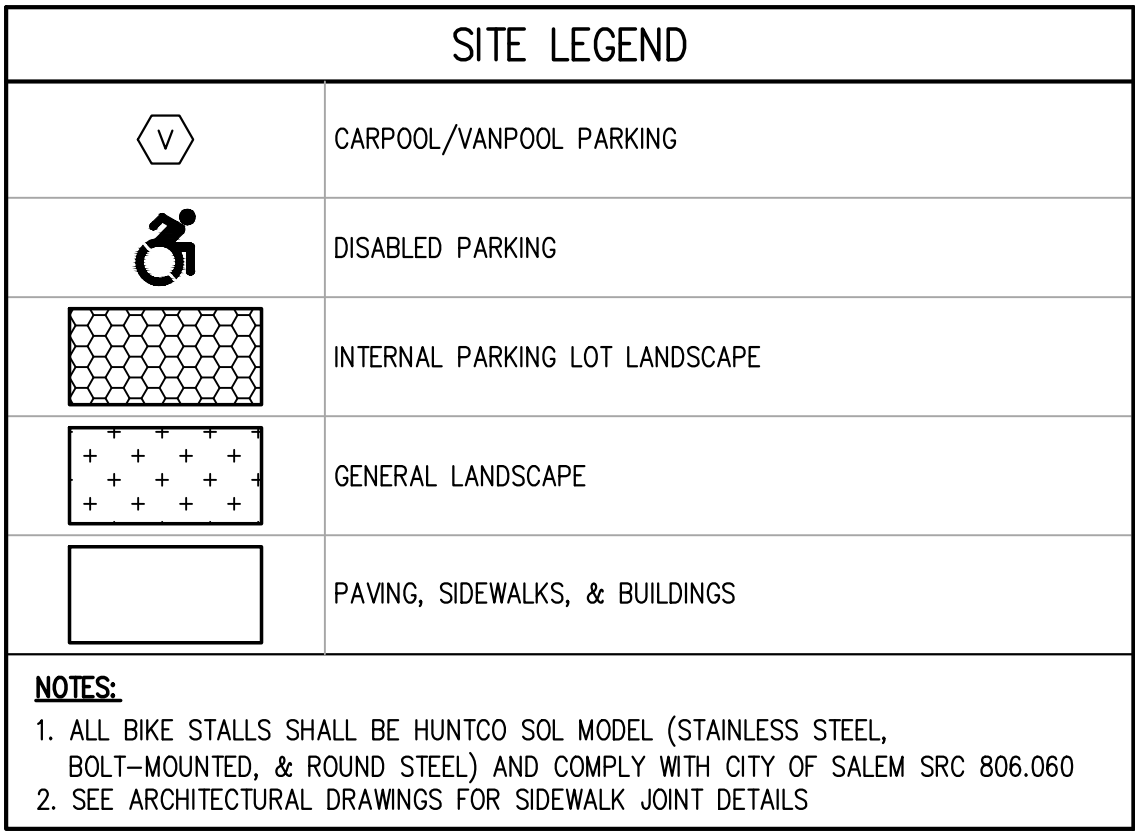
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CKD. JW	DATE: JAN. 2022
NO. 1	DESCRIPTION
BY	REVISIONS

PROFESSIONAL ENGINEER
REGISTERED
DIGITALLY SIGNED
WILLIAM J. KELLS
OREGON
NOV 12 2018
RENEW: 6/30/2022

WESTECH ENGINEERING, INC.
CONSULTING ENGINEERS AND PLANNERS
3841 Fairview Industrial Dr. S.E., Suite 100, Salem, OR 97302
Phone: (503) 585-2474 Fax: (503) 585-3986
E-mail: westech@westech-eng.com

PACITRUST - MCC TRUAX PROPERTY
TRUAX DRIVE ONSITE DEVELOPMENT PLANS
SITE & DIMENSIONING PLAN

DRAWING
C2.1
JOB NUMBER
3073.0000.0



PACTRUST – MCCC TRUAX PROPERTY
TRUAX DRIVE ONSITE DEVELOPMENT PLANS
SITE & DIMENSIONING PLAN
(FUTURE PAHSE)

DRAWING
C2.2
JOB NUMBER
3073.0000.



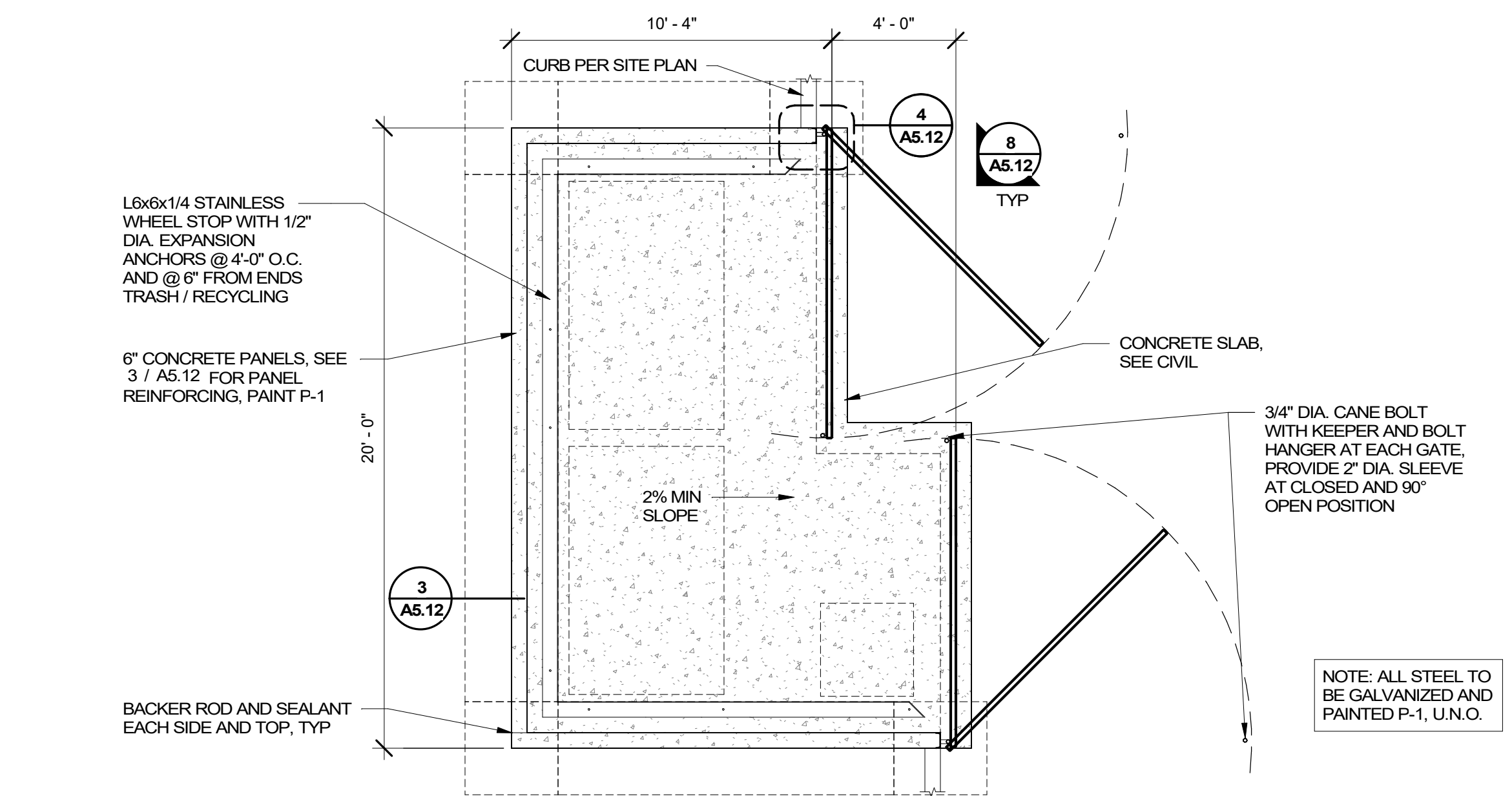
WESTECH ENGINEERING, INC.
CONSULTING ENGINEERS AND PLANNERS

3841 Fairview Industrial Dr. S.E., Suite 100, Salem, OR 97302
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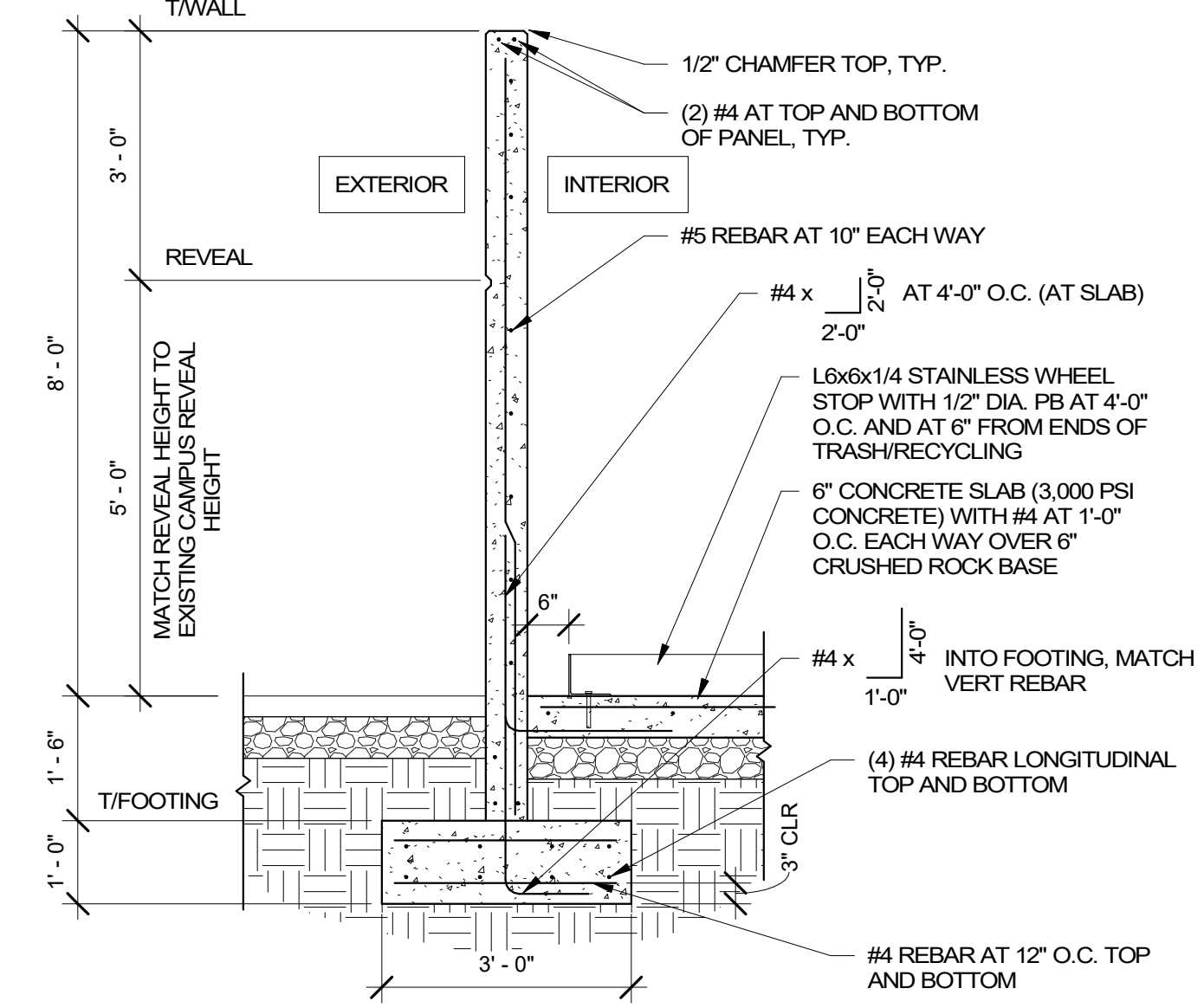
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NOV. 12, 2008
WILLIAM J. WELLS

REVIEWS: 6/30/2002

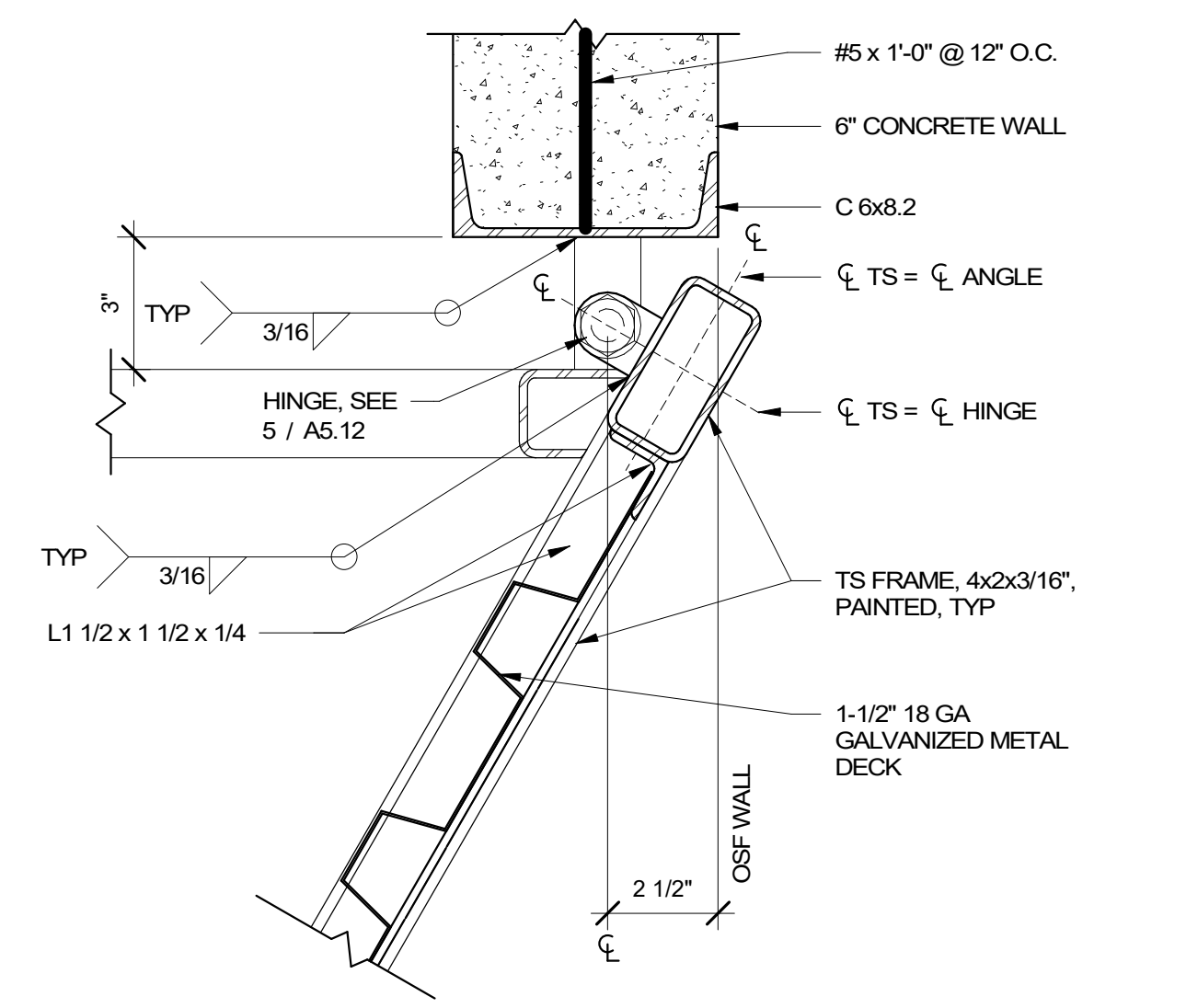
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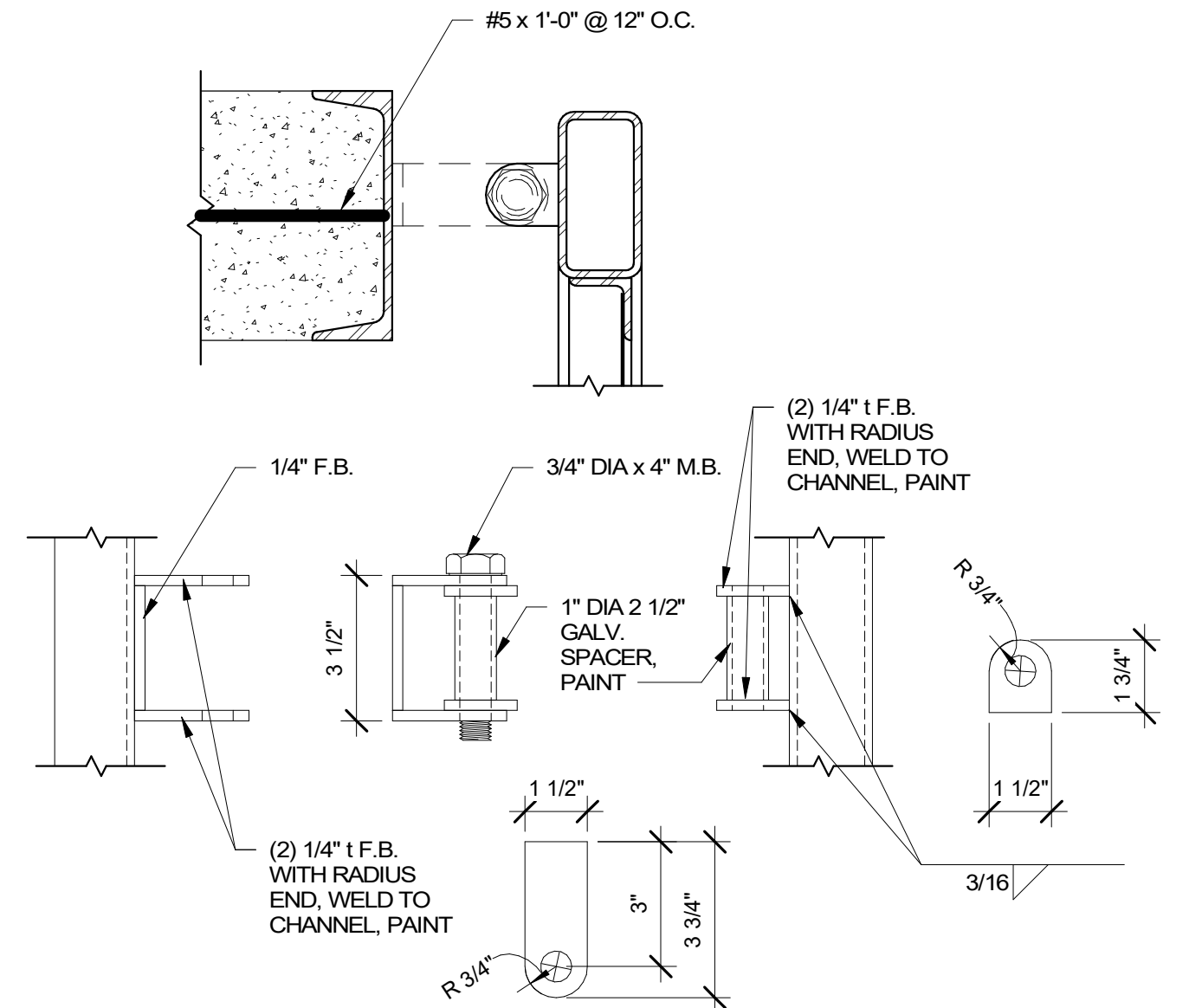
1 TRASH ENCLOSURE
1/4" = 1'-0"



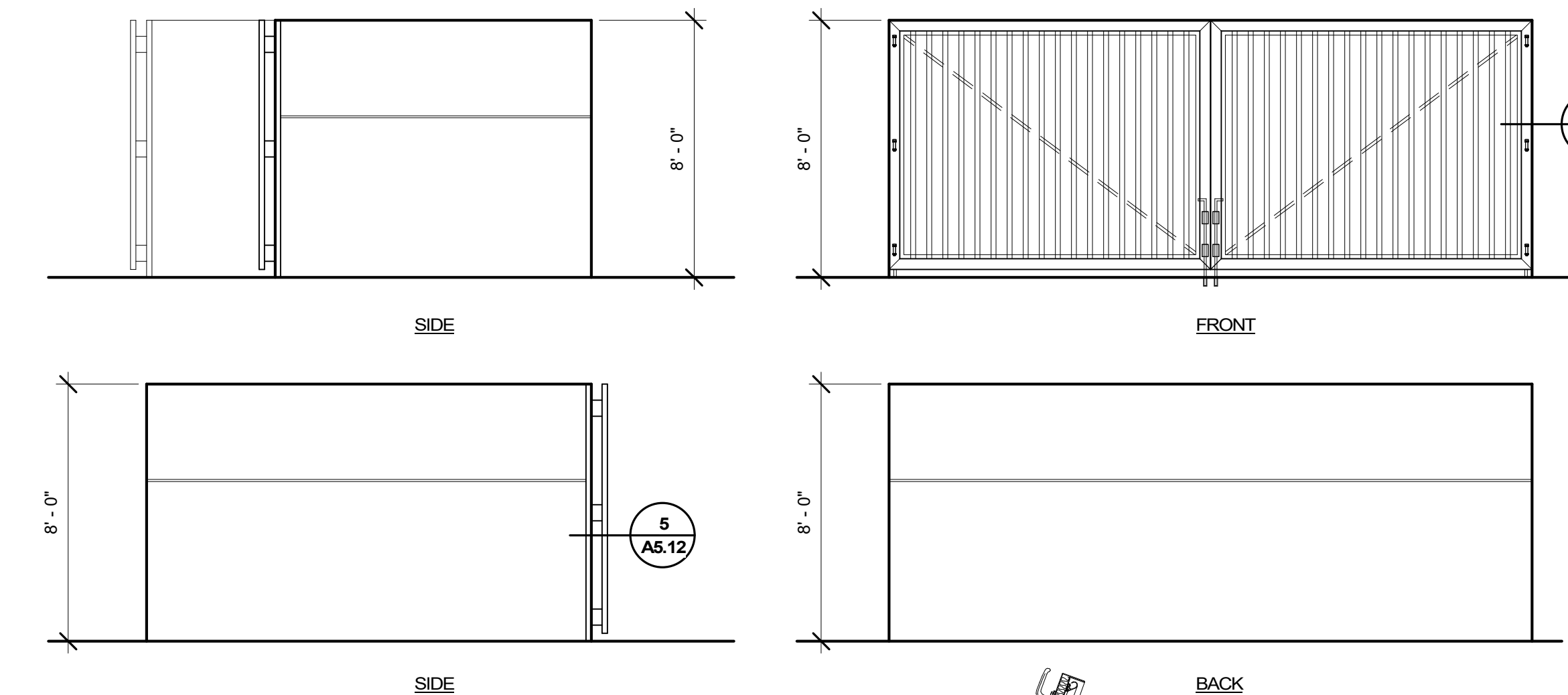
3 TRASH ENCLOSURE WALL
1/2" = 1'-0"



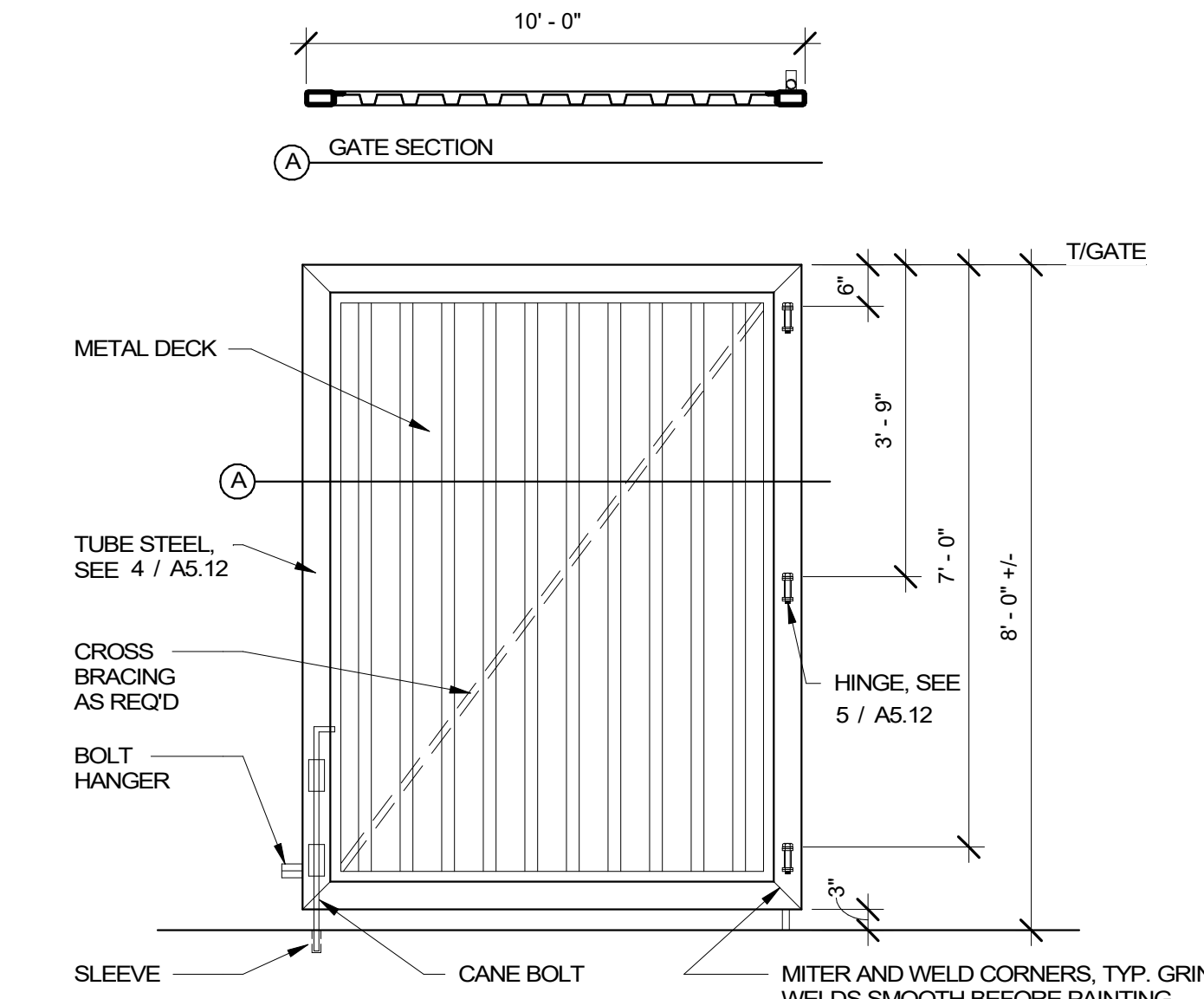
4 GATE DETAIL
3" = 1'-0"



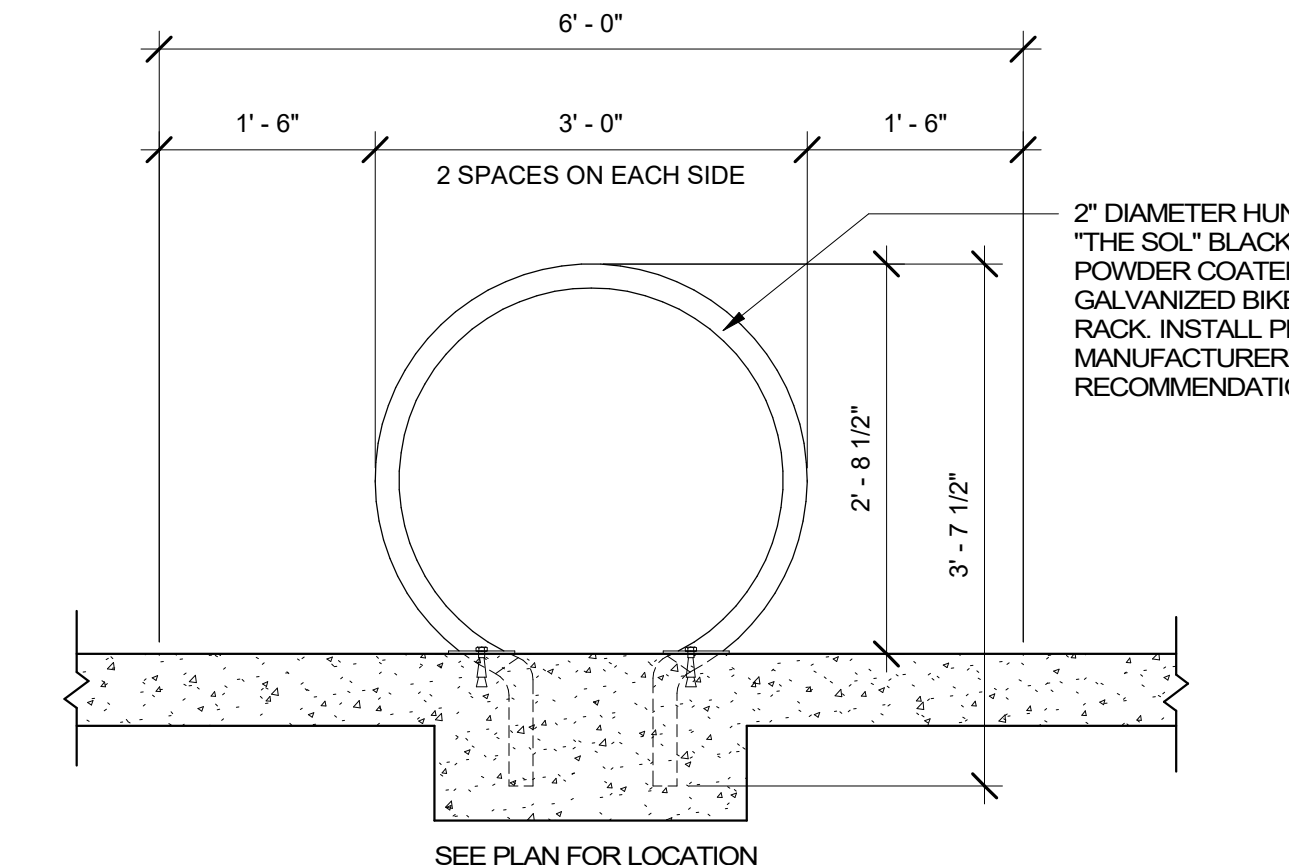
5 HINGE DETAIL
3" = 1'-0"



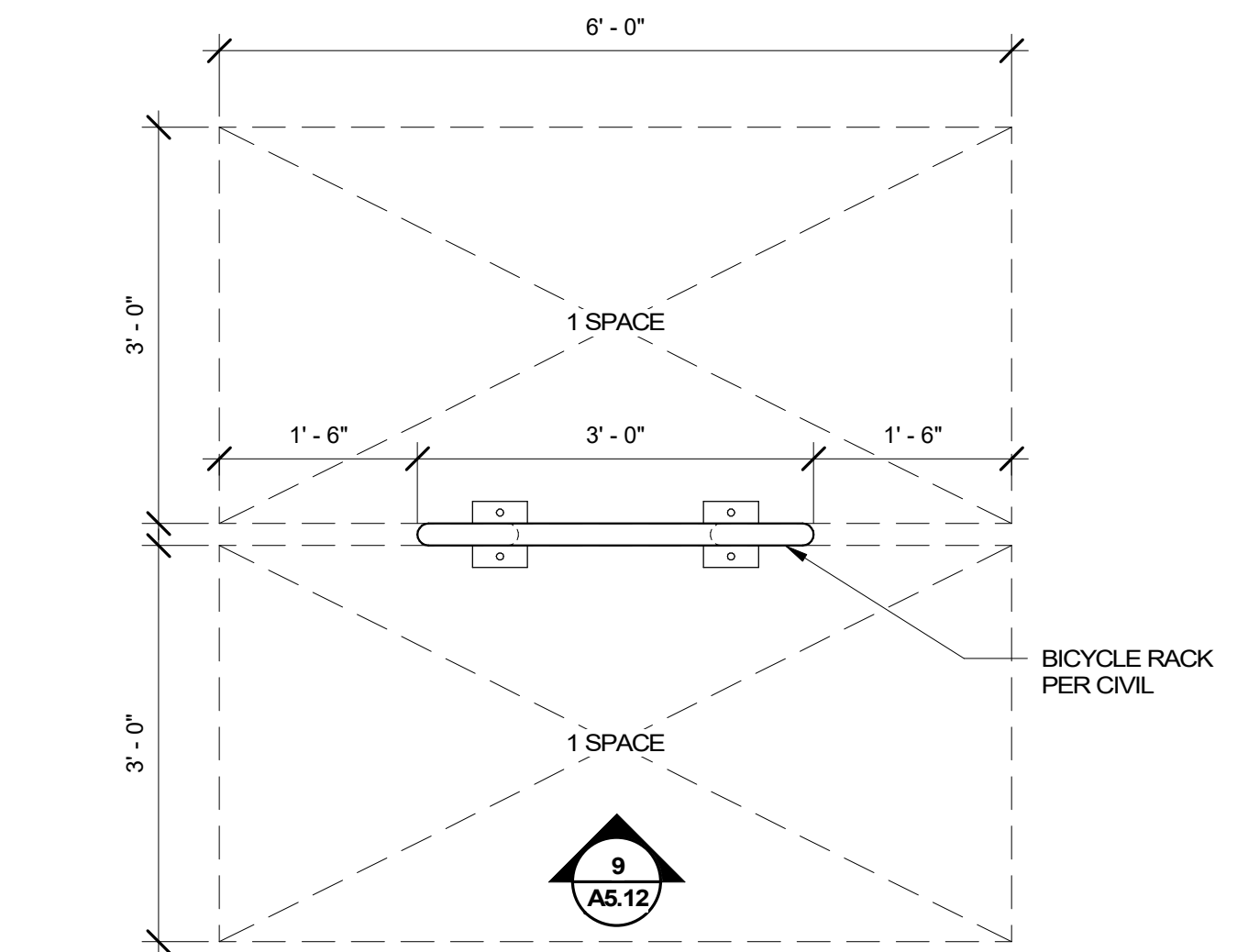
6 TRASH ENCLOSURE ELEVATIONS
1/4" = 1'-0"



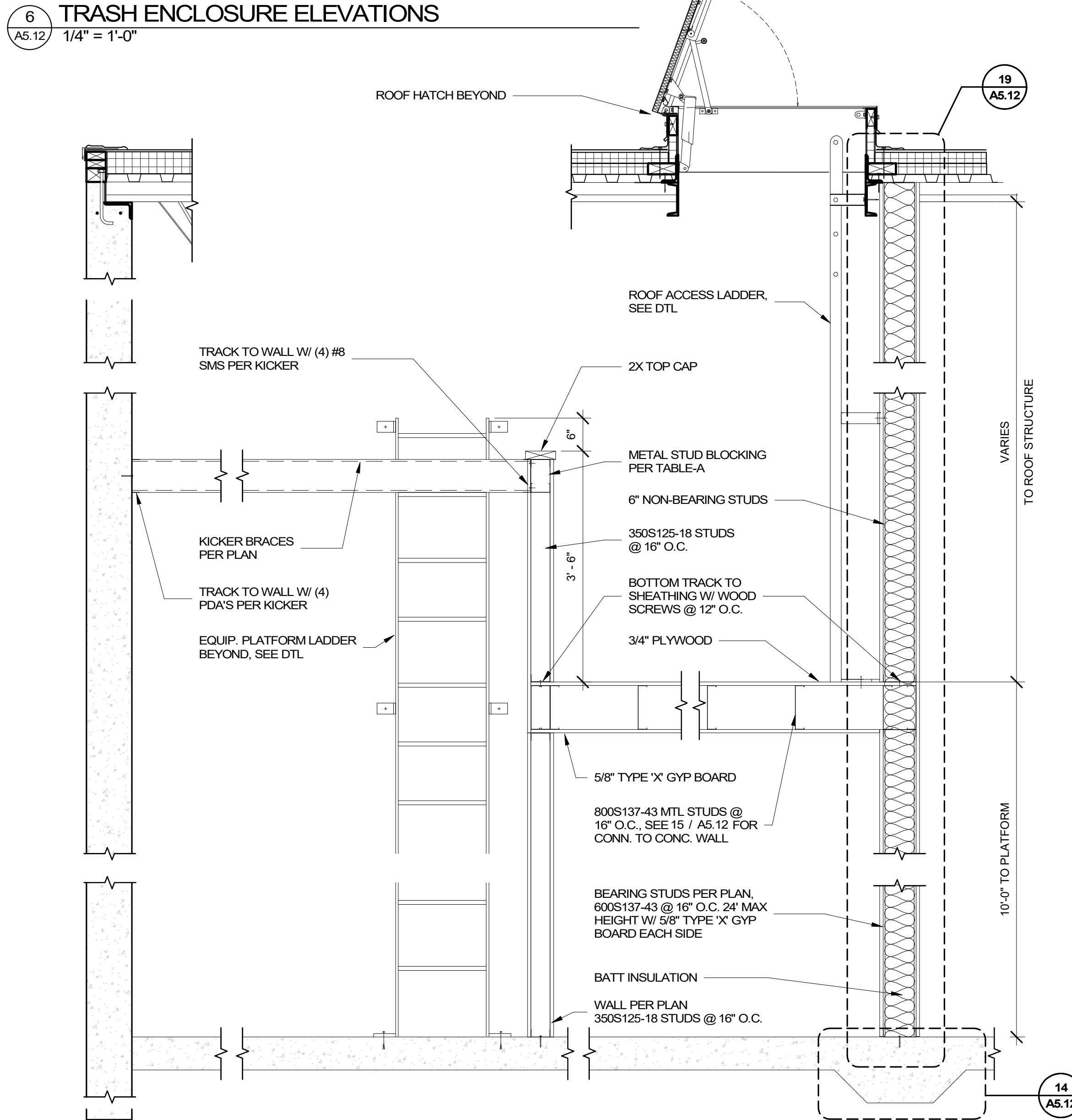
8 TYPICAL GATE ELEVATION
1/2" = 1'-0"



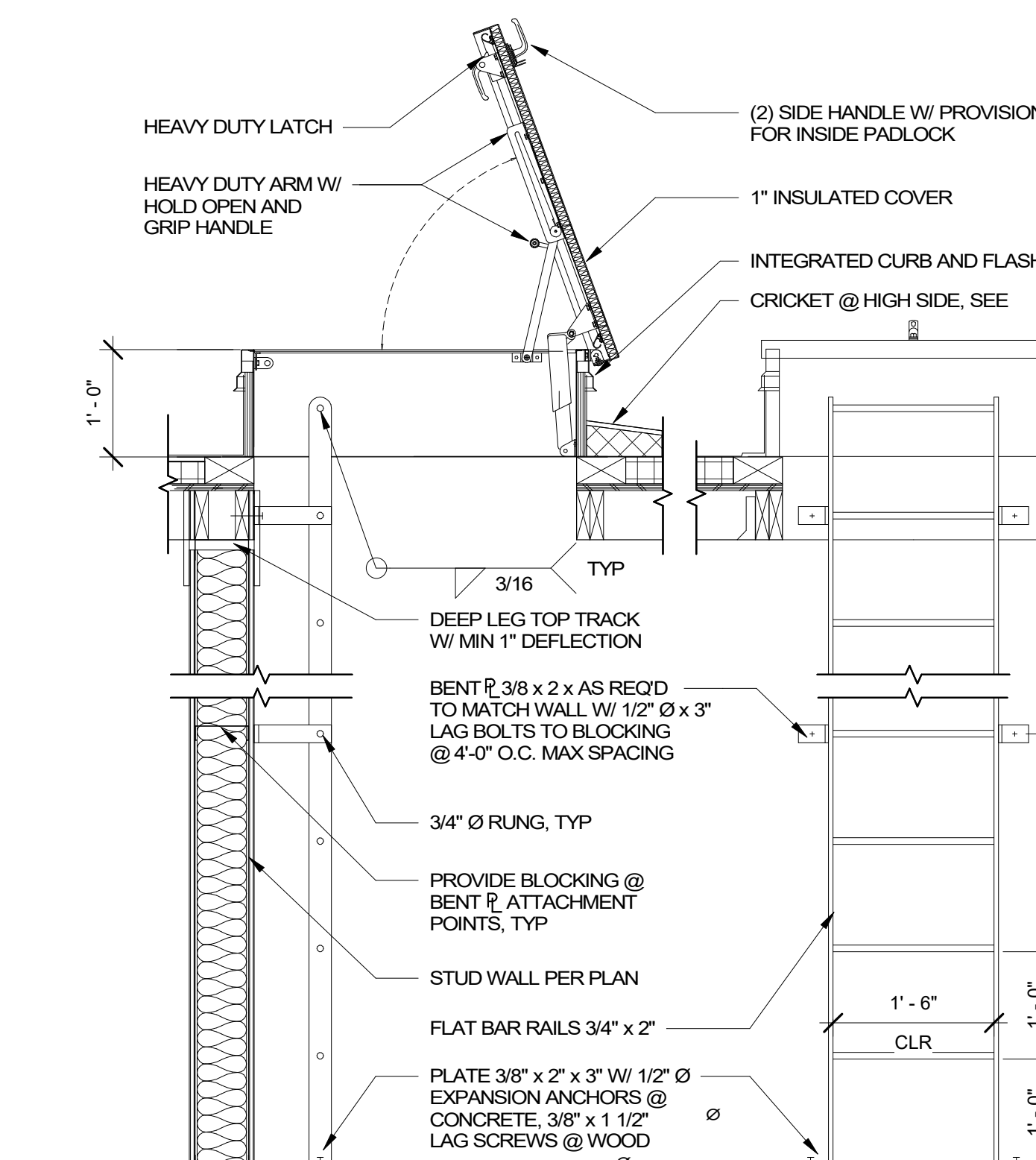
9 BICYCLE RACK SECTION
3/4" = 1'-0"



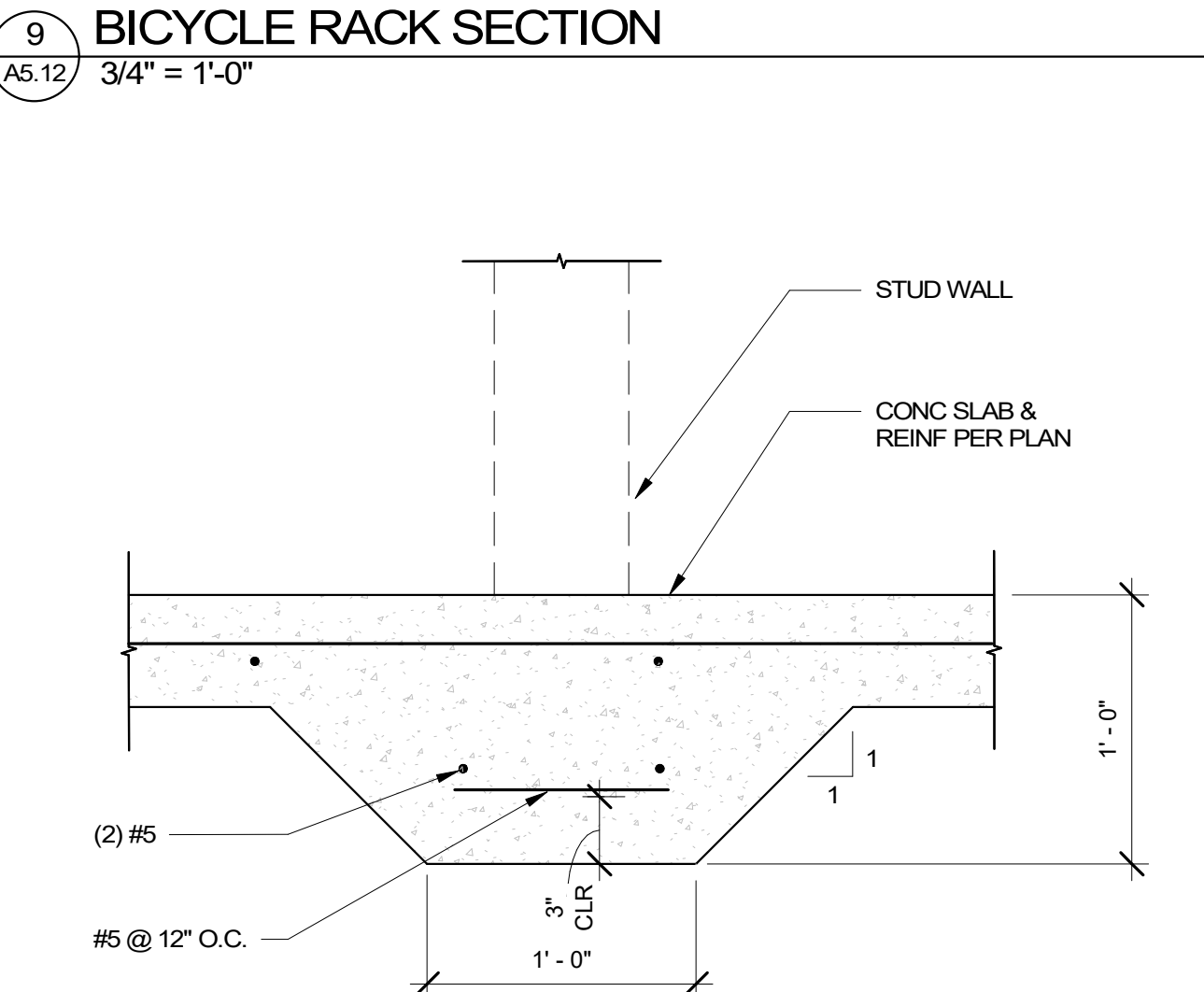
10 BICYCLE RACK PLAN
3/4" = 1'-0"



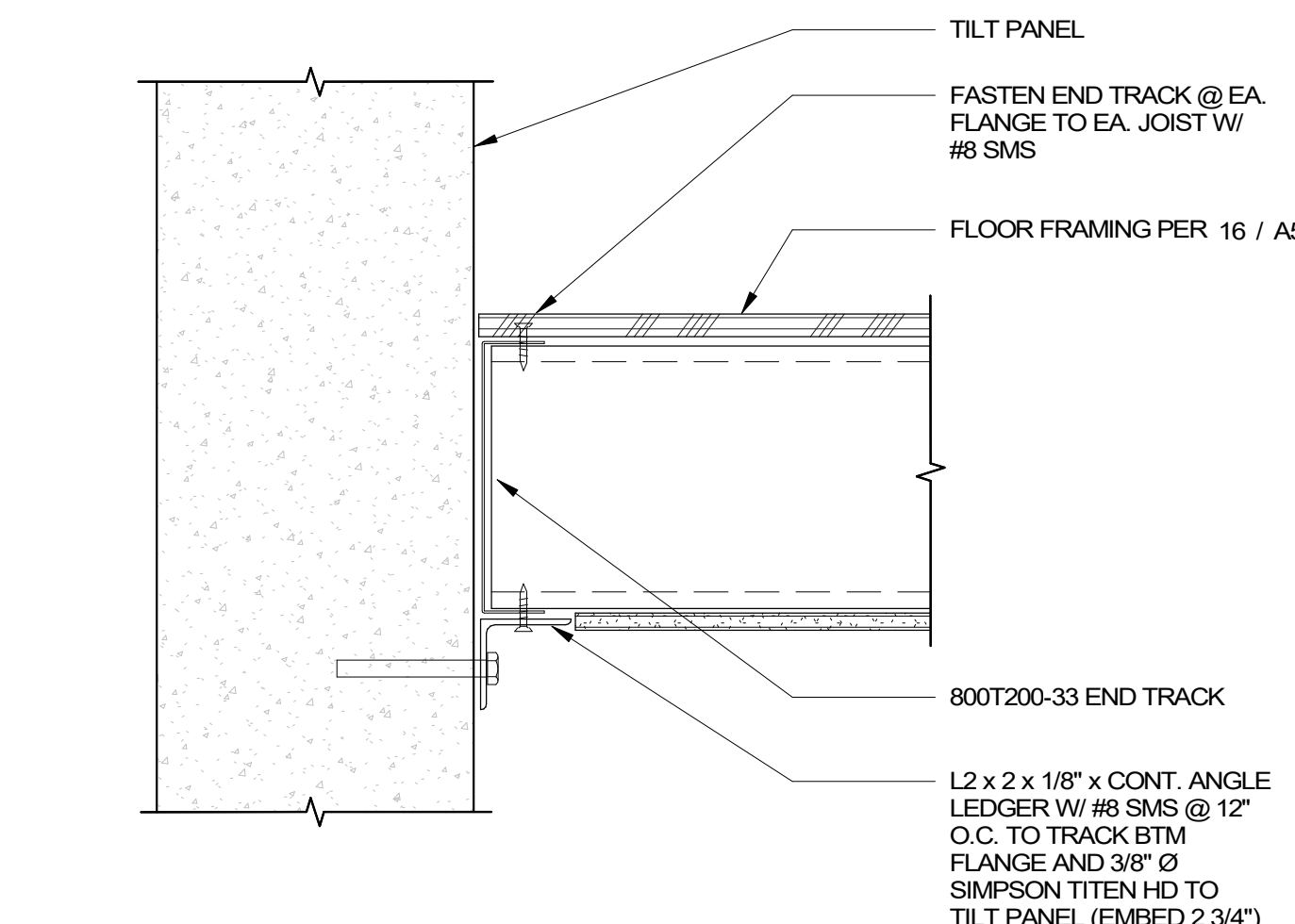
16 EQUIPMENT PLATFORM SECTION
3/4" = 1'-0"



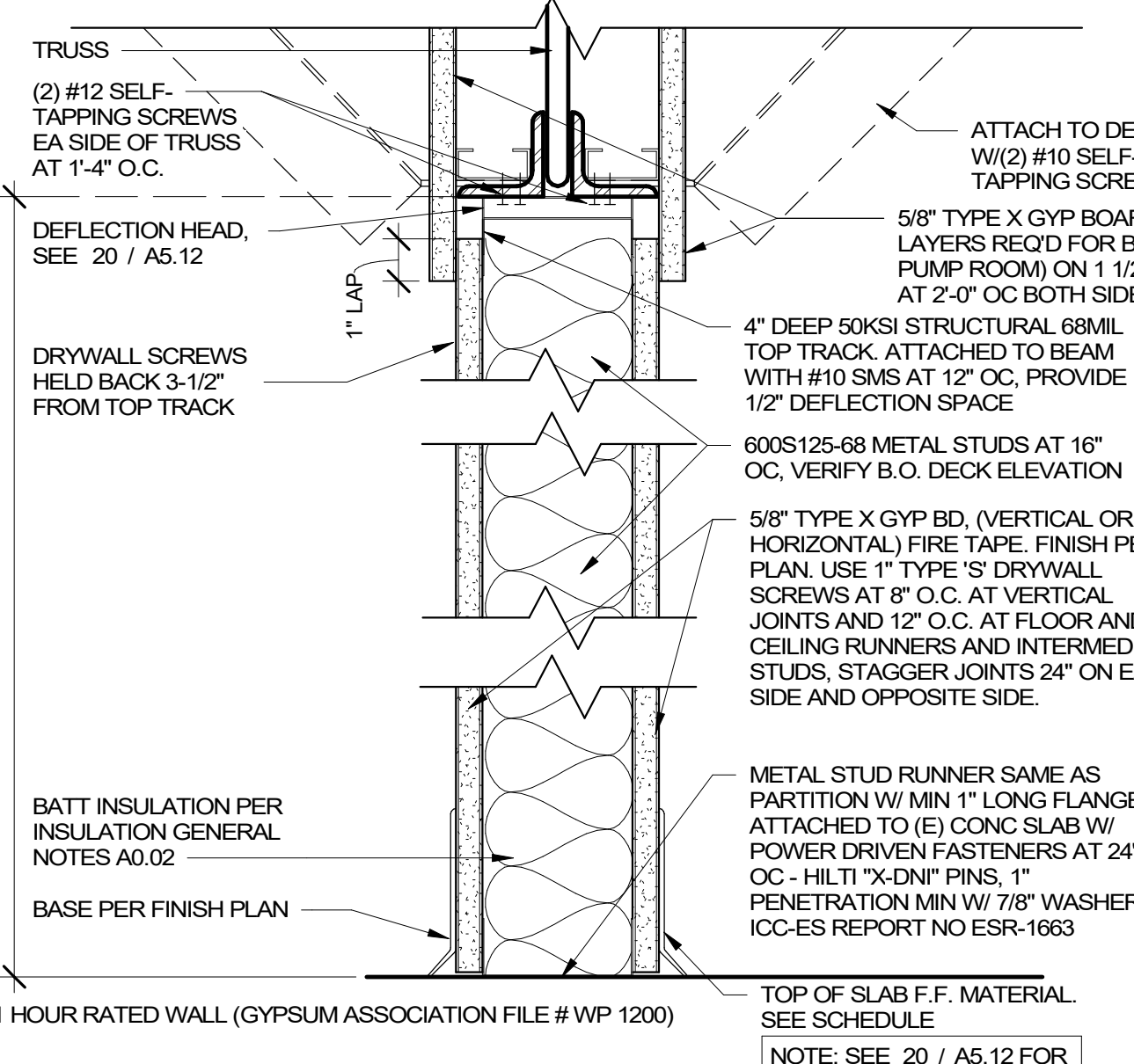
18 ROOF ACCESS DETAIL
3/4" = 1'-0"



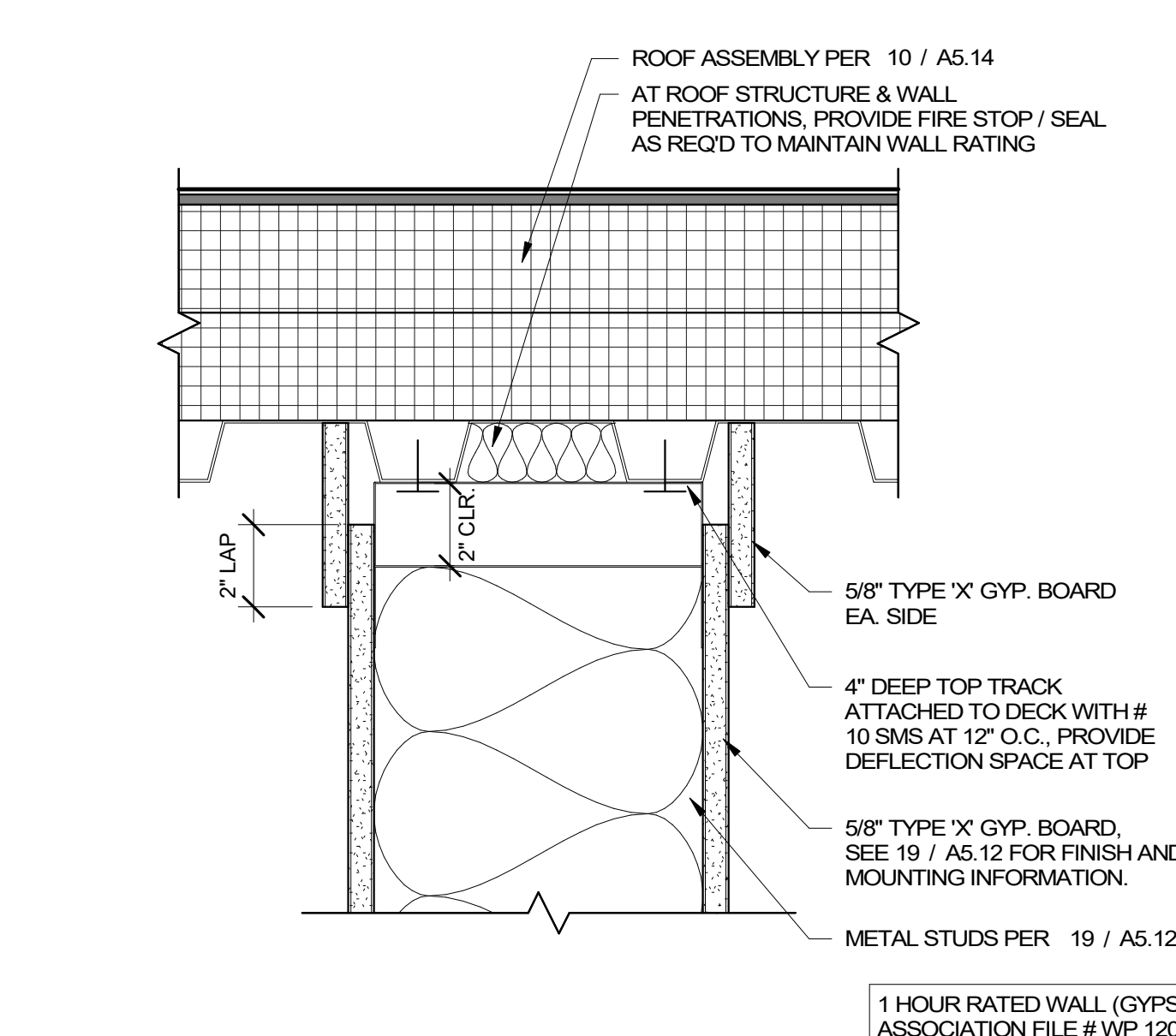
14 UTILITY ROOM FOOTING
1 1/2" = 1'-0"



15 PLATFORM FLOOR AT CONC. WALL
3" = 1'-0"



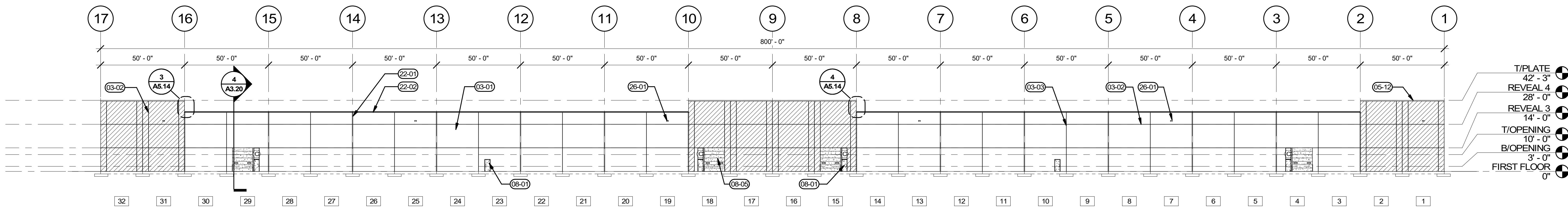
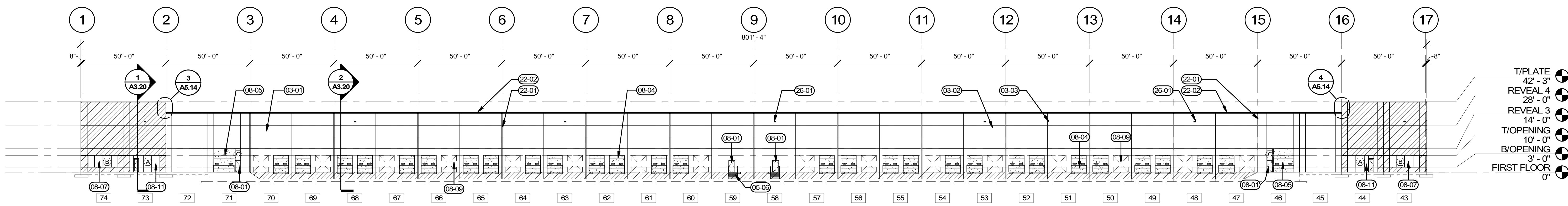
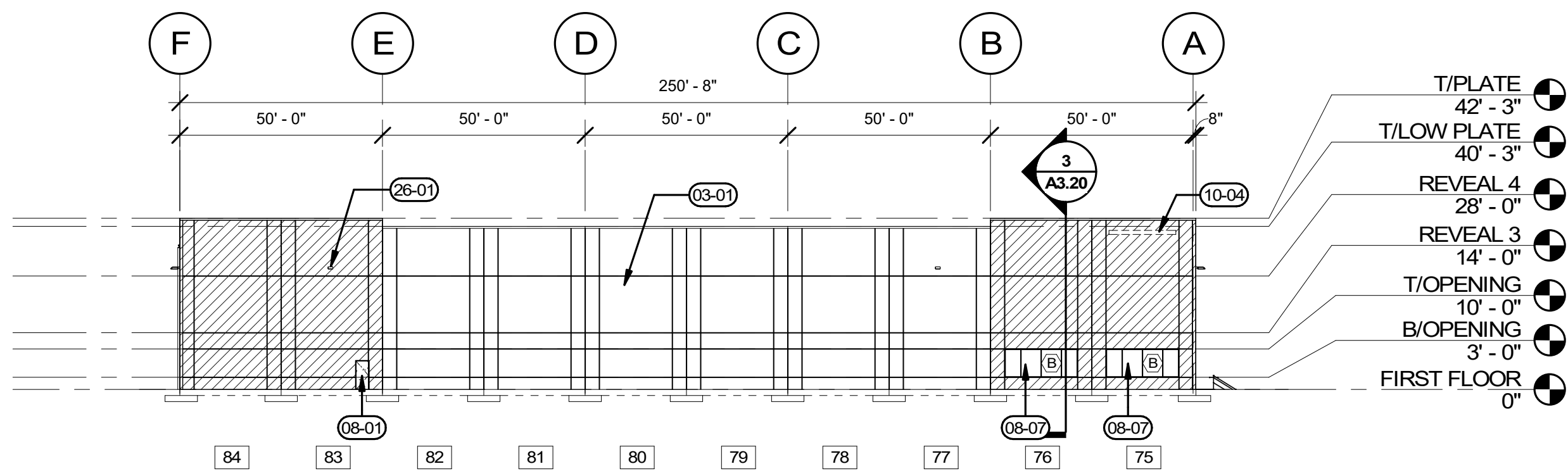
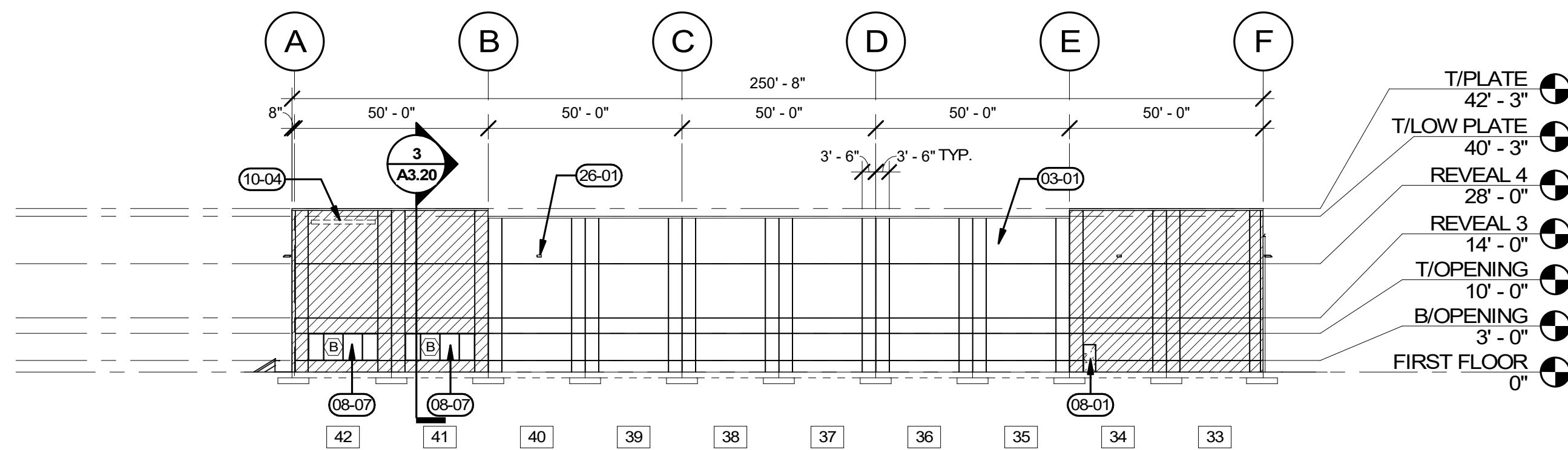
19 FULL HEIGHT WALL (METAL DECK)
3" = 1'-0"



20 DEFLECTION HEAD (METAL DECK)
3" = 1'-0"

REVISION SCHEDULE		
Delta	Issued As	Issue Date

Delta	Issued As	Issue Date

1 EAST ELEVATION
A2.10 1" = 30'-0"2 WEST ELEVATION
A2.10 1" = 30'-0"3 NORTH ELEVATION
A2.10 1" = 30'-0"4 SOUTH ELEVATION
A2.10 1" = 30'-0"

GENERAL NOTES

- SEE ARCHITECTURAL GENERAL NOTES A0.01
- VERIFY AND CONFIRM ALL DIMENSIONS AND CONDITIONS
- NOTIFY ARCHITECT OF ANY DISCREPANCIES PRIOR TO THE START OF CONSTRUCTION
- SEE STRUCTURAL DRAWINGS FOR PANEL THICKNESS

LEGEND

X WINDOW TYPE, SEE A6.10

CONCRETE TILT PANEL NUMBER

KEYNOTES

- | | |
|-------|---|
| 03-01 | TILT-UP CONCRETE WALL. SEE STRUCTURAL |
| 03-02 | REVEAL, TYP. SEE DETAIL ENLARGEMENT AT 5/A3.20 FOR ADDITIONAL INFORMATION |
| 03-03 | TILT UP PANEL JOINT |
| 05-06 | STEEL ACCESS STAIRS. SEE 1/A5.13 |
| 05-12 | CAP FLASHING AT PARAPET. SEE DETAIL 1/A5.14 |
| 08-01 | INSULATED HM PERSONNEL DOOR. PAINT PER ELEVATIONS. SEE DOOR SCHEDULE |
| 08-04 | 9'-0" X 10'-0" OHD INSULATED HIGH-LIFT DOCK DOOR. PAINT P-2. SEE DOOR SCHEDULE |
| 08-05 | 12'-0" X 12'-0" OHD INSULATED DRIVE-IN DOOR WITH 3'-0" X 7'-0" PERSONNEL DOOR. PAINT P-2. WITH 1" INSULATED TRANSOM WINDOW ABOVE. SEE DOOR SCHEDULE |
| 08-07 | STOREFRONT WINDOW SYSTEM |
| 08-09 | 9'-0" X 10'-0" FUTURE OPENING |
| 08-11 | RECESSED STOREFRONT ENTRY |
| 10-04 | BUILDING ADDRESS. 8.5" HIGH NUMBERS. CLEAR ANODIZED FINISH. XXXX SE TRUAX DRIVE. CONFIRM NUMBERS WITH OWNER |
| 22-01 | DOWNSPOUT. SEE DETAIL 13/A5.14. PAINT TO MATCH BACKGROUND COLOR |
| 22-02 | GUTTER. PAINT TO MATCH BACKGROUND COLOR |
| 26-01 | D-SERIES SIZE 1 LED WALL LUMINAIRE |

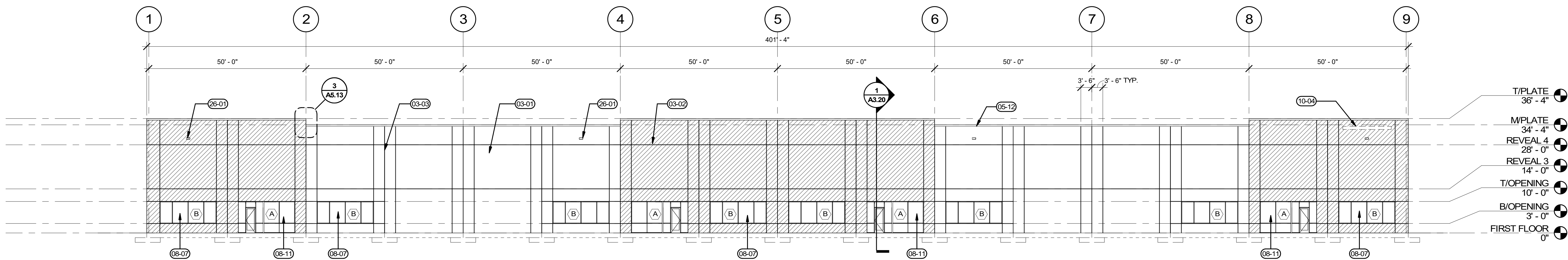
PAINT SCHEDULE

P-1: PAINTED CONCRETE PANEL, MILLER PAINT - LIGHT UCHEN 0211

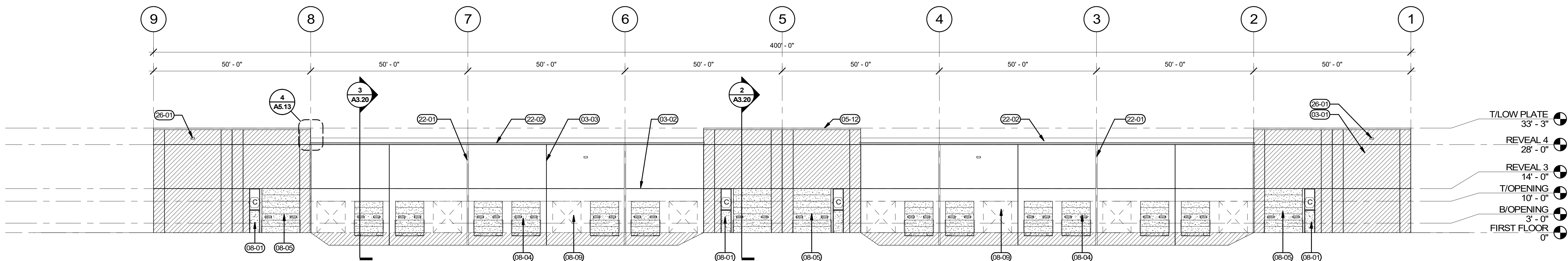
P-2: PAINTED OVERHEAD DOOR, MILLER PAINT - EARTH LING 0216

P-3: PAINTED CONCRETE PANEL, MILLER PAINT - VIGILANT 0563

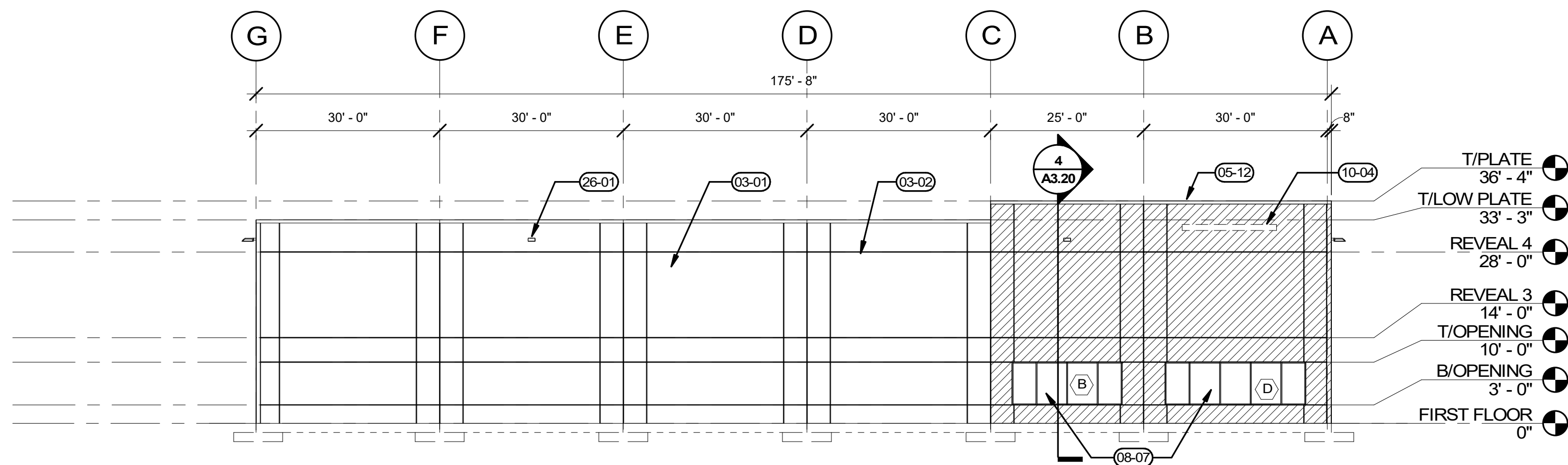
REVISION SCHEDULE		
Delta	Issued As	Issue Date



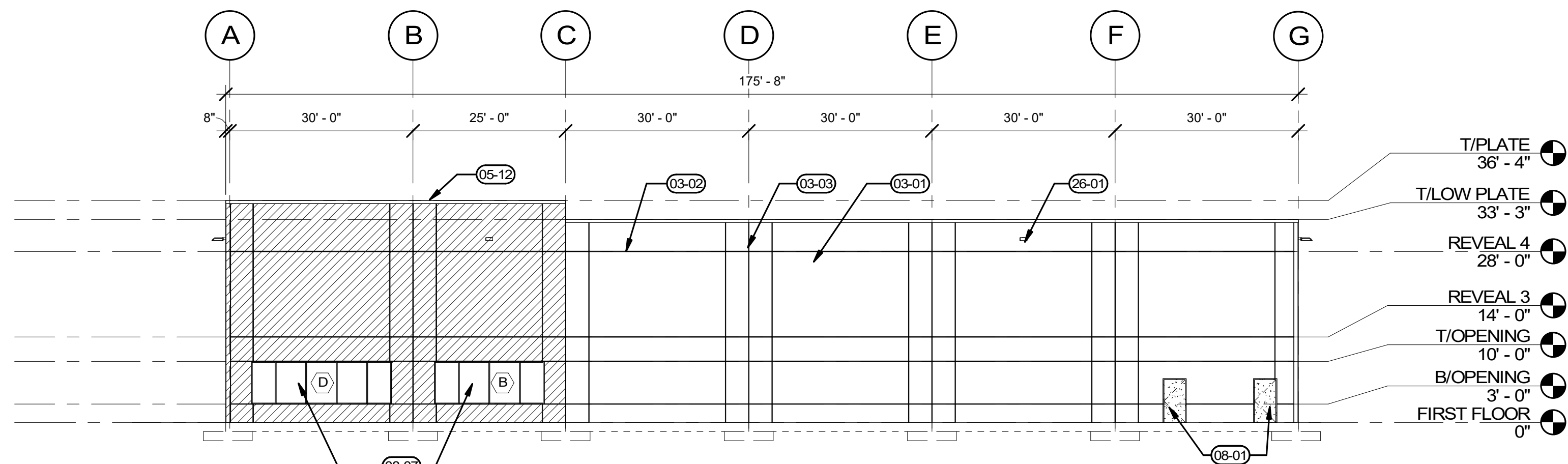
1 WEST ELEVATION
A2.10 1/16" = 1'-0"



2 EAST ELEVATION
A2.10 1/16" = 1'-0"



3 NORTH ELEVATION
A2.10 1/16" = 1'-0"



4 SOUTH ELEVATION
A2.10 1/16" = 1'-0"

GENERAL NOTES

- SEE ARCHITECTURAL GENERAL NOTES A0.01
- VERIFY AND CONFIRM ALL DIMENSIONS AND CONDITIONS
- NOTIFY ARCHITECT OF ANY DISCREPANCIES PRIOR TO THE START OF CONSTRUCTION
- SEE STRUCTURAL DRAWINGS FOR PANEL THICKNESS

LEGEND

X WINDOW TYPE, SEE A6.10

CONCRETE TILT PANEL NUMBER

KEYNOTES

- | | |
|-------|---|
| 03-01 | TILT-UP CONCRETE WALL, SEE STRUCTURAL |
| 03-02 | REVEAL, TYP. - SEE DETAIL ENLARGEMENT AT 5/A3.20 FOR ADDITIONAL INFORMATION |
| 03-03 | TILT UP PANEL JOINT |
| 05-12 | CAP FLASHING AT PARAPET, SEE DETAIL 1/A5.14 |
| 06-01 | INSULATED HM PERSONNEL DOOR, PAINT PER ELEVATIONS, SEE DOOR SCHEDULE |
| 06-04 | 9'-0" X 10'-0" OHD INSULATED HIGH-LIFT DOCK DOOR, PAINT P-2, SEE DOOR SCHEDULE |
| 06-05 | 12'-0" X 12'-0" OHD INSULATED DRIVE-IN DOOR WITH 3'-0" X 7'-0" PERSONNEL DOOR, PAINT P-2, WITH 1" INSULATED TRANSOM WINDOW ABOVE, SEE DOOR SCHEDULE |
| 06-07 | STOREFRONT WINDOW SYSTEM |
| 06-09 | 9'-0" X 10'-0" FUTURE OPENING |
| 06-11 | RECESSED STOREFRONT ENTRY |
| 10-04 | BUILDING ADDRESS, 8.5" HIGH NUMBERS, CLEAR ANODIZED FINISH, XXXX SE TRUAX DRIVE, CONFIRM NUMBERS WITH OWNER |
| 22-01 | DOWNSPOUT, SEE DETAIL 13/A5.14, PAINT TO MATCH BACKGROUND COLOR |
| 22-02 | GUTTER, PAINT TO MATCH BACKGROUND COLOR |
| 26-01 | D-SERIES SIZE 1 LED WALL LUMINAIRE |

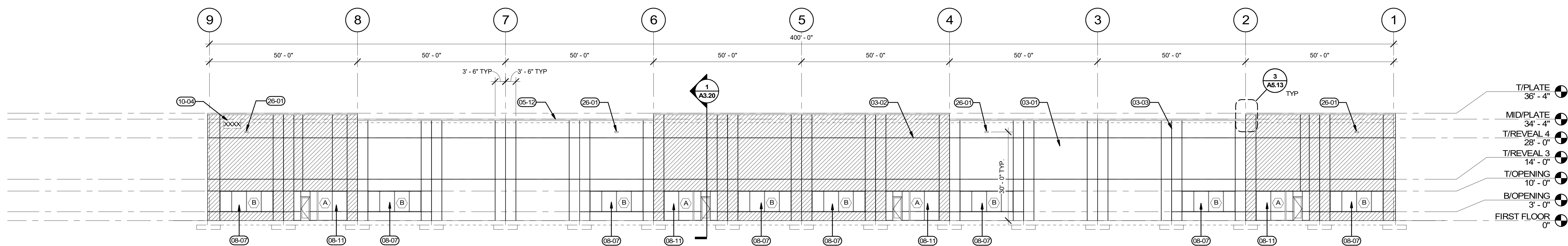
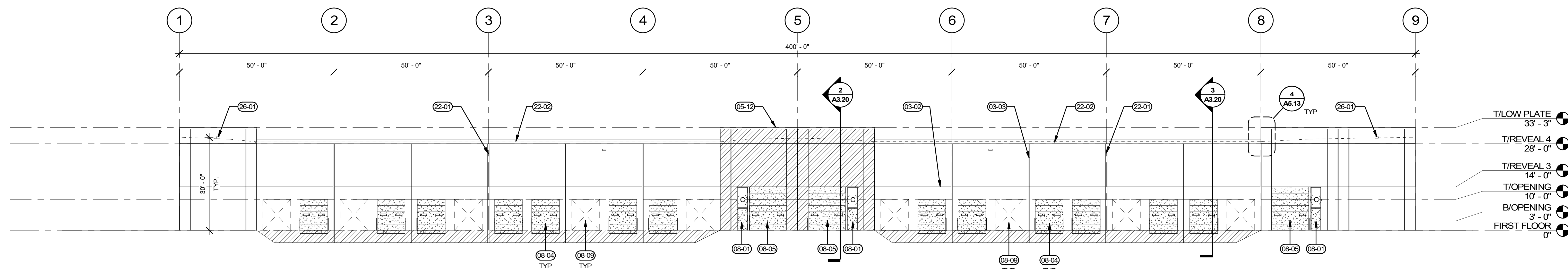
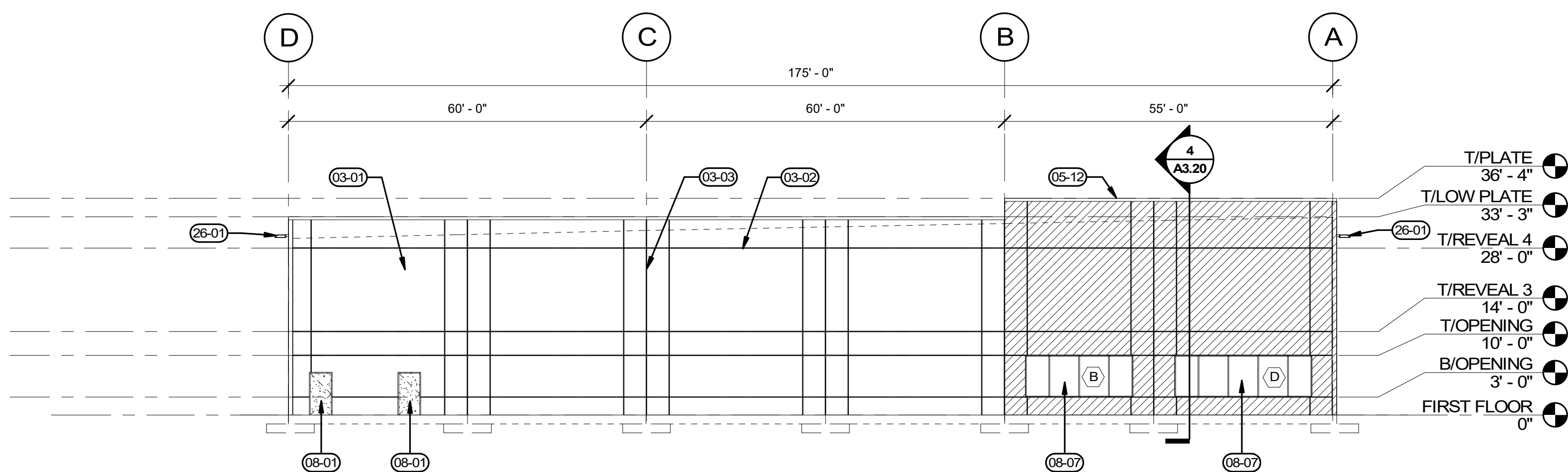
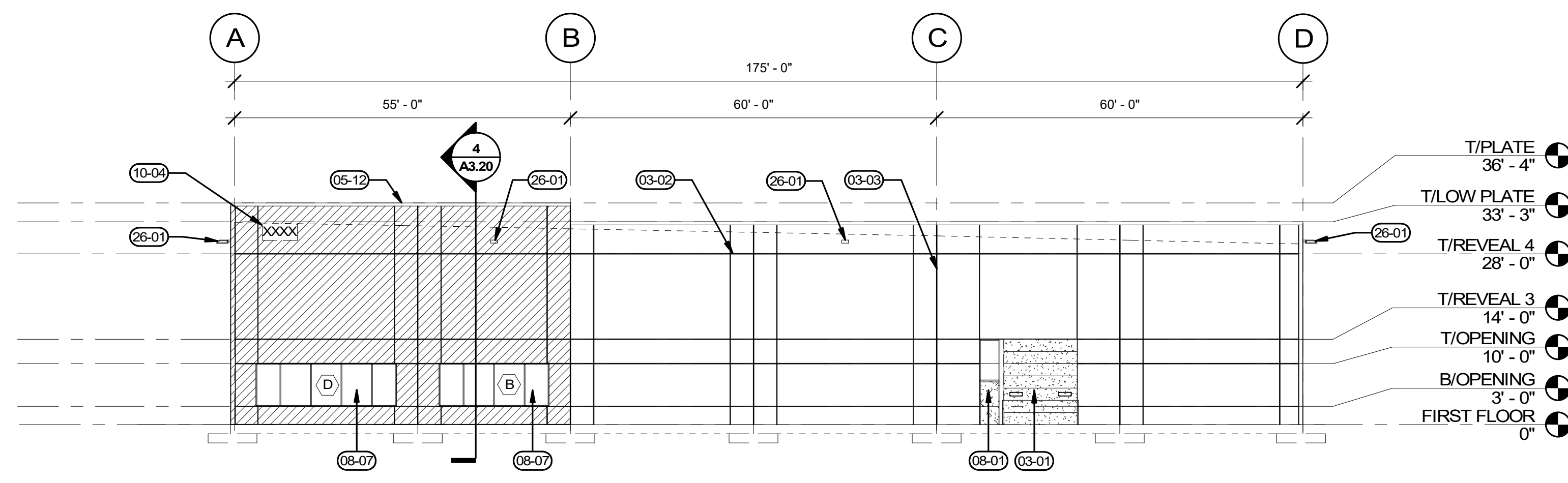
PAINT SCHEDULE

P-1: PAINTED CONCRETE PANEL, MILLER PAINT - LIGHT LICHEN 0211

P-2: PAINTED OVERHEAD DOOR, MILLER PAINT - EARTHLING 0216

P-3: PAINTED CONCRETE PANEL, MILLER PAINT - VIGILANT 0563

REVISION SCHEDULE		
Delta	Issued As	Issue Date

**1 WEST ELEVATION**
A2.10 1/16" = 1'-0"**2 EAST ELEVATION**
A2.10 1/16" = 1'-0"**3 NORTH ELEVATION**
A2.10 1/16" = 1'-0"**4 SOUTH ELEVATION**
A2.10 1/16" = 1'-0"**GENERAL NOTES**

- SEE ARCHITECTURAL GENERAL NOTES A0.01
- VERIFY AND CONFIRM ALL DIMENSIONS AND CONDITIONS
- NOTIFY ARCHITECT OF ANY DISCREPANCIES PRIOR TO THE START OF CONSTRUCTION
- SEE STRUCTURAL DRAWINGS FOR PANEL THICKNESS

LEGEND

- X WINDOW TYPE, SEE A6.10
- ## CONCRETE TILT PANEL NUMBER

KEYNOTES

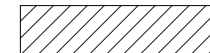
- 03-01 TILT-UP CONCRETE WALL, SEE STRUCTURAL
- 03-02 REVEAL, TYP. SEE DETAIL ENLARGEMENT AT 5/A3.20 FOR ADDITIONAL INFORMATION
- 03-03 TILT UP PANEL JOINT
- 05-12 CAP FLASHING AT PARAPET, SEE DETAIL 1/A5.14
- 08-01 INSULATED HM PERSONNEL DOOR, PAINT PER ELEVATIONS, SEE DOOR SCHEDULE
- 08-04 9'-0" X 10'-0" OHD INSULATED HIGH-LIFT DOCK DOOR, PAINT P-2, SEE DOOR SCHEDULE
- 08-05 12'-0" X 14'-0" OHD INSULATED DRIVE-IN DOOR WITH 3'-0" X 7'-0" PERSONNEL DOOR, PAINT P-2, WITH 1" INSULATED TRANSOM WINDOW ABOVE, SEE DOOR SCHEDULE
- 08-07 STOREFRONT WINDOW SYSTEM
- 08-09 9'-0" X 10'-0" FUTURE OPENING
- 08-11 RECESSED STOREFRONT ENTRY
- 10-04 BUILDING ADDRESS, 8.5" HIGH NUMBERS, CLEAR ANODIZED FINISH, 4678 SE TRUAX DRIVE. CONFIRM NUMBERS WITH OWNER
- 22-01 DOWNSPOUT, SEE DETAIL 13/A5.14, PAINT TO MATCH BACKGROUND COLOR
- 22-02 GUTTER, PAINT TO MATCH BACKGROUND COLOR
- 26-01 LITHONIA WDG64 SERIES YARD LIGHT, MOUNTED 30'-0" AFF. PROVIDE TPO PIPE BOOT AT BACK OF PARAPET WALL WHERE ELECTRICAL PENETRATIONS OCCUR ABOVE ROOF DECK.

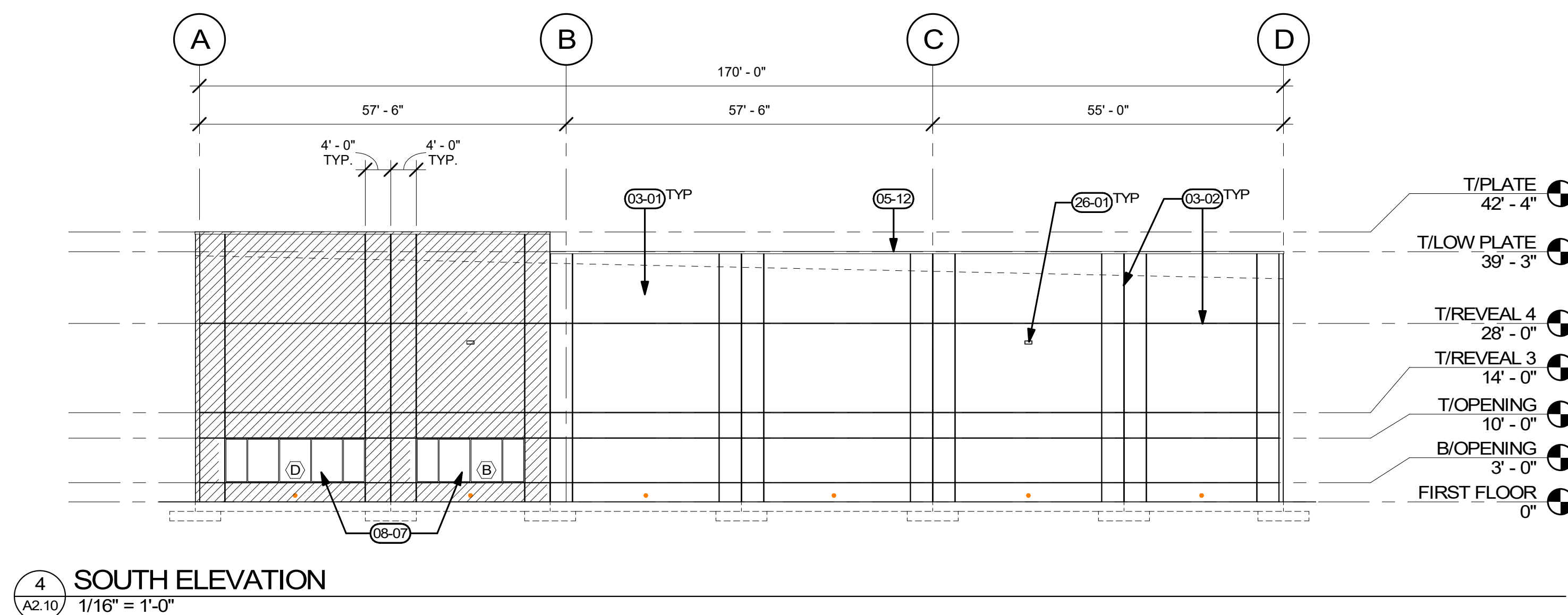
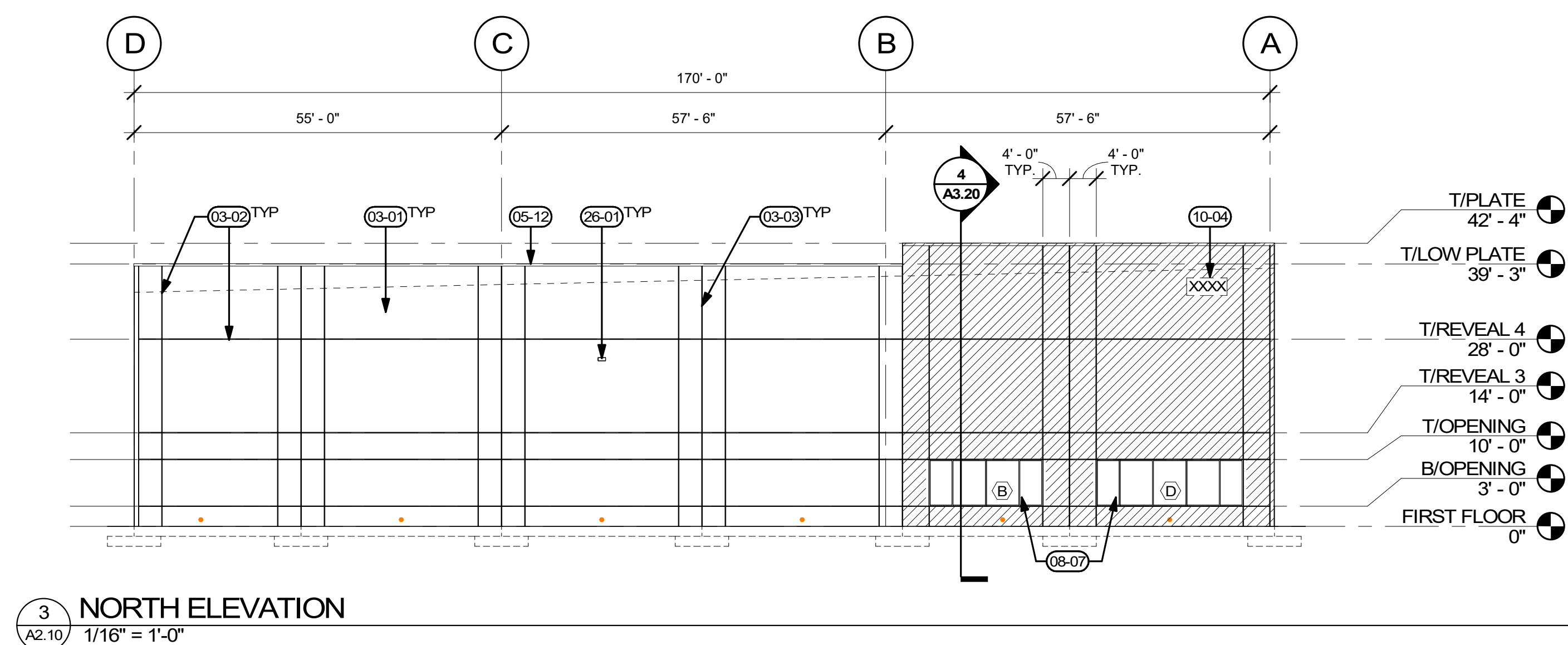
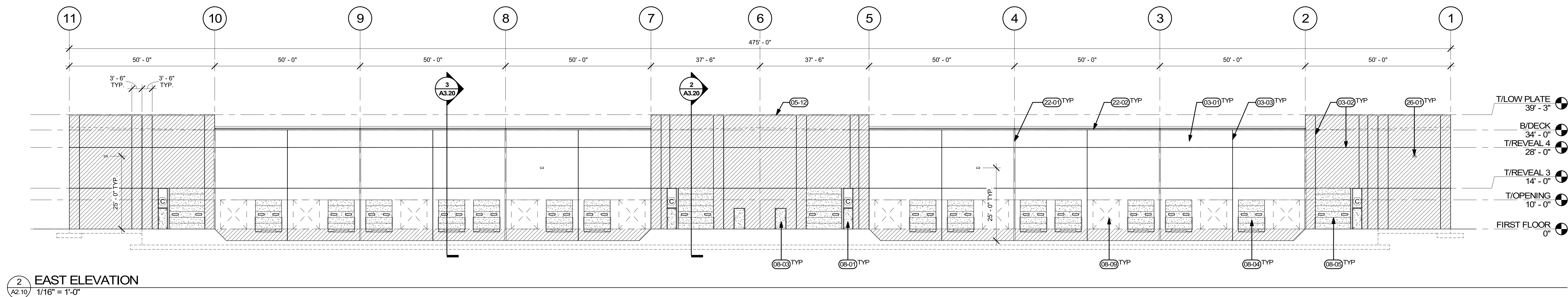
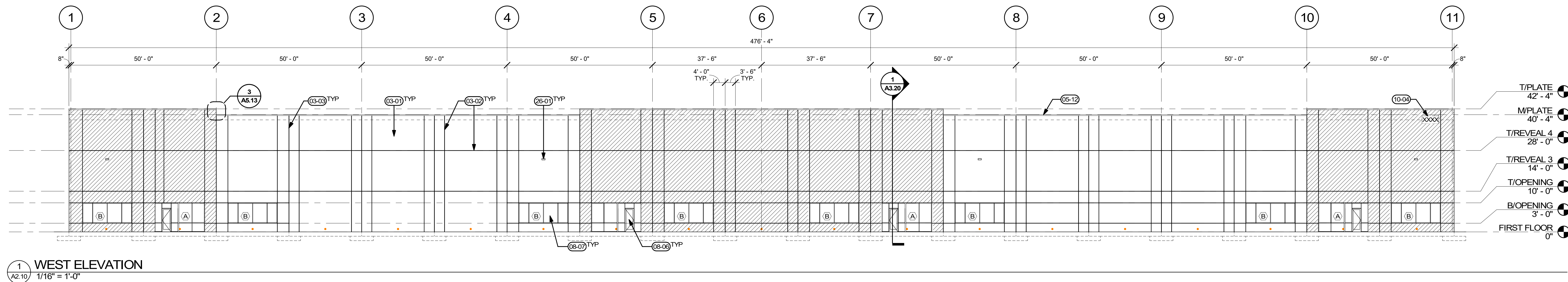
PAINT SCHEDULE

P-1: PAINTED CONCRETE PANEL, MILLER PAINT - LIGHT LICHEN 0211

P-2: PAINTED OVERHEAD DOOR, MILLER PAINT - EARTHLING 0216

P-3: PAINTED CONCRETE PANEL, MILLER PAINT - VIGILANT 0563





GENERAL NOTES

- SEE ARCHITECTURAL GENERAL NOTES A0.01
- VERIFY AND CONFIRM ALL DIMENSIONS AND CONDITIONS
- NOTIFY ARCHITECT OF ANY DISCREPANCIES PRIOR TO THE START OF CONSTRUCTION
- SEE STRUCTURAL DRAWINGS FOR PANEL THICKNESS

SYMBOLS LEGEND

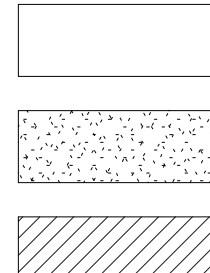
X	WINDOW TYPE, SEE A6.10
##	CONCRETE TILT PANEL NUMBER

KEYNOTES

- | | |
|-------|--|
| 03-01 | TILT-UP CONCRETE WALL, SEE STRUCTURAL |
| 03-02 | REVEAL, TYP. SEE DETAIL ENLARGEMENT AT S/A3.20 FOR ADDITIONAL INFORMATION |
| 03-03 | TILT UP PANEL JOINT |
| 05-12 | CAP FLASHING AT PARAPET, PAINT TO MATCH BACKGROUND COLOR, SEE DETAIL 1/A5.14 |
| 08-01 | INSULATED HM PERSONNEL DOOR, PAINT PER ELEVATIONS, SEE DOOR SCHEDULE |
| 08-03 | INSULATED HM PERSONNEL DOOR AT ELECTRICAL ROOM, PAINT PER ELEVATIONS, SEE DOOR SCHEDULE |
| 08-04 | 9'-0" X 10'-0" OHD INSULATED HIGH-LIFT DOCK DOOR, PAINT P-2, SEE DOOR SCHEDULE |
| 08-05 | 12'-0" X 12'-0" OHD INSULATED DRIVE-IN DOOR WITH 3'-0" X 7'-0" PERSONNEL DOOR, PAINT P-2, WITH 1" INSULATED TRANSOM WINDOW ABOVE, SEE DOOR SCHEDULE |
| 08-06 | STOREFRONT ENTRY, SEE 1/A4.10 ENLARGED PLANS |
| 08-07 | STOREFRONT WINDOW SYSTEM |
| 08-09 | 9'-0" X 10'-0" FUTURE OPENING |
| 10-04 | BUILDING ADDRESS, 8 5" HIGH NUMBERS, CLEAR ANODIZED FINISH, 4668 SE TRUAX DRIVE, CONFIRM NUMBERS WITH OWNER |
| 22-01 | DOWNSPOUT, SEE DETAIL 13/A5.14, PAINT TO MATCH BACKGROUND COLOR |
| 22-02 | GUTTER, PAINT TO MATCH BACKGROUND COLOR |
| 26-01 | LITHONIA WDG4 SERIES YARD LIGHT, MOUNTED 25'-0" AFF, PROVIDE TPO PIPE BOOT AT BACK OF PARAPET WALL WHERE ELECTRICAL PENETRATIONS OCCUR ABOVE ROOF DECK |

PAINT SCHEDULE

- P-1: PAINTED CONCRETE PANEL, MILLER PAINT - LIGHT LICHEN 0211
- P-2: PAINTED OVERHEAD DOOR, MILLER PAINT - EARTH LUNG 0216
- P-3: PAINTED CONCRETE PANEL, MILLER PAINT - VIGILANT 0653



REVISION SCHEDULE

Delta	Issued As	Issue Date

SHEET TITLE:

BUILDING
ELEVATIONS

DRAWN BY: AGC

CHECKED BY: AJS

SHEET

A2.10

JOB NO. 2210358.05

BUILDING PERMIT SUBMITTAL: 05/27/2022

C:\Users\dac\Documents\Revit\2210358.00 - MCCG Truax Drive 221358-MCCC 224-v21-L.rvt 5/27/2022 4:06:23 PM As indicated

WRITTEN STATEMENT

Type III Site Plan Review and Class II Driveway Access Permit

Site Plan Review, SRC CH.220

The Criteria for a Type III site plan review are provided in SRC 220.005.(f)(3), and are addressed as follows:

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

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

Applicants Response: Refer the “Summary Table” on the site plan. This shows all the applicable standards of the UDC followed by the proposed values that illustrate how all the standards are met. Therefore, this standard has been met.

(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;

Applicants Response: As shown in the TIA, there is sufficient sight distance for the proposed driveways, the driveways meet the spacing in the UDC, and the existing system transportation system has capacity, and there are no negative impacts to the transportation system

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

Applicants Response: The parking areas and driveways are designed to provide for convenient and proximate access to all four buildings. The access locations also provide pedestrian access to the public ROW, and per the TIA have sufficient sight distance. The internal driveways provide circulation access for vehicles and bicycles to the main entries of the buildings. Parking spaces are located adjacent to each building, which eliminates the need to cross driveways and parking aisles; and then in rows that extend perpendicular to the buildings to provide for safe, convenient and efficient pedestrian access to the buildings. The parking spaces, aisles, and driveways are designed to meet or exceed Code requirements for length and width. Bicycle parking is provided for each building as required by the Code. Based on these factors the design of the parking areas and driveways will facilitate the safe and efficient movement of vehicles, bicycles and pedestrians.

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

Applicants Response: All required City services and utilities are available at adequate levels to serve the proposed development. The site is within a fully serviced part of the city and all

necessary services are available and of sufficient size to service the site and can be provided. The developer will install the required utilities on the site.

Because the site design conforms to the Code standards that apply to the type of development that is planned, because the site is served by streets in the appropriate Transportation System Plan classifications, because improvement requirements will provide for the safe, orderly and efficient movement of vehicles, bicycles and pedestrians and avoid negative impacts to the transportation system, because the parking areas and driveways have been designed to facilitate safe and efficient movement of traffic through the site; and because the development will be adequately served by City utilities and facilities, the criteria for a Type III site plan review and Class II Driveway Permit are satisfied.

The applicable development standards of SRC 804 – Driveway Approaches include the following:

804.025 Class 2 Driveway Approach Permit

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

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

Applicants Response: The proposed driveway approaches off of Truax Drive are in accordance with the UDC and the TIA and proposed to be constructed per Public Works Design Standards. This can be confirmed during construction plan review.

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

Applicants Response: As shown in the TIA, there aren't any site conditions preventing placing the driveway approaches in the required locations.

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

Applicants Response: The applicant isn't proposing driveways on to arterials, therefore they are minimized.

(4) The proposed driveway approach, where possible:

(A) Is shared with an adjacent property; or

(B) Takes access from the lowest classification of street abutting the property;

Applicants Response: The applicant is proposing access off of Truax Drive which is a lower classification street.

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

Applicants Response: Per the TIA, the proposed driveways meet the vision clearance standards.

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

Applicants Response: Per the TIA, the proposed driveways do not create traffic hazard and provide safe movements and access.

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

Applicants Response: Per the TIA, the proposed driveways do not result in significant adverse impacts to the vicinity.

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

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

Applicants Response: Per the TIA, the proposed driveways meet UDC and do not affect streets or intersections. There isn't any residentially zoned property in the vicinity.

CLASS II ADJUSTMENT – INTERIOR SIDE YARDS

For: To remove a 5ft interior side yard setback for an existing shared vehicle use area that straddles an existing property line does not meet SRC Chapter 550, Tables 550-4 and 550-5.

A Class 2 adjustment is an adjustment to any development standard in the UDC other than a Class 1 adjustment, including an adjustment to any numerical development standard in the UDC that increases or decreases the standard by more than 20 percent. Since we are proposing to keep the existing permitted shared vehicle use area that straddles an existing lot line this requires a Class II Adjustment.

Below is the Criteria in italics, followed by the applicants response.

(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.*

Applicants Response. The purpose of the underlying specific development standard for the adjustment is clearly inapplicable to the proposed development. The standard is clearly not applicable otherwise industrial complexes that share a property line would be effectively be outlawed. In addition, since we have 5ft vehicle use area setbacks where there are applicable, the specific standard is equally of 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.

Applicants Response. This project is not located in a residential zone therefore it is not applicable.

(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.

Applicants Response. This project is requesting one adjustment, one Class II for removing the 5 ft side yard requirement down an existing shared access. The Class II requiring the removal of the side yard setback clearly is not applicable to the proposed development, otherwise partitions on industrial zoned property would effectively be outlawed. Therefore, the combination of this single adjustments is consistent with the zone.



MEMO

TO: Jamie Donaldson, Planner II
Community Development Department

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

DATE: May 17, 2022

**SUBJECT: PUBLIC WORKS RECOMMENDATIONS
SPR-ADJ-DAP22-25 (22-101856)
4688 TRUAX DRIVE SE
INDUSTRIAL FLEX BUILDINGS**

PROPOSAL

A Class 3 Site Plan Review and a Class 2 Driveway Approach for the development of three new flex space industrial buildings, buildings 221, 222, and 223 for Phase 1, with two buildings approximately 72,000 square feet and one building 200,000 square feet in size, with associated parking, landscaping, and storage areas. The subject property is approximately 17.85 acres in size, zoned EC (Employment Center), and located at 4688 Truax Drive SE - 97317 (Marion County Assessors Map and Tax Lot number: 082W08 / 0109).

RECOMMENDED CONDITIONS OF APPROVAL

1. 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 of improvements equal to \$19,561 per acre of development at the time of building permit issuance.
2. Construct a stormwater drainage system pursuant to the Mill Creek Industrial Park Stormwater Master Plan or to current standards.

FACTS

Streets

1. Truax Drive SE
 - a. Standard—This street is designated as a Collector 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.

Code authority references are abbreviated in this document as follows: *Salem Revised Code* (SRC); *Public Works Design Standards* (PWDS); *Salem Transportation System Plan* (Salem TSP); and *Stormwater Management Plan* (SMP).

- b. Existing Conditions—This street has an approximate 40-foot improvement within a 60-foot-wide right-of-way abutting the subject property.

2. Aumsville Highway 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 46-foot improvement within a 72-foot-wide right-of-way abutting the subject property.

Storm Drainage

1. Existing Conditions

- a. An 18-inch storm main is located in Truax Drive SE.
- b. An 18-inch storm main is located in on the subject property within an easement.

Water

1. Existing Conditions

- a. The subject property is located in the S-1 water service level.
- b. There are 24-inch water mains located in Truax Drive SE and Aumsville Highway SE.

Sanitary Sewer

1. Existing Conditions

- a. There are 15-inch sewer mains located in Truax Drive SE and Aumsville Highway SE.

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, 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 no mapped landslide hazard areas on the subject property.

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

Finding—Truax Drive SE and Aumsville Highway SE meet 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.

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 March 14, 2005. The following conditions are recommended for this phase of development:

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.

This improvement is required as a condition of any phase. The applicant may pay a fee-in-lieu of improvements at time of building permit issuance equal to \$19,561 per acre of development at the time of building permit issuance.

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—There are two existing driveways onto Truax Drive SE and one additional driveway is requested with this application, for a total of three driveways onto Truax Drive SE along the subject property. A Traffic Impact Analysis (TIA) prepared by DKS Associates dated January 2022 was submitted and reviewed by the Assistant City Traffic Engineer; findings are summarized below.

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 application demonstrates compliance with the Mill Creek Industrial Park Stormwater Management Plan. Pursuant to SRC 71.080(c), the developer may comply with the requirements of this chapter or with the regulations in effect at the time of the tentative plan application. The applicant shall design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS and/or the Mill Creek Industrial Park Stormwater Management Plan.

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 driveway meets 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. As recommended in the TIA, the applicant shall coordinate signage and landscaping to assure the necessary sight distance can be achieved at the middle and southern driveways. Additionally, the TIA recommends that sight distance at all proposed driveways is verified and documented prior to occupancy.

(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 driveways will not have any adverse impacts to the adjacent properties or streets.

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

Finding—The property is located on the corner of a Major Arterial street (Aumsville Highway SE) and a Collector street (Truax Drive SE). The applicant is proposing a driveway to the lower classification of street, and it meets the spacing requirements of SRC Chapter 804. By complying with the requirements of this chapter, the applicant has minimized impacts to the functionality of adjacent streets and intersections.

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

Finding—The proposed driveway approach is not located in the vicinity of a residentially zoned area.

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cc: File