

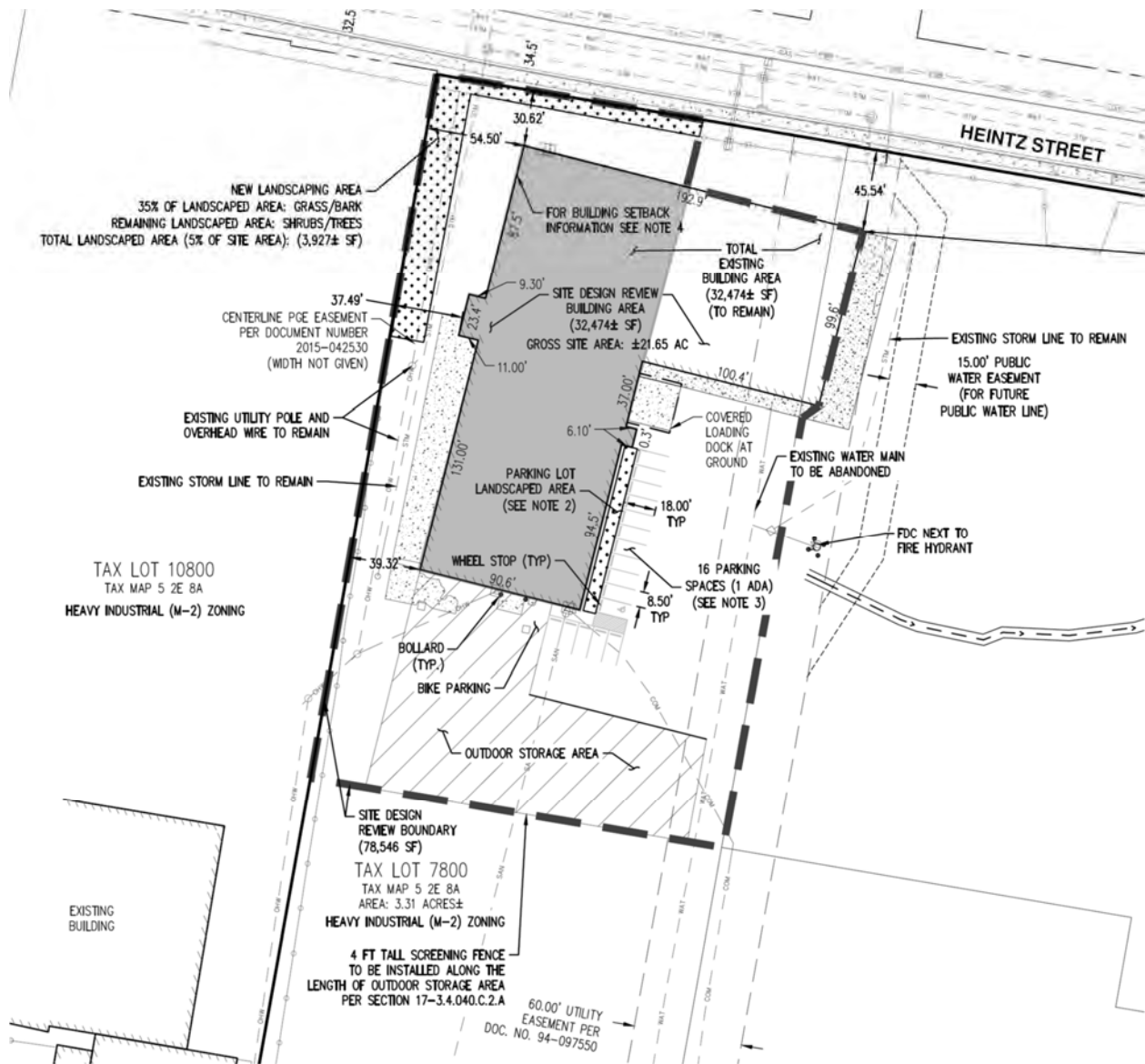
BEFORE THE PLANNING COMMISSION FOR THE CITY OF MOLALLA

In the matter of an application for a Site Design Review on behalf of Scandia, USA LLC, for property generally located at 525 and 535 W Main Street.

APPLICANT'S FINDINGS ADDRESSING THE APPLICABLE CRITERIA

I. INTRODUCTION.

Scandia USA, LLC (the "Applicant") proposes to establish a new warehousing and distribution use. The subject property (the "Property") is identified as Tax Lots 7700 and 7800 of Clackamas County Assessor's Map 5N 2E 8A. The Site consists of portions of Tax Lots 7700 and 7800, as shown below:



The property is 3.3 acres in size and is located north of W Main Street (OR 211) with direct access to this roadway via an existing 20-foot wide drive aisle and driveway. The site was previously occupied by Scott's Lawn & Garden, a national manufacturer and distributor of lawn care products. Tax Lot 7800 contains two adjoining lawful structures consisting of a total of 32,474 square feet, the entirety of which is considered the Site Design Review Area. As shown on the Site Plan (**Exhibit 1**), both structures are owned by the Applicant. Scandia occupies approximately 22,409 sq. ft. (535 West Main Street) and Pacific Belt Industrial Supply ("PBIS") is a tenant, which occupies approximately 10,035 sq. ft. (525 West Main Street), with the balance of the area in community usage. The shaded area in the figure above shows the portion of the occupied by the Applicant.

The Site will be accessed from Main Street over an existing paved 20-foot wide access, located in the vacated right-of-way of Wittenburg Avenue. Main Street is an Oregon State Highway under the jurisdiction of the Oregon Department of Transportation ("ODOT"). The Site has a highway access right and the Applicant understands that an ODOT Highway Approach Permit (Access Permit) will be required. Based on ODOT's comments dated January 24, 2020, ODOT will only grant the Approach Permit after this SDR Application is approved. **Exhibit 2.** The Applicant commissioned a transportation analysis by a registered professional transportation engineer, Chris Clemow. The analysis demonstrates that proposed trip generation is anticipated to be less than 30 trips per day and will be "significantly less than previous development vehicular trip generation." **Exhibit 3.**

The Property is zoned Heavy Industrial ("M-2"). The Applicant proposes to use its portion of the building for warehousing and distribution of new conveyor belts. This use is permitted in the M-2 zone as a "Freight Terminal, including warehousing and wholesale distribution," under Molalla Development Code ("MDC") Table 17-2.2.030.D, "Industrial and Employment Uses."

A site plan is attached to the Application as **Exhibit 1**. The Application does not include any new building area or onsite improvements, except that the Applicant understands that the site must meet minimum landscaping area, parking, and outdoor storage screening requirements.

II. APPLICANT'S RESPONSES TO THE SITE DESIGN REVIEW CRITERIA.

Under MDC 17-4.2.030, an SDR is normally a Type II Decision. Type II decisions are made by the Planning Official with public notice and an opportunity for appeal to the Planning Commission. However, projects in excess of 5,000 sq. ft. of building area or with a site area of more than one acre require review by the Planning Commission. MDC 17-4.2.030. The proposed use exceeds these thresholds and therefore, the Planning Commission must review the Application through a "Type III" procedure.

The approval criteria for an SDR are set forth in MDC 17-4.2.050 and are addressed bellow.

17-4.2.050 Approval Criteria. An application for Site Design Review shall be approved if the proposal meets all of the following criteria. The Planning Official, in approving the

application, may impose reasonable conditions of approval, consistent with the applicable criteria.

A. The application is complete, in accordance with Section 17-4.2.040;

RESPONSE: The Application shall be deemed complete once Staff has verified that all submission requirements are provided. The Planning Commission can find that this criterion is met.

B. The application complies with all of the applicable provisions of the underlying Zoning District (Division II), including, but not limited to, building and yard setbacks, lot area and dimensions, density and floor area, lot coverage, building height, building orientation, architecture, and other applicable standards;

RESPONSE: As explained above, the Application does not propose additions or modifications to the existing building. The existing parking area is proposed to be re-landscaped in the existing planter and restriped, and five new parking spaces will be added. A new 3,927 sq. ft. landscaped area, equal to five percent of the overall site area, is proposed to be created at the northwest corner of the site. Finally, the Application includes new outdoor storage area south of the building surrounded by a four-foot sight-obscuring fence. The standards relevant to the Application are addressed below.

1. Building and Yard Setbacks.

RESPONSE: Minimum setbacks in the M-2 zone are established in MDC Table 17-2.2040.E as follows:

- a) **Front, street side, interior side, and rear: none.**
- b) **Garage or carport entry: 20 feet.** The existing building is set back over 30 feet from the Heintz Street right-of-way, which is the nearest public street to the building. This standard is met.
- c) **Setbacks Adjacent to an R District: 10 feet.** There is no R-zoned district abutting the Site. This standard does not apply.

RESPONSE: As demonstrated above, the Application satisfies all applicable setback requirements.

2. Lot Area and Dimensions.

RESPONSE: There are no minimum or maximum lot areas applicable in the M-2 zone. As explained above, the Application satisfies the only applicable setback standard. This standard does not apply.

3. Density and Floor Area.

RESPONSE: Pursuant to MDC Table 17-2.2.040.E, there are no density or floor area regulations in the M-2 zone. This standard does not apply.

4. Lot Coverage.

RESPONSE: Pursuant to MDC Table 17-2.2.040.E, there is no maximum lot coverage in the M-2 zone. This standard does not apply.

5. Building Height.

RESPONSE: Pursuant to MDC Table 17-2.2.040.E, the maximum height in the M-2 zone is 55 feet. The existing building is approximately 31 feet tall and is not proposed to be made taller. This standard is not applicable.

6. Building Orientation and Architectural Requirements.

RESPONSE: The Application is subject to MDC 17-3.2.040, which sets forth standards for non-residential buildings. However, because no changes are proposed to the existing building, the Planning Commission can find that the Application does not make the buildings less conforming and the vast majority of building orientation and architectural requirements do not apply.

b) Building Orientation (MDC 17-3.2.040.B)

(1) Build-to-line (MDC 17-3.2.040.B.1).

RESPONSE: This standard does not apply because build-to lines do not apply in the M-2 zone.

(2) Street-facing entrance (MDC 17-3.2.040.B.2).

RESPONSE: The existing building does not have a street-facing entrance and a new entrance is not proposed as part of the Project. The Planning Commission can find that the existing entrance is legally nonconforming and may remain so because the degree of nonconformity is not being increased by the Application.

(3) Parking, trash storage, and ground level utilities between entrances and street (MDC 17-3.2.040.B.3).

RESPONSE: All existing outdoor storage areas will be consolidated and moved to a location south of building. As shown on the site plan, this area will be screened with a four-foot tall sight-obscuring fence as required by MDC 17-3.4040.C.2.A. This standard is met.

(4) Off-street parking to be oriented internally to the site to the extent practicable (MDC 17-3.2.040.B.4).

RESPONSE: All parking areas are internal to the site. The Applicant proposes to add five new parking spaces for a total of 16, with one being an ADA-accessible space. The existing parking

area will be paved as necessary, re-stripped and the existing landscape planter will be re-planted. This standard is met.

c) Large format developments (MDC 17-3.2.040.C).

RESPONSE: This section does not apply because the large format development regulations apply to buildings larger than 35,000 sq. ft. and the total area of the existing buildings is 32,474 sq. ft.

7. Minimum Landscape Area.

RESPONSE: Pursuant to MDC Table 17-2.2.040.E, the minimum landscaping requirement in the M-2 zone is 5 percent, which includes required parking lot landscaping and required screening. As the Application does not propose any modifications to the building or site improvements, the Planning Commission can find that this standard does not apply.

If the Commission finds that this standard does apply, it can find that the standard is met because the Applicant proposes a new landscaping area of approximately 3,927 sq. ft., which amounts to five percent of the total site area.

C. The proposal includes required upgrades, if any, to existing development that does not comply with the applicable zoning district standards, pursuant to Chapter 17-1.4 Nonconforming Situations;

RESPONSE: The Application does not propose any new development or significant changes to the Site. While existing development may or may not comply with certain development standards, Chapter 17-1.4 does not trigger any upgrades; therefore, the Planning Commission can find that this standard does not apply.

Even if the Commission finds that this standard does apply, it can find that it is met through the following voluntary upgrades:

- adding five parking spaces for a total of 16;
- re-stripping the existing parking lot;
- re-landscaping the existing parking in the existing landscaped area;
- adding an approximately 3,927 sq. ft. landscaped area; and
- relocating all outdoor storage to a screened outdoor storage yard located south of the building.

D. The proposal complies with all of the Development and Design Standards of Division III, as applicable, including, but not limited to:

1. Chapter 17-3.3 Access and Circulation,

RESPONSE: The Planning Commission can find that the access and circulation regulations either do not apply or are met, as explained below.

a) Vehicular Access and Circulation (MDC 17-3.3.030).

(1) Permit Required (MDC 17-3.3.030.B).

RESPONSE: A permit is required for a new or modified driveway connection to a public street. The Planning Commission can find that a new access permit is not required because a new or modified access is not proposed along W. Heintz Street. Main Street is a state right-of-way managed by ODOT, and the property's access to Main Street is outside of the Design Review Boundary. The Applicant understands that ODOT may request certain changes to the existing Main Street access, which will be reviewed and approved through an ODOT Access Permit.

(1) Traffic Study Requirements (MDC 17-3.3.030.C).

RESPONSE: The proposed change in use is not anticipated to generate a significant number of new trips because there will be no increase in building area. The Planning Commission can find that a traffic study is not necessary and should not be required for this Application. Nevertheless, the Applicant conducted a traffic study (**Exhibit 3**) demonstrating that the proposed use will generate fewer trips than the existing use.

For the above reasons, the Planning Commission can find that this standard either does not apply or, in the alternative, that this standard is met as demonstrated by Exhibit 3.

(2) Approach and Driveway Development Standards (MDC 17-3.3.030.D–G).

RESPONSE: The Application does not propose any changes to an approach or driveway. The Planning Commission can find that MDC 17-3.3.030.D–G are not applicable.

(3) Joint Use Access Easement and Maintenance Agreement (MDC 17-3.3.030.I).

RESPONSE: The Applicant owns the building and underlying property. The Planning Commission can find that no easement is required.

b) Pedestrian Access and Circulation.

RESPONSE: The Application does not propose any changes to pedestrian access or circulation. The Planning Commission can find that pedestrian access and circulation standards do not apply.

2. Chapter 17-3.4 Landscaping, Fences and Walls, Outdoor Lighting,

RESPONSE: The Application includes a new 3,927 sq. ft. landscaped area at the northwest corner of the Property, which will constitute five percent of the site area. Approximately 65 percent of this area will be comprised of shrubs and trees, while the remaining area will constitute grass and bark.

The Application also includes a new outdoor storage area that will consolidate all existing outdoor storage on the site. This area will be south of the existing building and surrounded with a four-foot tall sight-obscuring fence. The proposed screening is an alteration to a pre-existing, non-conforming use in which the proposed alteration brings outdoor storage closer to code compliance.

No new outdoor lighting is proposed.

For the above reasons, the Commission can find that the Application meets applicable landscaping, fencing, and outdoor lighting standards.

3. Chapter 17-3.5 Parking and Loading

RESPONSE: The Application includes five new parking spaces for a total of 16, with new striping and parking lot landscaping. The parking area will be paved to the extent necessary to meet City parking surface requirements. A single rack for two bicycle parking spaces is proposed along the south end of the building, which meets the minimum requirement in MMC Table 17-3.5.040.A. The Planning Commission can find that the applicable parking requirements for the 32,474 sq. ft. building is satisfied.

c) Screening Requirements (MDC 17-3.4.030.F).

RESPONSE: The Application includes a revised outdoor storage area that will consolidate all existing outdoor storage within the Design Review Area to a location south of the building and away from Heintz Street. This area is south of the existing building and will be surrounded with a four-foot tall sight-obscuring fence. The proposed screening is an alteration to a pre-existing, non-conforming use in which the proposed alteration brings outdoor storage closer to code compliance. The Commission can find that this standard is met.

4. Chapter 17-3.6 Public Facilities, and

RESPONSE: MDC Chapter 17-3.6 applies to an SDR if public facility improvements are required. As no changes to the building are proposed, the Application does not propose any public facility changes. If these are ultimately required, they can be imposed as conditions of approval.

E. For non-residential uses, all adverse impacts to adjacent properties, such as light, glare, noise, odor, vibration, smoke, dust, or visual impact, are avoided; or where impacts cannot be avoided, they are minimized; and

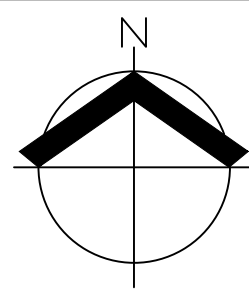
RESPONSE: All warehousing activities will occur indoors or in the screened outdoor storage area, and will not create increased noise, glare, odor, vibration, smoke, dust or visual impact. These changes will not create new nuisances for surrounding property owners and will likely benefit the surrounding areas. For these reasons, the Planning Commission can find that the application satisfies this criterion.

F. The proposal meets all existing conditions of approval for the site or use, as required by prior land use decision(s), as applicable.

RESPONSE: The Applicant is not aware of any prior conditions of approval that it must now meet.

III. CONCLUSION.

For the above reasons, the Planning Commission can find that the criteria for a Site Design Review permit are satisfied.



SCALE: 1"=50 FEET

LEGEND

EXISTING

- DECIDUOUS TREE
- CONIFEROUS TREE
- FIRE HYDRANT
- WATER BLOWOFF
- WATER METER
- WATER VALVE
- DOUBLE CHECK VALVE
- AIR RELEASE VALVE
- SANITARY SEWER CLEAN OUT
- SANITARY SEWER MANHOLE
- SIGN
- STREET LIGHT
- MAILBOX

- STORM SEWER CLEAN OUT
- STORM SEWER CATCH BASIN
- STORM SEWER AREA DRAIN
- STORM SEWER MANHOLE
- GAS METER
- GAS VALVE
- GUY WIRE ANCHOR
- UTILITY POLE
- POWER VAULT
- POWER JUNCTION BOX
- POWER PEDESTAL
- COMMUNICATIONS VAULT
- COMMUNICATIONS JUNCTION BOX
- COMMUNICATIONS RISER

EXISTING

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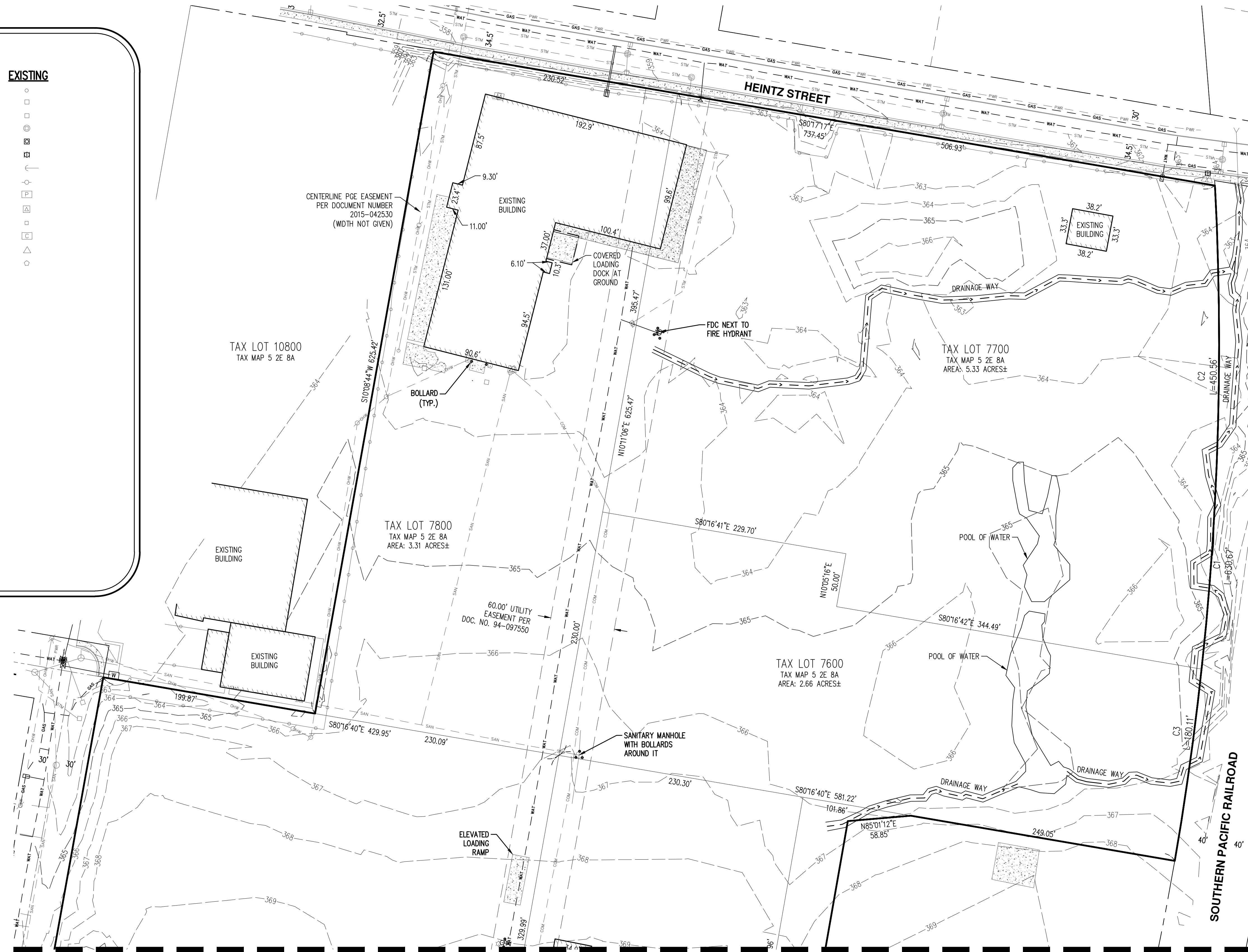
EXISTING

- RIGHT-OF-WAY LINE
- BOUNDARY LINE
- PROPERTY LINE
- CENTERLINE
- DITCH
- CURB
- EDGE OF PAVEMENT
- EASEMENT
- FENCE LINE
- GRAVEL EDGE
- POWER LINE
- OVERHEAD WIRE
- COMMUNICATIONS LINE
- FIBER OPTIC LINE
- GAS LINE
- STORM SEWER LINE
- SANITARY SEWER LINE
- WATER LINE

CURVE TABLE				
CURVE	RADIUS	DELTA	LENGTH	CHORD
C1	2824.85'	12°47'30"	630.67'	N3°24'21"E 629.36'
C2	2824.73'	9°08'20"	450.56'	S1°34'45"W 450.08'
C3	2824.19'	3°39'15"	180.11'	S7°58'29"W 180.08'

- NOTES:**
- UTILITIES SHOWN ARE BASED ON UNDERGROUND UTILITY LOCATE MARKINGS AS PROVIDED BY OTHERS, PROVIDED PER UTILITY LOCATE TICKET NUMBER 18097456, 18097485, 18097548, AND 18097571. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND LOCATES REPRESENT THE ONLY UTILITIES IN THE AREA. CONTRACTORS ARE RESPONSIBLE FOR VERIFYING ALL EXISTING CONDITIONS PRIOR TO BEGINNING CONSTRUCTION.
 - FIELD WORK WAS CONDUCTED APRIL 25, 2018 AND MAY 30-31, 2018.
 - VERTICAL DATUM: ELEVATIONS ARE BASED ON NATIONAL GEODETIC SURVEY BENCHMARK PID: RD1508, LOCATED AT THE NE CORNER OF HIGHWAY 99E AND S BARLOW ROAD WITH AN ELEVATION OF 105.09 FEET (NAVD 88).
 - THIS MAP DOES NOT CONSTITUTE A PROPERTY BOUNDARY SURVEY.
 - SURVEY IS ONLY VALID WITH SURVEYOR'S STAMP AND SIGNATURE.
 - BUILDING FOOTPRINTS ARE MEASURED TO SIDING UNLESS NOTED OTHERWISE. CONTACT SURVEYOR WITH QUESTIONS REGARDING BUILDING TIES.
 - CONTOUR INTERVAL IS 1 FOOT FROM DRONE SURFACE.
 - ALL BUILDINGS SHOWN ARE TO REMAIN.

SEE SHEET 2



AKS
 AKS ENGINEERING & FORESTRY, LLC
 12965 SW HERMAN RD, STE 100
 TUALATIN, OR 97062
 503.563.6151
 WWW.AKS-ENG.COM

535 W MAIN STREET
MOLALLA OREGON
 CLACKAMAS COUNTY TAX MAP 5 2E 8A
 TAX LOTS 7700 AND 7800

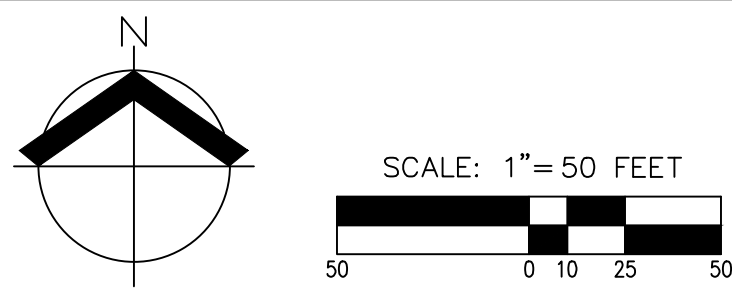
EXISTING CONDITIONS PLAN

DESIGNED BY: ML
 DRAWN BY: ML
 MANAGED BY: JDR
 CHECKED BY: RDR/JDR
 DATE: 04/23/2021
 REGISTERED PROFESSIONAL LAND SURVEYOR
 JANUARY 2005
 ROBERT R. RETTIG
 #27415
 REVISIONS: 12/31/22

JOB NUMBER
6692-01
 SHEET
1

EXHIBIT 1

AKS DRAWING FILE: 6692_EXCOND.DWG | LAYOUT: 1



NOTES:

1. UTILITIES SHOWN ARE BASED ON UNDERGROUND UTILITY LOCATE MARKINGS AS PROVIDED BY OTHERS, PROVIDED PER UTILITY LOCATE TICKET NUMBER 18097456, 18097485, 18097548, AND 18097571. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND LOCATES REPRESENT THE ONLY UTILITIES IN THE AREA. CONTRACTORS ARE RESPONSIBLE FOR VERIFYING ALL EXISTING CONDITIONS PRIOR TO BEGINNING CONSTRUCTION.
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6. BUILDING FOOTPRINTS ARE MEASURED TO SIDING UNLESS NOTED OTHERWISE. CONTACT SURVEYOR WITH QUESTIONS REGARDING BUILDING TIES.
7. CONTOUR INTERVAL IS 1 FOOT FROM DRONE SURFACE.
8. ALL BUILDINGS SHOWN ARE TO REMAIN.

SEE SHEET 1



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503.563.6151
WWW.AKS-ENG.COM

ENGINEERING - SURVEYING - NATURAL RESOURCES
FORESTRY - PLANNING - LANDSCAPE ARCHITECTURE

535 W MAIN STREET

OREGON
CLACKAMAS COUNTY TAX MAP 5 2E 8A

MOLALLA
TAX LOTS 7700 AND 7800

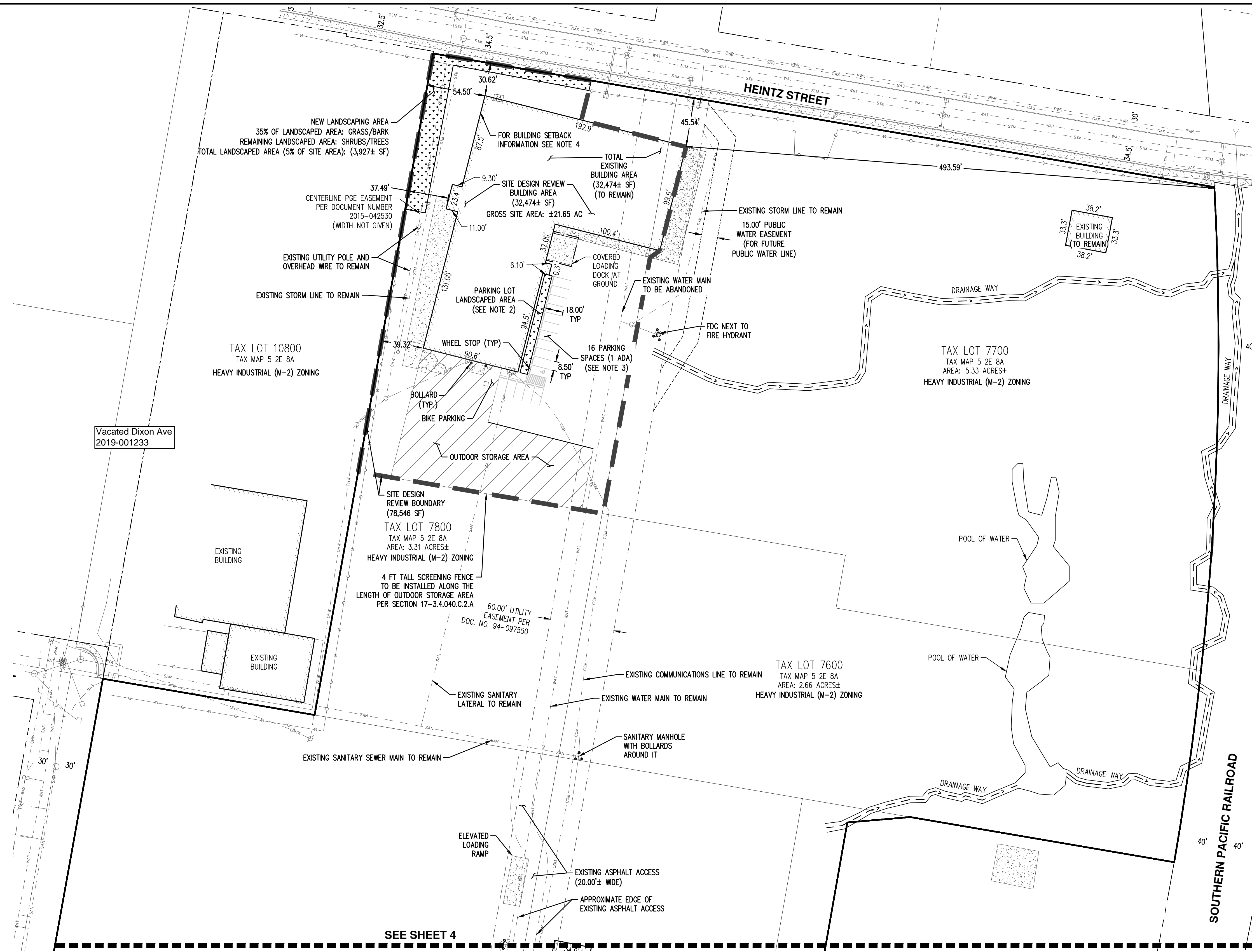
EXISTING CONDITIONS
PLAN

DESIGNED BY: ML
DRAWN BY: ML
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PRELIMINARY
JANUARY 2005
ROBERT R. RETTIG
REVISIONS: 12/31/22

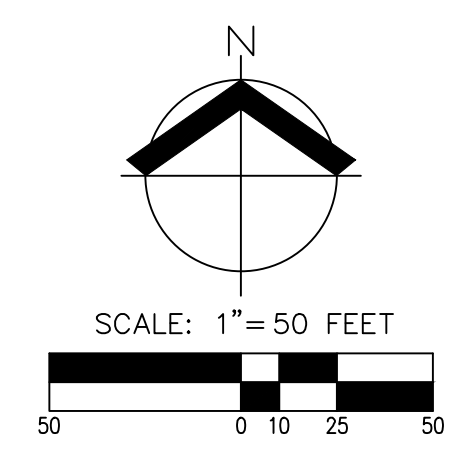
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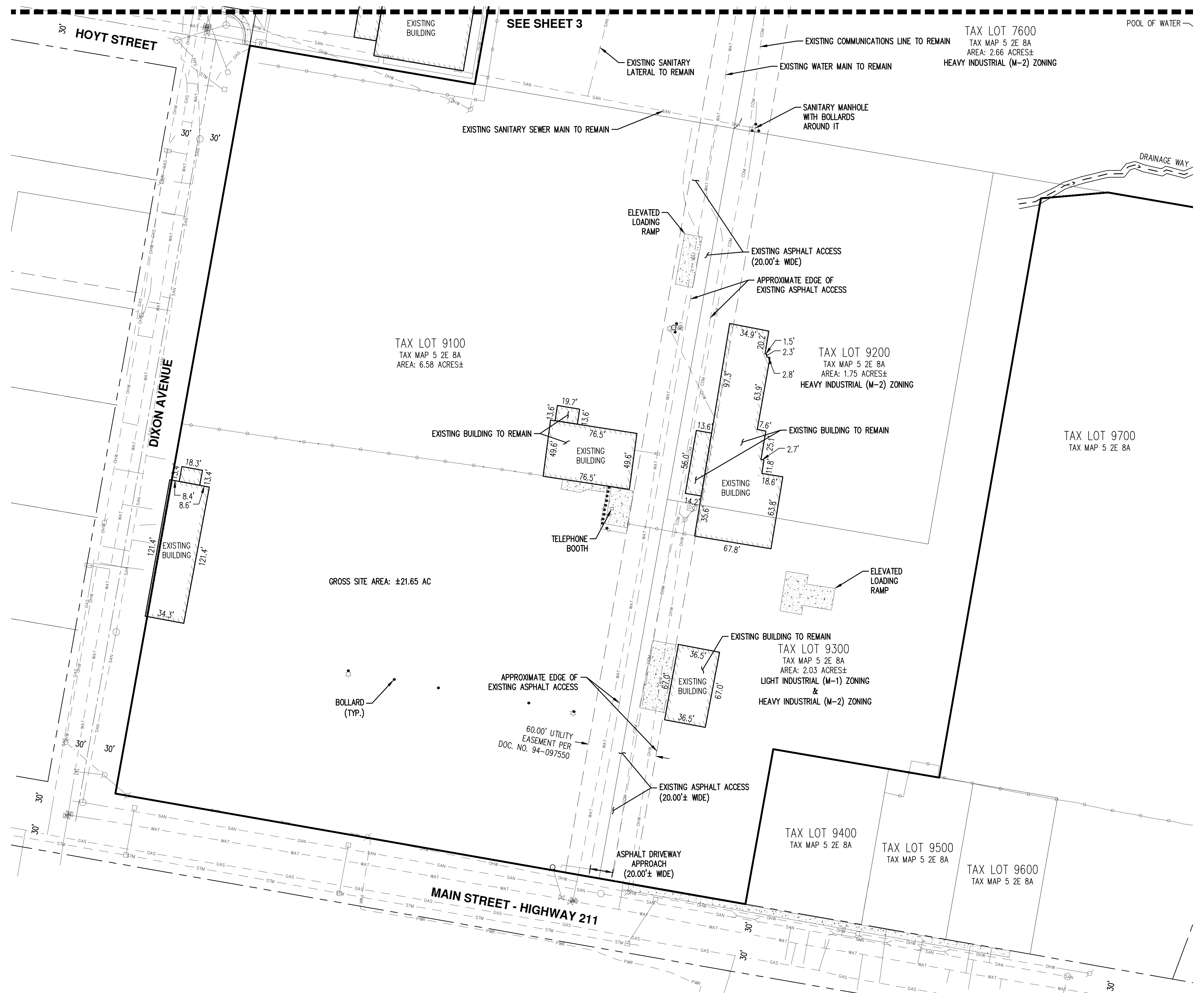
SHEET

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- NOTES:**
- A REPLAT IS NOT PART OF THIS SITE DESIGN REVIEW AND WILL BE REQUIRED AT THE TIME OF FUTURE REDEVELOPMENT.
 - REQUIRED PARKING LOT LANDSCAPED AREA (10% OF THE TOTAL SURFACE AREA OF ALL PARKING AREAS, AS MEASURED AROUND THE PERIMETER OF ALL PARKING SPACES AND MANEUVERING AREAS): 648 SF
 - PER MOLALLA DEVELOPMENT CODE TABLE 17-3.5.030.A UTILIZING "WAREHOUSE AND FREIGHT MOVEMENT" INDUSTRIAL CATEGORY; THE REQUIRED NUMBER OF PARKING SPACES EQUALS 0.5 SPACES PER 1,000 SF OF FLOOR AREA.
 - $(32,474 \text{ SF}/1000) \times 0.5 = 16 \text{ PARKING SPACES}$
 - PER MOLALLA DEVELOPMENT CODE TABLE 2.2.040.E, THE STANDARD SETBACK FOR INDUSTRIAL ZONES IS 0 FEET FOR FRONT, STREET-SIDE, INTERIOR SIDES, AND REAR PROPERTY LINES.
 - ALL BUILDINGS SHOWN ARE TO REMAIN.





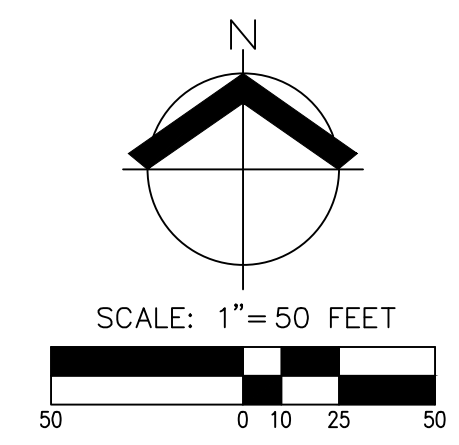
GROSS SITE AREA: ±21.65 AC

BOLLARD (TYP.)

60.00' UTILITY EASEMENT PER DOC. NO. 94-097550

NOTES:

1. A REPLAT IS NOT PART OF THIS SITE DESIGN REVIEW AND WILL BE REQUIRED AT THE TIME OF FUTURE REDEVELOPMENT.
2. REQUIRED PARKING LOT LANDSCAPED AREA (10% OF THE TOTAL SURFACE AREA OF ALL PARKING AREAS, AS MEASURED AROUND THE PERIMETER OF ALL PARKING SPACES AND MANEUVERING AREAS): 460 SF
3. PER MOLALLA DEVELOPMENT CODE TABLE 17-3.5.030.A UTILIZING "WAREHOUSE AND FREIGHT MOVEMENT" INDUSTRIAL CATEGORY; THE REQUIRED NUMBER OF PARKING SPACES EQUALS 0.5 SPACES PER 1,000 SF OF FLOOR AREA.
 - 3.1. $(22,409 \text{ SF} / 1000) * 0.5 = 11$ PARKING SPACES
4. PER MOLALLA DEVELOPMENT CODE TABLE 2.2.040.E, THE STANDARD SETBACK FOR INDUSTRIAL ZONES IS 0 FEET FOR FRONT, STREET-SIDE, INTERIOR SIDES, AND REAR PROPERTY LINES.
5. ALL BUILDINGS SHOWN ARE NOT TO BE REMOVED.



AKS DRAWING FILE: 6692 - SITE PLAN 4.DWG | LAYOUT: 4

AKS
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ENGINEERING · SURVEYING · NATURAL RESOURCES
 FORESTRY · PLANNING · LANDSCAPE ARCHITECTURE
 OREGON
 CLATSOP COUNTY TAX MAP 5 2E 8A

535 W MAIN STREET
MOLALLA
 TAX LOTS 7700 AND 7800

SITE DESIGN REVIEW

DESIGNED BY: JDR
 DRAWN BY: JDR
 MANAGED BY: JDR
 CHECKED BY: MBH
 DATE: 04/23/2021

 RENEWAL DATE: 12/31/22
 REVISIONS:

JOB NUMBER
6692-01
 SHEET
4



Oregon

Kate Brown, Governor

Department of Transportation

Region 1 Headquarters
123 NW Flanders Street
Portland, Oregon 97209
(503) 731.8200
FAX (503) 731.8259

January 24, 2020

ODOT #10443

ODOT Response

Project Name: Scandia LLC	Applicant: Scandia, LLC
Jurisdiction: City of Molalla	Jurisdiction Case #: Pre-App01-2020
Site Address: 525 and 535 W Main Street, Molalla, OR	Legal Description: 05S 02E 08A Tax Lot(s): 07800
State Highway: OR 211	

The site of these proposed land use actions would utilize the existing eastern access to Main St (OR 211) through tax lot 9100. ODOT has permitting authority for this facility and an interest in ensuring that this proposed land use is compatible with its safe and efficient operation. **Please direct the applicant to the District Contact indicated below to determine permit requirements and obtain application information.**

COMMENTS/FINDINGS

The applicant has requested a pre-application request with the City of Molalla and intends to apply for land use applications for the existing Scandia and PBIS uses on the site as well as possible new uses located on tax lot 7800. The proposed uses on tax lot 7800 would access the highway through the existing eastern access to Main St (OR 211). This existing access is currently providing access to the highway for tax lots 7800, 7700, 7600, 9200, 9300 and 9100. ODOT has received information from the City of Molalla that none of the existing uses on these tax lots have been approved through the land use process. Based on this information, the existing highway connections to tax lot 9100 cannot "presumed to be permitted" by ODOT because ODOT cannot confirm any authorized uses for the property utilizing the connections (OAR 734-051).

Therefore, State Highway Approach Road Permits will be required for any proposed accesses to the state highway. ODOT cannot accept an application for a State Highway Approach Road Permit for land uses not approved by the City of Molalla unless all the land uses that utilize the accesses have pending land use applications with the city. OAR 734-051-3040(8)(c) prohibits the department from issuing a Permit to Maintain and Operate a highway approach until ODOT receives certification from the local government documenting all land development approval are final.

It is our understanding that tax lots 7800, 7700, 7600, 9200, 9300 and 9100 are currently under single ownership and access easements have not been established for all tax lots to access OR 211 (Main Street) through tax lot 9100. Since ownership of the tax lots may change in the future, ODOT recommends that access easements be established to tax lot 9100 to provide a single shared access to OR 211.

ODOT RECOMMENDED LOCAL CONDITIONS OF APPROVAL

Access to the State Highway

- A State Highway Approach Road Permit from ODOT for access to the state highway is required. Truck turning templates shall be provided as needed to ensure vehicles can enter and exit the approach safely. Site access to the state highway is regulated by OAR 734.51. For application information go to <http://www.oregon.gov/ODOT/HWY/ACCESSMGT/Pages/Application-Forms.aspx>.

Note: It may take **2 to 3 months** to process a State Highway Approach Road Permit.

- The applicant shall record cross-over access easements to the adjacent properties with state highway frontage with the County Assessor to facilitate future shared access. Shared access will improve highway safety by reducing potential conflicts between vehicles and between vehicles and pedestrians and bicyclists at closely spaced driveways and will implement ODOT and City Access Management Program goals.

Please send a copy of the Land Use Notice to:

ODOT Region 1 Planning
Development Review
123 NW Flanders St
Portland, OR 97209

ODOT_R1_DevRev@odot.state.or.us

Development Review Planner: Marah Danielson	503.731.8258, marah.b.danielson@odot.state.or.us
Traffic Contact: Avi Tayar, P.E.	503.731.8221 Abraham.tayar@odot.state.or.us
District Contact: Loretta Kieffer	503.667.7441 Loretta.L.kieffer@odot.state.or.us

February 22, 2021

Scandia USA
Attention: Mike Rogers, Director of Operations
337 Merrick Road
Lynbrook, NY 11563

Re: **Scandia – 525 W Main Street – Molalla, Oregon**
Transportation Analysis Letter

C&A Project Number 20210101.00

Dear Mr. Rogers,

This transportation analysis letter supports the proposed Scandia land use actions and addresses Molalla Site Design Review requirements. The following items are specifically addressed:

1. Property Description and Proposed Land Use Actions
2. Transportation Analysis Requirements
3. Development Trip Generation
4. Transportation Analysis Findings

1. PROPERTY DESCRIPTION AND PROPOSED LAND USE ACTIONS

The subject property, described as tax lot 7800 on Clackamas County Assessor's Map 52E08A, is addressed 525 W Main Street, Molalla, Oregon. The property is 3.3 acres in size and is located north of W Main Street (OR 211) with direct access to this roadway. The property is developed with an industrial warehouse use that includes outside storage. The site was previously occupied by Scott's Lawn & Garden, a national manufacturer and distributor of lawn care products. The subject site is illustrated in the attached site plan and Figure 1.

Proposed land use actions include Site Design Review (SDR) for minor site improvements to accommodate Scandia, a national supplier of conveyor belting and related products. The existing warehouse building will remain unchanged (in terms of size) and site circulation patterns will generally remain unchanged. The site will continue to access W Main Street (OR 211) in the currently established location.

2. TRANSPORTATION ANALYSIS REQUIREMENTS

In addressing SDR requirements concerning transportation, the relevant portions of Molalla Municipal Code (MMC) state:

Section 17-4.2.020 – Applicability – *Site Design Review approval is required for new development. Site Design Review approval is also required to expand a nonconforming use or development. Except as specified by a condition of approval of a prior City decision, or as required for uses subject to Conditional Use Permit approval, Site Design Review is not required for the following:*

- A. *Change in occupancy from one type of land use to a different land use resulting in no increase in vehicular traffic or development.*

Section 17-4.2.040.A.2 – Public Facilities and Services Impact Study – *The impact study shall quantify and assess the effect of the development on public facilities and services. The City shall advise as to the scope of the study. The study shall address, at a minimum, the transportation system, including required improvements for vehicles and pedestrians; the drainage system; the parks system; water system; and sewer system. For each system and type of impact, the study shall propose improvements necessary to meet City requirements. The City may require a Traffic Impact Analysis pursuant to Section 17-3.6.020.A(4)."*

Section 17-3.6.020.A.4 – Transportation Standards – *The purpose of this subsection is to coordinate the review of land use applications with roadway authorities and to implement Section 660-012-0045(2)(e) of the State Transportation Planning Rule, which requires the City to adopt a process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities. The following provisions also establish when a proposal must be reviewed for potential traffic impacts; when a Transit Analysis Letter (TAL) or Traffic Impact Analysis (TIA) must be submitted with a development application in order to determine whether conditions are needed to minimize impacts to and protect transportation facilities; the required contents of a TAL/TIA; and who is qualified to prepare the analysis.*

- a. **Determining the Required Level of Transportation Analysis and Documentation.** *A Transportation Impact Analysis (TIA) is required for developments that are expected to have an impact on the transportation system. The analysis shall be based upon the latest edition of the ITE Trip Generation Manual or an agreed-upon alternative methodology where credible data is available to support the alternative methodology. When specific criteria generally associated with small developments are met, a Transportation Analysis Letter (TAL) may be substituted for the required TIA. At the discretion of the City Engineer, a TAL may satisfy the City's transportation analysis requirements, in lieu of a TIA when a development meets all the following criteria:*
 - (1) *The development generates fewer than 25 peak hour trips during either the AM or PM peak hour. (Two examples of common developments generating fewer trips than these threshold levels are: a subdivision containing 25 or fewer single-family residences or a general office building less than 15,000 square feet.)*
 - (2) *The development is not expected to impact intersections that currently fail to meet the City's level of service standards or intersections that are operating near the limits of the acceptable level of service thresholds during a peak operating hour.*

- (3) *The development is not expected to significantly impact adjacent roadways and intersections that are high accident locations, areas that contain an identified safety concern, or high concentration of pedestrians or bicyclists such as school zones.*
 - (4) *The development generates an increase in the use of adjacent streets by vehicles exceeding the 20,000-pound gross vehicle weights by less than 10 vehicles per day.*
- b. **Transportation Analysis Letter Contents.** *If the City determines, based on information provided by the applicant and in accordance with the criteria specified in Section 3.1, that a TAL is the appropriate document to submit. the following requirements shall apply.*
- (1) *The TAL shall be prepared by or prepared under the direct supervision of a registered professional engineer who shall sign and stamp the TAL.*
 - (2) *The TAL shall include the following:*
 - i. *The expected trip generation of the proposed development including the AM peak hour, the PM peak hour, daily traffic, and other germane periods as may be appropriate, together with appropriate documentation and references.*
 - ii. *Site plan showing the location of all access driveways or private streets where they intersect with public streets plus driveways of abutting properties and driveways on the opposite side of the street from the proposed development.*
 - iii. *Documentation that all site access driveways meet City of Molalla Private Access Driveway Width Standards.*
 - iv. *Documentation that all site access driveways meet the City of Molalla's Minimum City Street Intersection Spacing Standards.*
 - v. *Documentation that all new site accesses and/or public street intersections meet AASHTO intersection sight distance guidelines.*
 - vi. *Documentation that there are no inherent safety issues associated with the design and location of the site access driveways.*
 - vii. *Documentation that the applicant has reviewed the City's TSP and that proposed streets and frontage improvements do or will comply with any applicable standards regarding the functional classification, typical sections, access management, traffic calming, and other attributes as appropriate.*

3. DEVELOPMENT TRIP GENERATION

The site was previously occupied by Scott’s Lawn & Garden, a national manufacturer and distributor of lawn care products. The applicant is proposing minor site improvements to accommodate Scandia, a national supplier of conveyor belting and related products. The existing warehouse building will remain unchanged (in terms of size) and site circulation patterns will generally remain unchanged.

The following business operations information has been provided by the property broker and the owner for the previous and proposed uses:

- **Previous Use** - Scott’s Lawn & Garden had 40 on-site employees and averaged approximately 100 weekly entering and exiting truck trips (200 trips total). Scott’s did not have on-site retail sales.
- **Proposed Use** – Scandia will have 4-5 on-site employees and will average 25-30 weekly entering and exiting truck trips (60 trips total). Employees will arrive in the morning and remain on-site throughout the day. Scandia will not have on-site retail sales.

Based on the applicant-provided data, proposed development trip generation is anticipated to be less than 30 trips per day and will also be significantly less than previous development trip generation, noting there are significantly fewer employees and fewer truck trips.

It is further noted the proposed site improvements will not increase the warehouse building area. As such, if trip generation is estimated using data from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition, using building size as the independent variable, there will be no increase in development trip generation. These trip generation estimates are presented in the following table.

TABLE 1 – DEVELOPMENT TRIP GENERATION									
Land Use (ITE Code)	Building Description ¹	Size	Daily ²	AM Peak Hour ³			PM Peak Hour ³		
				Enter	Exit	Total	Enter	Exit	Total
Warehousing (150)	Total Building Area	32,474 SF	97	4	2	6	1	5	6
	Site Design Review Building Area	22,409 SF	81	3	1	4	1	3	4

¹ Only a portion of the building is part of this SDR lane use action. Refer to the attached site for building areas.

² Trip generation determined using the *Fitted Curve* equation based on ITE *Trip Generation Handbook*, 3rd Edition recommended practice.

³ Trip generation determined using the *Average Rate* based on ITE *Trip Generation Handbook*, 3rd Edition recommended practice.

Overall, the proposed change in occupancy from Scott’s Lawn & Garden to Scandia is anticipated to result in a decrease in motor vehicle (truck and automobile) trip generation and the warehouse building size will remain unchanged.

4. TRANSPORTATION ANALYSIS FINDINGS

The following findings are based on materials contained in this letter:

1. Based on a comparison of the proposed and previous uses, there will be a decreased transportation system impact. The proposed development generates fewer than 25 AM or PM peak hour trips.
2. The proposed development will not significantly impact intersections currently exceeding City level-of-service (LOS) standards or intersections operating near acceptable LOS thresholds during a peak operating hour. The subject development is an allowed use in the existing zone designation and has less transportation impact than the previous development; therefore, transportation system impacts resulting from the subject land use application have been adequately accounted for in the Molalla Transportation System Plan (TSP) and the Capital Improvement Plan (CIP).
3. The proposed development will not significantly impact adjacent roadways and intersections with high crash rates, areas with an identified safety concern, or areas with a high concentration of pedestrians or bicyclists such as school zones.
4. The proposed development trip generation is significantly less than previous development trip generation, noting there are significantly fewer employees and fewer truck trips. As such, there are fewer trips generated by vehicles exceeding a 20,000-pound gross vehicle weight and there will be fewer than 10 daily trips of this type.
5. The attached site plan and Figure 2 depict the proposed property access location to W Main Street (OR 211) (which is the same as the existing), which is under Oregon Department of Transportation (ODOT) jurisdiction. There are no nearby driveways from abutting properties or driveways on the opposite side of the roadway.
6. The proposed access to W Main Street (OR 211) is permitted by ODOT and meets relevant ODOT standards concerning width and spacing are there are no inherent safety issues associated with the design and location of the site access,
7. The proposed property access location to W Main Street (OR 211) (which is the same as the existing) meets the American Association of State Highway Transportation Officials (AASHTO) intersection sight distance guidelines.
8. Based on a review of the Molalla TSP, the proposed improvements comply with all applicable standards regarding roadway functional classification, typical roadway sections, access management, traffic calming, and other attributes as appropriate.

Sincerely,

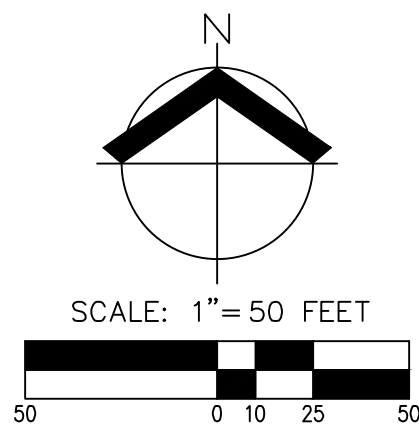


Christopher M. Clemow, PE, PTOE
Transportation Engineer

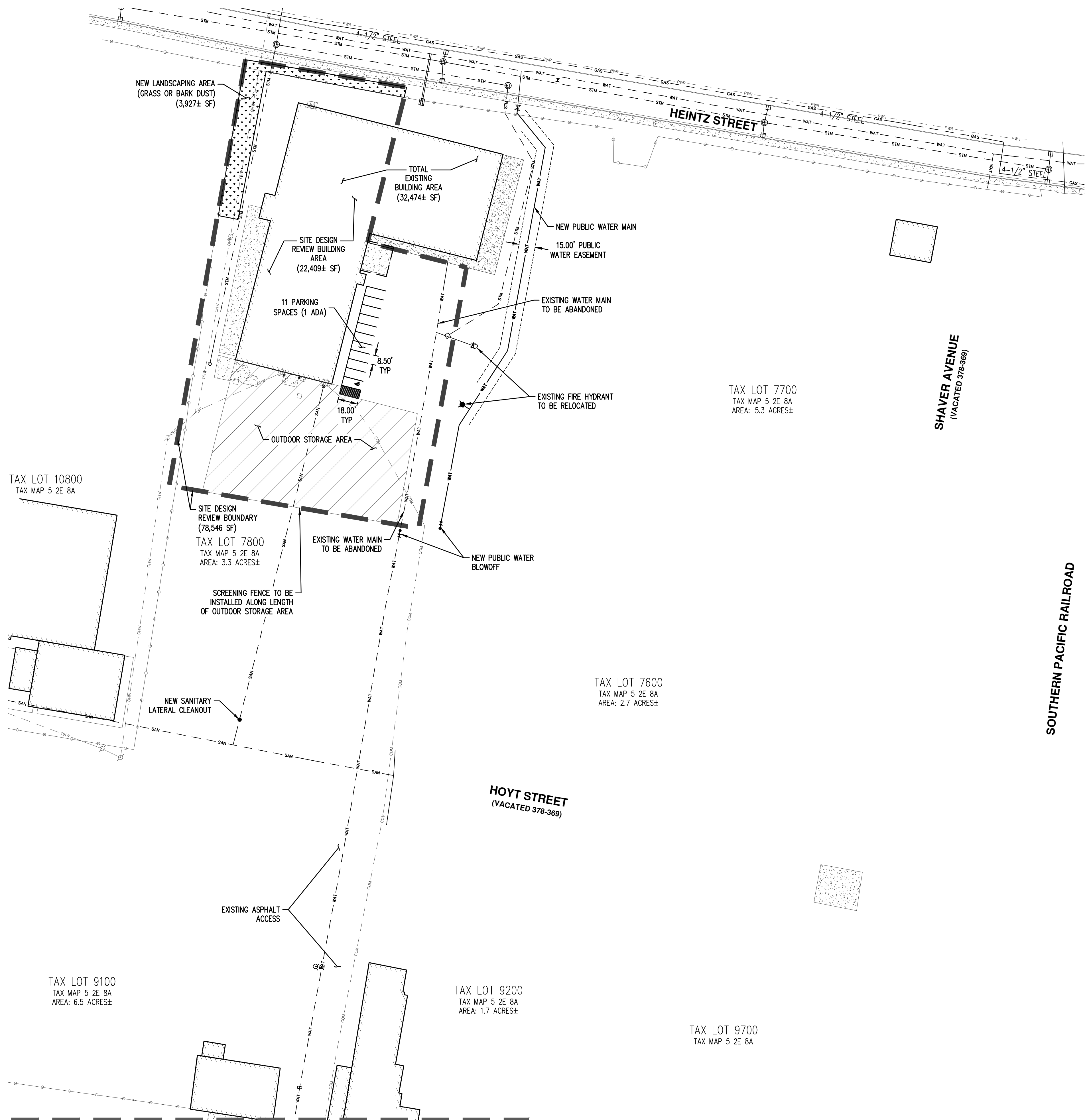
Attachments: Site Plan, Figures 1 and 2

c: Michael C. Robinson, Schwabe Williamson & Wyatt





NOTE:
A REPLAT IS NOT PART OF THIS SITE DESIGN REVIEW AND WILL BE REQUIRED AT THE TIME OF FUTURE REDEVELOPMENT.



SEE MATCH LINE (THIS SHEET)

SEE MATCH LINE (THIS SHEET)

AKS DRAWING FILE: 6692 - SITE PLAN 3.DWG | LAYOUT: LAYOUT1

AKS
AKS ENGINEERING & FORESTRY, LLC
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BEND, OR 97703
541.317.8429
WWW.AKS-ENG.COM

ENGINEERING - SURVEYING - NATURAL RESOURCES
FORESTRY - PLANNING - LANDSCAPE ARCHITECTURE

535 W MAIN STREET
MOLALLA OREGON
CLACKAMAS COUNTY TAX MAP 5 2E 8A
TAX LOTS 7700 AND 7800

PRELIMINARY LAYOUT #3

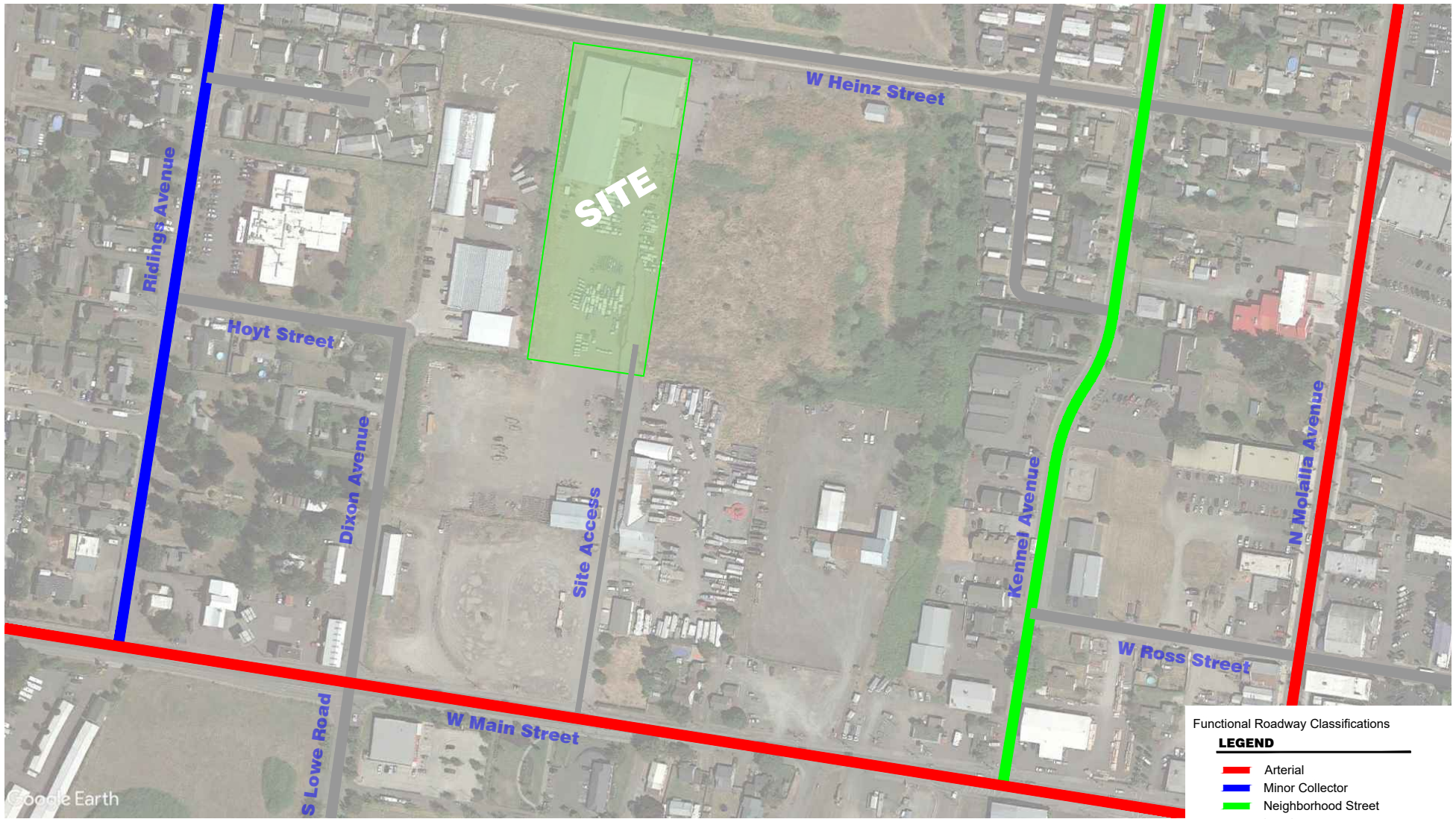
DESIGNED BY: JDR
DRAWN BY: JDR
MANAGED BY: JDR
CHECKED BY: MBH
DATE: 1/28/2021

REVIEW COPY

REVISIONS

JOB NUMBER
6692

SHEET
1 OF 1



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 Eugene, Oregon 97402
 541-579-8315
 clemow@clemow-associates.com

SITE AREA

Scandia - Molalla, Oregon

C&A Project No. 20210101.00

FIGURE

1



1582 Feters Loop
 Eugene, Oregon 97402
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SITE ACCESS

Scandia - Molalla, Oregon
 C&A Project No. 20210101.00

FIGURE

2