

**CITY OF COBURG PLANNING  
PO BOX 8316 Coburg, OR 97408**

**STAFF REPORT  
Roberts Road Industrial Park Site Design Review  
SR 02-22**

Report Date: July 13, 2022

**I. BASIC DATA**

Property Owners/Applicant: Dakota Group LLC  
3750 Norwich Ave  
Eugene, OR 97408

Assessor's Map and Tax Lots #: 16-03-31-30-0900

Situs Address: 90950 Roberts Road, Coburg, OR

Comprehensive Plan  
Designation: Light Industrial

Current Zoning: Light Industrial (Architecturally Controlled Overlay)

**II. REQUEST**

The proposal is for a site design review for the construction of a light industrial building facility. The paved portion of the site will serve as required off-street parking and outdoor vehicle storage.

**III. BACKGROUND**

The subject property is zoned Light Industrial and contains a Comprehensive Plan Map designation of Light Industrial. The subject property contains existing access and frontage onto Roberts Road. The west property line of the subject property abuts tax lots 16-03-33-00-603 and 16-03-33-24-3000, which are both zoned Highway Commercial. The south property line of the subject property abuts tax lot 16-03-33-34-700, which is zoned Light Industrial. The subject property presently is occupied on the north 2+ acres by a gravel lot that houses a Honey Bucket gravel yard. The south 2+ acres is a vacant field.

The proposed project will be constructed in two phases. The first phase will be on the south 2+ acres and construct three building totaling 32,640 square feet of light industrial shops, with 50 paved off-street parking spaces. The second phase will be on the north 2+ acres and construct three building totaling 44,712 square feet of light industrial shops, with 58 paved off-street parking spaces.

**IV. APPROVAL CRITERIA AND ANALYSIS FOR SITE DESIGN REVIEW**

**Article VII – District Regulations. Light Industrial District (LI)**

## **1. Purpose.**

***The purpose of the LI District is to provide areas for manufacturing, assembly, packaging, wholesaling, related activities, and limited commercial uses that support local industry and are compatible with the surrounding commercial and residential districts. The LI District is intended to promote a high quality of life through a diverse economy and strong tax base, transition between higher and lower intensity uses, encourage multi-modal forms of transportation that utilize bicycle and pedestrian access for employees and customers, and appropriately scaled non-polluting industrial uses that fit the small town, historic character of the community.***

**FINDING:** The proposed development is for the construction of a Light Industrial Park, which allows for a variety of uses including, but not limited to, manufacturing, assembly, packaging, wholesaling, and limited commercial uses. Specific uses for each unit will not be determined until the time of tenant application. Tenant uses will be consistent with allowed uses within the Light Industrial District. The proposed development will provide an opportunity for a variety of businesses that will promote a high quality of life through diverse uses, which will strengthen the tax base, transition between higher and lower intensity uses, and will likely encourage multi-modal forms of transportation.

## **2. Uses and Structures.**

### ***a. Permitted Principal Uses and Structures***

#### ***(2) Manufacturing and assembly, and associated sales of products manufactured or assembled on-site***

- (i) Boat building and repairs***
- (ii) Cabinet and sash and door shop***
- (iii) Electrical and electronic equipment***
- (iv) Food products, except the rendering or refining of fats or oils and meat packing plants***
- (v) Furniture manufacture and assembly***
- (vi) Ice***
- (vii) Paint shop***
- (viii) Plumbing supplies***
- (ix) Pottery***
- (x) Soft drinks***
- (xi) Trailers, campers and recreational vehicles***
- (xii) Upholstery***
- (xiii) Vehicle maintenance and repair facilities***
- (xiv) Recreational vehicle sales lots, including sales of vehicles manufactured off-site***

**FINDING:** The proposed development allows for a variety of business options that will

comply with the permitted principal uses within this district. As stated earlier, specific uses for each unit will not be determined until the time of tenant application, which is when compliance with the standards will be ensured. The flexibility of the proposed development is consistent with the flexibility that the Light Industrial District promotes.

**3. Maximum Height Standards** *The maximum structural height shall be 45 feet, except as follows:*

*a. Increased height may be approved for Wireless Communication facilities, subject to the provisions of ARTICLE VIII.P*

**FINDING:** The proposed buildings are not designed to exceed 18 feet in height. This criterion is met.

**4. Lot Requirements**

*b. For parcels served by public sewers:*

*(1) The minimum lot area for properties lying east of Interstate 5 shall be 20 acres. Otherwise, no minimum lot area or width is required.*

*(2) The maximum allowable lot coverage is 80 percent*

*(3) A minimum of 15 percent of the total area of the site shall be landscaped in accordance with ARTICLE VIII, Supplementary District Regulations. Water quality treatment areas may be incorporated into required landscape area.*

**FINDING:** The subject property is served by public sewers and is not located east of Interstate 5. The entire lot area is approximately 4.86 acres. The lot coverage is approximately 36.5 percent (1.77 acres) and the total area to be landscaped, including existing landscaped areas is approximately 27.7 percent (1.35 acres). This criterion is met.

**5. Minimum Yard Requirements (measured from the building foundation to the respective property line.)**

*a. Front Yards: 20 feet minimum; within which there shall be landscaping that conforms to the provisions of Article VIII. Front setback yards may contain roof overhangs (roof drains required), awnings, canopies, pedestrian seating and pedestrian pathways but shall not contain any storage of equipment, materials, vehicles, etc. Landscaping shall be in accordance with ARTICLE VIII.I of this Code.*

**FINDING:** The buildings abutting Roberts Road are setback 20' from the Roberts Road right-of-way. Phase 2 buildings on the north side of the site are setback from Coburg Industrial Way are setback a minimum of 21' from the right-of-way. This criterion is met.

*b. Side and Rear Yards Adjacent to Streets: See Front Yards.*

*c. Interior Side Yards and Rear Yards: 10 feet minimum.*

**FINDING:** As seen on the applicant's site plan (**Attachment A – Applicant's Materials**), all proposed buildings are setback a minimum of 33 feet from the west property line and 67 feet from the south property line. Criterion met.

***d. Where an industrial use abuts a residential district, a 25 foot setback is the minimum area that shall be required between any development and any adjacent Residential District. Additional setback up to 200 feet may be required where the proposed activity would have a significant impact on adjacent residential property in the form of noise, dust, smoke, vibration or other negative impact that is perceptible beyond the property boundaries. A 25-foot landscaped horizontal buffer zone shall be required between development and any adjacent Residential District. This buffer shall be included within any required yard setbacks. This area shall provide landscaping to screen buildings, parking, and service and delivery areas. The buffer may contain pedestrian seating and pedestrian pathways but shall not contain any off-street parking, or storage of equipment, materials, vehicles, etc. Landscaping shall be in accordance with ARTICLE VIII.H of this Code.***

**FINDING:** The subject property does not abut a residential district; therefore, this criterion is not applicable.

***e. Water quality treatment areas may be provided within setback yards, subject to City approval.***

**FINDING:** A new water treatment swale is proposed at the north end of the property, approximately 13 feet from the north property line, consistent with this criteria.

***f. Construction of pathways and fence breaks in yard setbacks may be required to provide pedestrian connections to adjacent neighborhoods or uses, or other districts.***

**FINDING:** The proposal includes the construction of six driveway approaches on Roberts Road, which will provide adequate fence breaks for pedestrian connections. The site is surrounded on the west and north sides by ditches, which limits the ability to provide pedestrian connections.

***g. Additional setbacks on public street frontages may be required to provide for planned widening of an adjacent, street consistent with the City's Transportation System Plan and Parks and Open Space Master ARTICLE VII 39 Coburg Development Code Plan.***

**FINDING:** The City of Coburg has a road improvement project currently taking place along Roberts Road to improve the existing roadway. The reconstruction of this street does not include additional right-of-way dedication and the City has not indicated that a road widening is needed at this location. Criterion met.

***h. All developments shall meet applicable fire and building code standards, which may require setbacks different from those listed above.***

**FINDING:** Staff are not aware of any additional fire and building code standards that have not already been addressed. The Coburg Fire Chief has been very involved in this proposal and in directing the applicant's team to submit a proposal that is acceptable to the Coburg Rural Fire District.

## **ARTICLE VIII. SUPPLEMENTARY DISTRICT REGULATIONS**

### **L. Design Standards and Guidelines**

**1. Purpose** *The design standards in this section are intended to ensure that new development contributes to the overall livability of the community by:*

- a. Preserving and enhancing the small town and historic character of the Coburg;*
- b. Ensuring architectural compatibility;*
- c. Providing a physical setting that is safe and inviting for walking and other pedestrian activity;*
- d. Promoting design that is aesthetically pleasing and consistent with the values of the community as expressed in the Comprehensive Plan.*

**2. Applicability** *These standards apply to all new development and substantial improvements, unless otherwise stated within the Coburg Zoning Code. Substantial improvements shall include the following:*

- a. Additions that consist of more than 33% of the total floor area of the primary structure and are visible from a public-right-of-way; or*
- b. Additions that consist of more than 50% of the total floor area of the primary structure and are not visible from a public-right-of-way.*

**FINDING:** As demonstrated through this narrative and the attached plans, the proposal positively contributes to the overall livability of the community. The development is located within the industrial corridor and is consistent with the architectural requirements of the Light Industrial District. Within the site will be a number of walking paths that provide for a community feel within the development – allowing for easy and safe pedestrian access between different users throughout the site. The proposed design is aesthetically pleasing and consistent with the values of the community.

## **ARTICLE VIII.B.2 OFF-STREET PARKING REQUIREMENTS**

### **B. Parking Regulation**

**2. Off-Street Parking Requirements.**

- a. Parking Area Design.**

***(2) Groups of three or more parking spaces, except those in conjunction with single-family or two-family dwellings on a single lot, shall be served by a service drive so that no backward movements or other maneuvering of a vehicle within a street, other than an alley, shall be required. Service drives shall be designed and constructed to facilitate the flow of traffic, provide maximum safety in traffic access and egress and maximum safety of pedestrians, bicycles, and vehicular traffic on the site.***

**FINDING:** The proposed parking spaces are accessed by private service drives on the north and south sides of the buildings. Access and use of the off-street parking spaces can occur without requiring any backward movement or other maneuvering in the street. Pedestrian and bicycle access is provided from Roberts Road to the main building entrances.

***b. Parking Space Required The number of off-street parking spaces required shall be no fewer than as set forth below.***

Table VIII(B)(2)(b): Parking Space Required	
<b>Residential Types</b>	
Dwelling, single-family	One for each dwelling unit on a single lot
Dwelling, two-family or multiple family	One for each dwelling unit; where fractioned next highest full unit
Hotels, motels, motor hotels, etc.	0.75 for each guest room
Rooming or boarding houses	One for each guest room
Accessory dwelling unit	One for each dwelling unit
<b>Institutional Types</b>	
Hospitals	One for each bed; where fractioned, highest full unit, plus 2 for each nurses' station
Churches, clubs, lodges	1 for every 75 square feet of main assembly area
Libraries, museums, art galleries	1 for each 300 square feet of gross floor area
Nursing homes, homes for the aged	One for each six beds for the aged, group care homes, asylums, etc.
Schools	
Elementary or junior high schools	1 for each teaching station
High schools	1 for each teaching station
<b>Commercial Types</b>	
Retail establishments except as otherwise specified in this Code	1 for each 400 square feet of retail floor area, except one space per 1,000 sq. ft. for bulk retail (e.g., auto sales, nurseries, lumber and construction materials, furniture, appliances, and similar sales)
Barber and beauty shops	1 for each 200 square feet of floor area
Health Clubs, Gyms, Continuous Entertainment (e.g., bowling alleys)	One for every 300 square feet of floor area
Office buildings, businesses and professional offices	One for every 500 square feet of floor area
<b>Recreational or entertainment establishments</b>	
Spectator type auditoriums, assembly halls, theaters, stadiums, places of public assembly, etc.	One for each six seats
Participating skating rinks, dance halls, etc.	One for each 300 square feet of floor area
Establishments for the sale and consumption on the premise of food and beverage	One for each 200 square feet of floor area

### **3. Parking Requirements for Uses Not Specified**

***The parking space requirements for buildings and uses not set forth herein shall be determined by the Planning Commission, and such determination shall be based upon the requirements for the most comparable building or use specified herein.***

**FINDING:** Table VIII(B)(2)(b) lists four types of land uses: 1) residential, 2) Intuition, 3) Commercial, and 4) Recreational. The above table does not include minimum off-street parking requirements for industrial uses. As such, the Development Code defers such a determination for off-street parking requirements to Planning Commission and is based on the requirements for the most comparable building or use.

This proposal is to have an overall off-street parking of one space per 1,000 square feet of building. Phase 1 provides 50 parking spaces for 32,640 square feet of building and 58 parking spaces for 44,712 square feet of building. This calculation is based on other development in the area. In addition, the applicant will be installing two ADA compliant parking spaces near the main customer entrance.

*Staff agree with the applicant in that the table listed above does not include industrial facilities and similarly, agree that the closest determination is to be used that would likely be one space per 1,000 square feet for "bulk retail".*

If Planning Commission is looking for staff direction as to the number of minimum off-street parking spaces, staff think the applicant's proposal for 108 off-street parking spaces is reasonable and acceptable for the proposed uses expected to occur on the site.

## **5. Bicycle Parking**

***a. Bicycle parking requirements shall apply to all developments that require a site plan or amended site plan for new development, changes of use, and building expansions and remodels that require a building permit, as follows:***

***(2) Non-Residential Parking. There shall be a minimum of one bicycle space for every seven motor vehicle spaces. At least half of all bicycle parking spaces shall be sheltered. Bicycle parking provided in outdoor areas shall be located near the building entrance, similar to vehicle parking spaces, unless existing development on site precludes that option. Fractions shall be rounded to the nearest whole number.***

### ***b. Bicycle Parking Facilities Design Standards***

***(1) Bicycle parking facilities shall either be stationary racks which accommodate bicyclist's locks securing the frame and both wheels, or lockable rooms or enclosures in which the bicycle is stored.***

***(2) Bicycle parking spaces shall provide a convenient place to lock a bicycle and shall be at least six feet long, two feet wide, and seven feet high. Upright bicycle storage structures are exempted from the parking space length standard.***

***(3) A 5-foot aisle for bicycle maneuvering shall be provided and maintained beside or between each row of bicycle parking.***

***(4) Bicycle racks or lockers shall be anchored to the surface or to a structure.***

***(5) Covered bicycle parking facilities may be located within a building or structure, under a building eave, stairway, entrance, or similar area, or under a special structure to cover the parking. The cover shall leave a minimum 7- foot overhead clearance and shall extend over the entire parking space. If a bicycle storage area is provided within a building, a sign shall be placed at the area indicated that it is for bicycle parking only.***

***(6) Bicycle parking shall not interfere with pedestrian circulation.***

**FINDING:** Because this project will more than likely have multiple individual businesses, the applicant is proposing to require each tenant to provide one interior lockable bicycle parking space per unit rented or one interior lockable bicycle space per 5,000 square feet of rented space, whichever is greater. This will be enforced through the lease agreement.

***6. Vehicular Parking Area Improvements All public or private parking areas, which contain four or more parking spaces, and outdoor vehicles sales areas, shall be improved according to the following:***

***a. All vehicular parking areas shall have a durable, dust-free surfacing of asphaltic concrete, Portland cement concrete, or other approved materials as specified by the Planning Official.***

***(1) Vehicular parking areas as a part of a proposed development shall incorporate driveway designs and methods that reduce storm water run-off. Design methods include, but are not limited to: porous concrete, turf pavers, plastic grid systems, or ribbon driveways.***

***b. All vehicular parking areas, except those in conjunction with a single-family or duplex dwelling, shall be graded so as not to drain storm water over the public sidewalk or onto any abutting public or private property.***

***c. All vehicular parking areas, except those required in conjunction with a single family or two-family dwelling, shall provide a substantial bumper or curb stop which will prevent cars from encroachment on abutting private or public property.***

***d. All vehicular parking areas and service drives shall be enclosed along any interior property which abuts any residential district, with a 70 percent opaque, site-obscuring fence, wall or hedge not less than three (3) feet nor more than six (6) feet in height but adhering to the visual clearance and front and interior yard requirements established for the district in which it is located. If the fence, wall or hedge is not located on the property line, said area between the fence, wall or hedge and the property line shall be landscaped with lawn or low-growing evergreen ground cover. All plant vegetation in this area shall be adequately maintained by a permanent irrigation system, and said fence, wall or hedge shall be maintained in good condition. Screening or plantings shall be of such size as to provide the required degree of screening within 24 hours after installation. Adequate provisions shall be maintained to protect wall, fences, or plant materials from being damaged by vehicles***



***using said parking areas. Any lights provided to illuminate any public or private parking area or vehicle sales area shall be so arranged as to reflect the light away from any abutting or adjacent residential district or use.***

***e. Any lights provided to illuminate any public or private parking area or vehicular sales area shall be shielded and so arranged as to reflect the light away from any abutting or adjacent property or public right of way.***

***f. All vehicular parking spaces shall be appropriately and substantially marked.***  
***[Adopted A-133L 10/5/99]***

**FINDING:** As shown on the applicant's site plan (**Attachment A**), the vehicular parking spaces have been designed to conform with the standards above. The drive aisles will be paved, and will be graded so that runoff will be detained on-site and not flow over sidewalk or adjacent property. All parking stalls are oriented in such a way that users are physically unable to encroach on abutting private or public property. The applicant will be installing new shrubs in the landscape beds along Roberts Road, consistent with these requirements. Criterion met.

### ***C. Pedestrian and Bicycle Access and Circulation.***

***1. Internal pedestrian circulation shall be provided within new commercial office, and multi-family residential developments through the clustering of buildings, construction of hard surface walkways, landscaping, or similar technique.***

***2. Pedestrian access to transit facilities shall be provided from new commercial, employment, and multi-family residential development while existing developments shall provide safe and accessible pedestrian access to transit facilities when a site changes uses or is retrofitted.***

***3. Internal pedestrian and bicycle systems shall connect with external existing and planned systems, including local and regional travel routes and activity centers such as schools, commercial areas, parks and employment centers.***

**FINDING:** Internal pedestrian connection to Roberts Road is provided for as shown on the site plan. Pedestrian circulation within the site is encouraged through the construction of sidewalks around the proposed buildings.

### ***D. Sign Regulations See Coburg Sign Ordinance A-155 (reprinted 01/30/01)***

**FINDING:** The applicant is not proposing any signs at this time. The applicant may submit for a sign permit sometime in the future.

### ***E. Streets, Alleys and Other Public Way Standards***

***1. Improvements to City Streets shall conform to the standards as set forth in this section.***

**FINDING:** The applicant is not proposing any improvements to City streets nor are

improvements to City streets required as part of the proposal. As stated earlier, the City is repaving Roberts Road across the entire frontage of this site, and therefore no additional improvements will be necessary. Criterion met.

**5. Sewage. All buildings within the city limits must connect to the city sewer system.**

**FINDING:** All buildings will be connected to city sewer as shown on the Utility Plan (**Attachment A**). The proposed on-site septic tank will be accessible to Public Works staff. The location of the proposed septic tank is shown on the Utility Plan.

**6. Water Supply. All lots and parcels in any land division shall be served by the Coburg Water system.**

**FINDING:** The lots are served by the Coburg water system and have sufficient water pressures for the intended use. The existing 2" water service will have a backflow device installed behind the water meter.

**7. Surface Drainage. Drainage facilities shall be provided within any new subdivision and connect the subdivision drainage to drainageways outside the subdivision. Design of the drainage system within the subdivision shall take into account the capacity and grade necessary to maintain unrestricted flow from areas draining through the subdivision and to allow extension of the system to serve such areas.**

**FINDING:** The proposal does not involve a subdivision request. As shown on the Utility Plan (**Attachment A**), a new stormwater treatment swale will be installed on the north side of the subject property.

**I. Screening Standards for Multi-Family, Commercial and Industrial Development**

**1. Unless otherwise specified in this code, screening shall be required:**

**a. When commercial or industrial districts abut residential districts**

**FINDING:** The subject properties do not abut a residential district. This criterion does not apply.

**b. For outdoor mechanical devices**

**FINDING:** There are no ground level outdoor mechanical devices subject to screening requirements. This criterion does not apply.

**c. For outdoor storage yards and areas**

**FINDING:** The proposed development does not include any storage areas in the area fronting Roberts Road.

**d. For trash receptacles**

**FINDING:** Trash and recycling bins will be handled by the individual tenants and will be required to store all trash bins and recycling bins inside of the units.

***e. For multi-family developments***

**FINDING:** The proposal does not include multi-family developments. This criterion is not applicable.

***f. Parking areas with more than two off-street spaces***

**FINDING:** New landscaping installed in the front yard setback will provide screening.

***2. Screening shall be a non-see through or sight-obscuring fence, evergreen hedge, or decorative wall (i.e., masonry or similar quality material) shall be erected along and immediately adjacent to the abutting property line.***

**FINDING:** No parking is shown adjacent to abutting property lines.

***3. Trash receptacles. Trash receptacles shall be oriented away from adjacent buildings and shall be completely screened with an evergreen hedge or solid fence or wall of not less than feet in height.***

**FINDING:** Trash and recycling bins will be handled by the individual tenants and will be required to store all trash bins and recycling bins inside of the units.

***4. Parking lots. Parking areas with more than two off street spaces shall be screened with an evergreen hedge or fence at least four feet high. To the greatest extent practicable, such parking areas should be situated away from neighboring residential units and shall be located to the rear or side of the multi-family development. Parking areas with five or more spaces shall be landscaped and provide the required number of parking spaces in accordance with Section VIII of this Code.***

**FINDING:** A slatted chain link fence will be installed along Roberts Road to provide adequate screening.

***5. The following screening standards shall apply:***

***a. Such a fence, wall or other structure shall screen at least 70 percent of the view between the districts. A hedge shall, within one year of planting, screen 70 percent of the view between the districts.***

***b. The maximum allowable height of fences and walls is six feet, as measured from the lowest grade at the base of the wall or fence, except that retaining walls and terraced walls may exceed six feet when permitted as part of a site development approval, or when approved to construct streets and sidewalks.***

***c. A building permit is required for walls exceeding six feet in height, in conformance with the Uniform Building Code.***

***d. If vegetation is used, it must remain living after planting and shall be continuously maintained by the property owner. If the vegetation fails to survive or is otherwise not maintained in good condition, the property owner shall replace them with an equivalent species and size within 180 days.***

***e. Any fence, hedge and wall shall comply with vision clearance standards in ARTICLE VIII.A and provide for pedestrian circulation where required.***

**FINDING:** The existing vegetation along the western property line provides more than 70% screening to the adjacent Highway Commercial District. Existing vegetation includes trees and shrubs. As stated earlier, a slatted chain link fence will be constructed along the frontage of Roberts Road, and will provide adequate screening.

## **ARTICLE XI. LAND USE REVIEW AND SITE DESIGN REVIEW**

### ***E. Site Design Review - Application Submission Requirements***

***2. Site Design Review Information. In addition to the general submission requirements for a Type III review ARTICLE X.D an applicant for Site Design Review shall provide the following additional information, as deemed applicable by the City Planning Official. The Planning Official may deem applicable any information that he or she needs to review the request and prepare a complete staff report and recommendation to the approval body:***

***c. Architectural drawings. Architectural drawings showing one or all of the following shall be required for new buildings and major remodels:***

- (1) Building elevations (as determined by the City Planning Official) with building height and width dimensions;***
- (2) Building materials, colors and type;***
- (3) The name of the architect or designer.***

**FINDING:** See **Attachment A** for the building plans and architectural drawings submitted as part of the site design review process.

***e. Landscape plan. A landscape plan may be required and at the direction of the City Planning Official shall show the following:***

- (1) The location and height of existing and proposed fences, buffering or screening materials;***
- (2) The location of existing and proposed terraces, retaining walls, decks, patios, shelters, and play areas;***
- (3) The location, size, and species of the existing and proposed plant materials (at time of planting);***

***(4) Existing and proposed building and pavement outlines;***

***(5) Specifications for soil at time of planting, irrigation if plantings are not drought-tolerant (may be automatic or other approved method of irrigation) and anticipated planting schedule;***

***(6) Other information as deemed appropriate by the City Planning Official. An arborist's report may be required for sites with mature trees that are protected under The City's tree Ordinance.***

**FINDING:** The conceptual landscaping plan (**Attachment A**) shows proposed and existing landscaping along Roberts Road and Coburg Industrial Way consistent with the existing landscaping for all the businesses along Roberts Road and Coburg Industrial Way. The proposed landscaping area of 32.4 percent of the entire site is well above the required 20 percent minimum. Criterion met.

***i. Traffic Impact Study, when required, shall be prepared in accordance with the road authority's requirements. See ARTICLE X., Section I, for relevant standards.***

**FINDING:** The City did require a traffic impact study be completed by the applicant as part of the proposal. The applicant has hired Sandow Engineering, a registered traffic engineer, to complete that assessment. In the applicant's traffic study, it is found that all studied intersections operate within the mobility standards with and without the development traffic and the addition of development traffic does not substantially increase queuing conditions. The intersection that was studied in the TIA was Roberts Road at Coburg Industrial Way Roberts Road takes access off of Pearl Street, which is under the jurisdiction of Lane County. The applicant's TIA scope was reviewed and agreed upon by Lane County and the City of Coburg. The analysis concluded that all intersections within the study area will continue to operate within the City's mobility standards and will not require further mitigation. Please see the attached TIA (**Attachment B**) for analysis and conclusions. The TIA was prepared in accordance with the road authority's requirements, and therefore meets this criteria.

*The applicant's TIA was reviewed by Lane County Transportation Planning (LCTP) (**Attachment C**) and ODOT (**Attachment D**). Both agencies concurred with the analysis and had no further comments.*

***F. Site Design Review Approval Criteria. The review authority shall make written findings with respect to all of the following criteria when approving, approving with conditions, or denying an application:***

***1. The application is complete, as determined in accordance with ARTICLE X Types of Applications and ARTICLE XI.E, above.***

**FINDING:** The application for site design review submitted by Dakota Group, LLC. has been found to be complete for processing. The application was deemed complete on June 23, 2022. Criterion met.

***2. The application complies with all of the applicable provisions of the underlying Land Use District and Supplementary District Regulations (ARTICLE VII & VIII), including: building and yard setbacks, lot area and dimensions, density and floor area, lot coverage, building height, building orientation, architecture, and other special standards as may be required for certain land uses;***

**FINDING:** As found and discussed in this staff report, the application complies with all of the applicable provisions of the underlying Land Use District (Light Industrial) and the Supplementary District Regulations. Criterion met.

***3. The applicant shall be required to upgrade any existing development that does not comply with the applicable land use district standards, in conformance with ARTICLE VI, Non-Conforming Uses;***

**FINDING:** The application complies with all of the applicable provisions of the underlying Land Use District (Light Industrial) and the Supplementary District Regulations.

***4. The application complies with all of ARTICLE VII District Regulations and ARTICLE VIII Supplementary District Regulations and other standards as applicable;***

**FINDING:** As discussed and found in this staff report, the proposal complies with the District Regulations of ARTICLE VII District Regulations and VIII Supplementary District Regulations and other standards as applicable.

***5. Existing conditions of approval required as part of a prior Land Division (ARTICLE XII), Conditional Use Permit (ARTICLE XIII), Master Planned Development (ARTICLE XIV) or other approval shall be met.***

**FINDING:** There are no existing conditions of approval required to be met. Criterion not applicable.

## **V. CONDITIONS OF APPROVAL**

**Condition of Approval #1:** Prior to the commencement of construction activities, the applicant shall submit for and obtain the required building permits.

## **VI. ATTACHMENTS**

**Attachment A** – Applicant’s materials

**Attachment B** – Applicant’s Traffic Impact Analysis (TIA)

**Attachment C** – Lane County Transportation Planning (LCTP) concurrence with TIA

**Attachment D** – ODOT concurrence with TIA

**Attachment E** – Notice materials

## VII. DECISION

**FINAL ORDER & DECISION  
of the  
PLANNING COMMISSION of the City of Coburg  
SR 02-22 INDUSTRIAL PARK SITE REVIEW**

**A. The Planning Commission finds the following:**

1. The Planning Commission has reviewed all materials relevant to the Roberts Road **Industrial Park Site Review** that has been submitted by the applicant regarding this matter for at Assessors Map 16-03-33-40 TL # 400, 300 and 500 including the criteria, findings, and conclusions within the proposed final order and attached staff report.
2. On **July 20, 2022** the Planning Department recommended **CONDITIONAL** approval of the proposal after sending neighbor notice to adjacent properties on July 7, 2022, and agency referral on June 6, 2022. Notice was sent in accordance with O.R.S. 197.195(3) and Coburg Zoning Ordinance No. A-200-I, Article X.D.3.
3. A Notice of Appeal shall be filed with the City Planning Official or designee within 14 days of the date the Notice of Decision was mailed.
4. The applicant will need to satisfy the conditions as contained herein.
5. If no appeal is filed within 14 days of the date Notice of Decision was mailed, the decision shall become final.

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**Mr. Paul Thompson, Chair, Coburg Planning Commission**

**Dated Signed:** \_\_\_\_\_

**Date Mailed:** \_\_\_\_\_