

# Site Plan Review and Adjustments

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Submitted To: City of Salem Planning

Project Location: 2110 Strong Road SE  
Salem, OR

Applicant(s): Gurkirpa LLC

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## Aerial View of Subject Property and Surrounding Development



### Section 1: Property Background and Request

The applicant is presenting a Class 3 Site Plan Review and five Class 2 Adjustments to develop a newly proposed 8,000 square foot building for a future retail sales and service use on a portion of the former Fairview Training Center site.

The five Class 2 Adjustments being sought by the applicant are the following:

1. Minimum 0.75 Floor Area Ratio. The proposal includes a FAR of approximately 0.26, below the 0.75 FAR required.
2. Minimum building frontage of 70 percent along Strong Road SE. The proposal includes pedestrian amenities like larger sidewalks and enhanced landscape areas along the building frontage which doesn't meet the standard of 70 percent of the frontage being occupied by a building at the setback line.
3. Minimum building frontage of 70 percent along Lindburg Road SE. The proposal includes pedestrian amenities like larger sidewalks and enhanced landscape areas along the building frontage which doesn't meet the standard of 70 percent of the frontage being occupied by a building at the minimum setback line.

4. Side street setback. The proposal includes parking beside and behind the building along the private street Village Center Loop requiring the building to be setback more than 20 feet from the street along the side setback to accommodate the vehicle use areas.
5. Parking lot setback from streets. The refinement requires parking lots to be setback a minimum of 20 feet from streets. The proposed parking lot is currently setback more than 20 feet from Lindburg Road SE and Strong Road SE, but it is not, however, currently setback more than 20 feet from Village Center Loop. On the site plan a 20-foot setback distance is indicated between the parking lot and the paved travel lane of Village Center Loop. However, required setbacks adjacent to the private street are measured from the inside edge of the sidewalk (because the sidewalk is part of the private street right-of-way for the street).

This narrative coupled with the exhibits and studies provided by the applicant satisfy the burden of proof that the applicable approval criteria are, or can be, met at the time of building permit approval.

## Section 2: Existing Conditions

The subject property is approximately 1.08 acres in size, zoned FMU (Fairview Mixed-Use) within the Fairview Refinement Plan II refinement plan, has a MU “Mixed Use” comprehensive plan designation, and is located at 2110 Strong Road SE (Marion County Assessor Map and Tax Lot Number: 083W11AB03200).

The Comprehensive Plan designations of surrounding properties include:

North: MU “Mixed Use”

South: MU “Mixed Use”

East: MU “Mixed Use”

West: MU “Mixed Use”

The subject property is zoned FMU (Fairview Mixed Use). Surrounding properties are zoned as follows:

North: FMU (Fairview Mixed Use)

South: FMU (Fairview Mixed Use)

East: FMU (Fairview Mixed Use)

West: FMU (Fairview Mixed Use)



## Section 3: Applicable Zoning Codes

### **Salem Revised Code Chapter 220 – Site Plan Review**

*Section 220.001 – Purpose*

*Section 220.005 – Site plan review*

### **Salem Revised Code Chapter 230 – Historic Preservation**

*Section 230.001 – Purpose*

*Section 230.105 – Preservation of archeological resources*

### **Salem Revised Code Chapter 250 – Adjustments**

*Section 250.001 – Purpose*

*Section 250.005 – Adjustments*

### **Salem Revised Code Chapter 300 – Procedures for Land Use Applications and Legislative Land Use Proposals**

*Section 300.310 – Neighborhood Association Contact*

### **Salem Revised Code Chapter 530 – FMU-Fairview Mixed-Use**

*Section 530.015 – Development within the FMU zone*

*Section 530.045 – General development standards*

*Section 530.075 – FMU zone implementation and assurances*

*Section 530.080 – Issuance of building permits*

### **Salem Revised Code Chapter 602 – Airport Overlay Zone**

*Section 602.001 – Purpose*

*Section 602.005 - Definitions*

*Section 602.010 – Airport Overlay Zone Boundary*

*Section 602.015 – Uses*

*Section 602.020 – Development Standards*

*Section 602.025 – Airport Overlay Zone Height Variance*

## **Salem Revised Code Chapter 800 – General Development Standards**

*Section 800.001 – Purpose*

*Section 800.005 – Applicability*

*Section 800.035 – Setbacks*

*Section 800.040 – Special Setbacks*

*Section 800.055 – Solid waste service areas*

*Section 800.060 – Exterior lighting*

*Section 800.065 – Pedestrian Access*

## **Salem Revised Code Chapter 806 – Off-Street Parking, Loading and Driveways**

*Section 806.001 – Purpose*

*Section 806.015 – Amount off-street parking*

*Section 806.020 – Method of providing off-street parking*

*Section 806.035 – Off-street parking and vehicle use area development standards for uses or activities other than single family, two family, three family, and four family uses or activities*

*Section 806.045 – Bicycle parking; when required*

*Section 806.050 – Proximity of bicycle parking to use or activity served*

*Section 806.055 – Amount of bicycle parking*

*Section 806.060 - Bicycle parking development standards*

*Section 806.065 – Off-street loading areas; when required*

*Section 806.070 – Proximity of off-street loading areas to use or activity served*

*Section 806.075 – Amount of off-street loading*

*Section 806.080 – Off-street loading development standards*

## **Salem Revised Code Chapter 807 – Landscaping and Screening**

*Section 807.001 – Purpose*

## **Salem Revised Code Chapter 810 – Landslide Hazards**

*Section 810.001 – Purpose*

*Section 810.005 – Applicability*

*Section 810.020 – Landslide Hazard Construction Permit*

*Section 810.025 – Landslide Hazard Risk Assessment*

*Section 810.030 – Standards for Geological Assessments and Geotechnical Reports*

*Section 810.035 – Certification of Compliance*

## Section 4: Findings Applicable to Administrative Procedures

Chapter 300 – Procedures for Land Use Applications and Legislative Land Use Proposals

Section 300.310 – Neighborhood Association Contact

- (a) *Purpose.* The purpose of neighborhood association contact is to provide an opportunity for neighborhood associations to learn of upcoming land use applications involving land within or adjacent to their boundaries in advance of applications being submitted. This encourages dialogue and provides opportunities for feedback and resolution of potential issues prior to filing.

***Applicant’s Findings:*** *The applicant understands the purpose of requiring neighborhood association contact.*

(b) *Applicability.*

- (1) Neighborhood association contact, as provided in this section, is required for those land use applications identified under Table 300-2 as requiring neighborhood association contact.

***Applicant’s Findings:*** *As mentioned previously, Table 300-2 requires neighborhood association contact for the applications. The applicant’s representative prepared a letter and sent it to the chair and land use chair of the neighborhood association. The letter was sent via email. The email and the letter are included with this submittal.*

- (2) When multiple land use applications are consolidated into a single application and one or more of the applications involved include a requirement for neighborhood association contact and the other applications do not require neighborhood association contact, the entire consolidated application shall require neighborhood association contact.

***Applicant’s Findings:*** *The applicant understands because the application is consolidated, neighborhood association contact is required for all applications included. As demonstrated by the contact materials provided, the applicant notified the chair and land use chair of all applications being requested. This criterion is met.*

- (3) Nothing in this section shall be construed to preclude additional contact between an applicant and neighborhood association beyond the requirements of this section, or an applicant from contacting a neighborhood association where no neighborhood association contact is required.

***Applicant's Findings:*** *The applicant understands nothing in this section shall preclude additional contact between the applicant and neighborhood association.*

- (c) *Process.* Prior to submitting a land use application requiring neighborhood association contact, the applicant shall contact the City-recognized neighborhood association(s) whose boundaries include, or are adjacent to, the subject property via e-mail or mailed letter. The e-mail or mailed letter shall:
  - (1) Be sent to the chair(s) and land use chair(s) of the applicable neighborhood association(s) prior to submitting the land use application; and
  - (2) Contain the following information:
    - (A) The name, telephone number, and e-mail address of the applicant;
    - (B) The address of the subject property;
    - (C) A summary of the proposal;
    - (D) A conceptual site plan, if applicable, that includes the proposed development; and
    - (E) The date on which the e-mail or letter is being sent;

***Applicant's Findings:*** *The applicant emailed a letter with information relating to the proposal to both the chair and land use chair of the neighborhood association. The letter included all the required information listed above. This criterion is met.*

- (d) *Effect on subsequent land use application submittal.* A land use application requiring neighborhood association contact shall not be accepted, as provided under SRC 300.210, unless it is accompanied by a copy of the e-mail or letter that was sent to the neighborhood association, and a list of the e-mail or postal addresses to which the e-mail or letter was sent.

***Applicant's Findings:*** *The applicant understands the city is unable to accept applications requiring neighborhood association contact prior to contact being made. However, the applicant has demonstrated satisfying this criterion prior to submittal.*



## Section 5: Findings Applicable to Class 3 Site Plan Review

### Chapter 220 – Site Plan Review

#### Section 220.001 – Purpose

The purpose of this chapter is to provide a unified, consistent and efficient means to conduct site plan review for development activity that requires a building permit, to ensure that such development meets all applicable standards of the UDC, including, but not limited to, standards related to access, pedestrian connectivity, setbacks, parking areas, external refuse storage areas, open areas, landscaping, and transportation and utility infrastructure.

***Applicant's Findings:*** *The applicant understands the purpose of Chapter 220, pertaining to Site Plan Review applications within the City of Salem, is to provide both the applicant and the review authority a consistent means to conduct review for development which requires a building permit. The applicant provides findings to all applicable criteria within the sections of this narrative below meeting the burden of proof that the development complies with the applicable provisions of the UDC.*

#### Section 220.005 – Site Plan Review

(a) *Applicability.*

(1) Except as provided in subsection (a)(2) of this section, site plan review approval is required:

- (A) Prior to issuance of a building permit, for any development that requires a building permit;
- (B) Prior to a change of use, when a building permit is not otherwise required; and
- (C) Prior to commencement of work, for any of the following when a building permit is not otherwise required:
  - (i) Development of a new off-street parking or vehicle use areas;
  - (ii) Expansion of an existing off-street parking or vehicle use areas, when additional paved surface is added;
  - (iii) Alteration of an existing off-street parking or vehicle use areas, when the existing paved surface is replaced with a new paved surface;
  - (iv) Paving of an unpaved area; and
  - (v) Restriping of an off-street parking or vehicular use areas, when the layout will be reconfigured.

***Applicant's Findings:*** In accordance with this section, Class 3 Site Plan Review is applicable to the development as the applicant is seeking a building permit to develop a vacant site with a new building and establish a retail sales and service use. A Class 3 Site Plan Review application is triggered because the applicant is seeking approval of a Class 2 Adjustment to develop the site.

(2) Exemptions.

(A) The following development that requires a building permit is exempt from site plan review:

- (i) Development of a single family use, two family use, three family use, four family use, or cottage cluster on an individual lot, including the construction of accessory structures and paving associated with such uses.
- (ii) Sign installation.
- (iii) Ordinary maintenance or repair of existing buildings, structures, utilities, landscaping, and impervious surfaces, and the installation or replacement of operational equipment or fixtures.
- (iv) The alteration to the facade of a building except in the Mixed Use-I (MU-I) and Mixed Use-II (MU-II), Mixed Use-III (MU-III), Mixed Use-Riverfront (MU-R) zones unless there are no standards in the zone that are applicable to the proposed façade alteration.
- (v) Interior construction or tenant improvements that involve no change of use or occupancy.
- (vi) Demolition permit.
- (vii) Construction of a fence.

(B) Any of the activities identified under subsection (a)(1)(C) of this section are exempt from site plan review if they are for a single family use, two family use, three family use, four family use, or cottage cluster on an individual lot.

***Applicant's Findings:*** The application, as proposed, is not exempt from Site Plan Review. This section is not applicable.

(b) *Classes.* The three classes of site plan review are:

- (1) *Class 1 site plan review.* Class 1 site plan review is site plan review for any development under subsection (a)(1) of this section that does not involve a land use decision or limited land use decision, as those terms are defined in ORS 197.015, and that involves either:

- (A) A change of use or change of occupancy where only construction or improvements to the interior of the building or structure are required; or
  - (B) A change of use when a building permit is not otherwise required.
- (2) *Class 2 site plan review.* Class 2 site plan review is site plan review for any development under subsection (a)(1) of this section, other than development subject to Class 1 site plan review, that does not involve a land use decision or limited land use decision, as those terms are defined in ORS 197.015.
- (3) *Class 3 site plan review.* Class 3 site plan review is site plan review for any development under subsection (a)(1) of this section that involves a land use decision or limited land use decision, as those terms are defined in ORS 197.015. As used in this subsection, land use decisions and limited land use decisions include, but are not limited to, any development application that:
- (A) Requires a Transportation Impact Analysis pursuant to SRC chapter 803;
  - (B) Requires a geotechnical report or geologic assessment under SRC chapter 810, except where a geotechnical report or geologic assessment has already been approved for the property subject to the development application;
  - (C) Requires deviation from clear and objective development standards of the UDC relating to streets, driveways or vision clearance areas;
  - (D) Proposes dedication of right-of-way which is less than the requirements of the Salem Transportation System Plan;
  - (E) Requires deviation from the clear and objective standards of the UDC and where the Review Authority is granted the authority to use limited discretion in deviating from the standard; or
  - (F) Involves the imposition of conditions of approval; or
  - (G) Requires a variance, adjustment, or conditional use permit.

***Applicant's Findings:*** *This proposal triggers a Class 3 Site Plan review as it is consolidated with another limited land use decision, a Class 2 Adjustments. Additionally, the development proposed requires a building permit.*

(c) *Procedure type.*

- (1) Class 1 site plan review is processed as a Type I procedure under SRC chapter 300.
- (2) Class 2 site plan review is processed as a Type I procedure under SRC chapter 300.

- (3) Class 3 site plan review is processed as a Type II procedure under SRC chapter 300.
- (4) An application for site plan review may be processed concurrently with an application for a building permit; provided, however, the building permit shall not be issued until site plan review approval has been granted.

***Applicant's Findings:*** *This consolidated application will be processed utilizing Type II procedures in accordance with SRC Chapter 300 and this section.*

- (d) *Submittal requirements for Class 1 site plan review.* In lieu of the application submittal requirements under SRC chapter 300, an application for a Class 1 site plan review shall include a completed application form that shall contain the following information:
- (1) The names and addresses of the applicant(s), the owner(s) of the subject property, and any authorized representative(s) thereof;
  - (2) The address or location of the subject property and its assessor's map and tax lot number;
  - (3) The size of the subject property;
  - (4) The comprehensive plan designation and zoning of the subject property;
  - (5) The type of application(s);
  - (6) A brief description of the proposal; and
  - (7) Signatures of the applicant(s), owner(s) of the subject property, and/or the duly authorized representative(s) thereof authorizing the filing of the application(s).

***Applicant's Findings:*** *The applicant is seeking approval of a Class 3 Site Plan Review. The submittal requirements for a Class 1 Site Plan Review are not applicable to this request.*

- (e) *Submittal requirements for Class 2 and Class 3 site plan review.*
- (1) *Class 2 site plan review.* In addition to the submittal requirements for a Type I application under SRC chapter 300, an application for Class 2 site plan review shall include the following:
    - (A) A site plan, of a size and form and in the number of copies meeting the standards established by the Planning Administrator, containing the following information:
      - (i) The total site area, dimensions, and orientation relative to north;
      - (ii) The location of all proposed primary and accessory structures and other improvements, including fences, walls, and driveways, indicating distance from the structures and improvements to all property lines and adjacent on-site structures;



- (iii) Loading areas, if included in the proposed development;
  - (iv) The size and location of solid waste and recyclables storage and collection areas, and amount of overhead clearance above such enclosures, if included in the proposed development;
  - (v) An indication of future phases of development on the site, if applicable;
  - (vi) All proposed landscape areas on the site, with an indication of square footage and their percentage of the total site area;
  - (vii) The location, height, and material of fences, berms, walls, and other proposed screening as they relate to landscaping and screening required by SRC chapter 807;
  - (viii) The location of all trees and vegetation required to be protected pursuant to SRC chapter 808;
  - (ix) The location of all street trees, if applicable, or proposed location of street trees required to be planted at time of development pursuant to SRC chapter 86; and
  - (x) Identification of vehicle, pedestrian, and bicycle parking and circulation areas, including handicapped parking stalls, disembarking areas, accessible routes of travel, and proposed ramps.
- (B) An existing conditions plan, of a size and form and in the number of copies meeting the standards established by the Planning Administrator, containing the following information:
- (i) The total site area, dimensions, and orientation relative to north;
  - (ii) The location of existing structures and other improvements on the site, including accessory structures, fences, walls, and driveways, noting their distance from property lines; and
  - (iii) The type, size, and location of all existing trees on the property, with an identification of those trees that will be preserved and those trees that will be removed; and

- (iv) The location of the 100-year floodplain, if applicable.
- (C) A tree plan, of a size and form and in the number of copies meeting the standards established by the Planning Administrator, containing the following information:
- (i) The total site area, dimensions, and orientation relative to north;
  - (ii) The location of all existing trees, indicating their species, DBH, critical root zone, and whether they will be preserved or removed;
  - (iii) The location of all new trees proposed to be planted on the development site, indicating their species and caliper at the time of planting;
  - (iv) The perimeter and soil depth of all proposed tree planting areas;
  - (v) The location of all existing and proposed primary and accessory structures;
  - (vi) The location of all existing and proposed parking and vehicle use areas; and
  - (vii) For developments that include more than one-half acre of new off-street surface parking, the tree plan shall include the expected tree canopy area after 15 years for all trees not removed by the proposed development, and the caliper of all proposed new trees at the time of planting in addition to the other requirements of the tree planting plan.
- (D) A grading plan depicting proposed site conditions following completion of the proposed development, when grading of the subject property will be necessary to accommodate the proposed development.
- (E) A completed trip generation estimate for the proposed development, on forms provided by the City.
- (F) Building elevation drawings for any proposed new buildings and any exterior additions or alterations to existing buildings when the height of the building, or a portion of the building is changed.
- (G) For development in the Mixed Use-I (MU-I) and Mixed Use-II (MU-II) Mixed Use-III (MU-III), and Mixed Use-Riverfront (MU-R) zones, architectural drawings, renderings, or sketches showing all

elevations of the existing buildings and the proposed buildings as they will appear on completion.

- (H) For developments that include more than one-half acre of new off-street surface parking, proof of coordination with the local electric utility to ensure the compatibility of tree canopy and root systems with planned and existing utility infrastructure.

(2) *Class 3 site plan review.* In addition to the submittal requirements for a Type II application under SRC chapter 300, an application for Class 3 site plan review shall include the following:

- (A) All submittal requirements for a Class 2 site plan review under subsection (e)(1) of this section;
- (B) The zoning district, comprehensive plan designation, and land uses for all properties abutting the site;
- (C) Driveway locations, public and private streets, bike paths, transit stops, sidewalks, and other bike and pedestrian pathways, curbs, and easements;
- (D) The elevation of the site at two-foot contour intervals, with specific identification of slopes in excess of 15 percent;
- (E) The location of drainage patterns and drainage courses, if applicable;
- (F) A preliminary utility plan showing capacity needs for municipal water, stormwater facilities, and sewer service, and schematic location of connection points to existing municipal water and sewer services;
- (G) Summary table which includes site zoning designation; total site area; gross floor area by use (e.g., manufacturing, office, retail, storage); building height; itemized number of full size compact and handicapped parking stalls, and the collective total number; total lot coverage proposed, including areas to be paved for parking and sidewalks;
- (H) A geological assessment or geotechnical report, if required by SRC chapter 810, or a certification from an engineering geologist or a geotechnical engineer that landslide risk on the site is low, and that there is no need for further landslide risk assessment; and
- (I) A Transportation Impact Analysis, if required by SRC chapter 803.

***Applicant's Findings:*** *The applicant is seeking approval of a Class 3 Site Plan Review. This submittal includes all of the required documentation and information outlined in subsections (1) and (2) above.*

(f) *Criteria.*

(1) ... [Omitted intentionally due to inapplicability]

(2) ... [Omitted intentionally due to inapplicability]

(3) *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;

***Applicant's Findings:*** *The applicant has compiled a complete list of applicable standards and criteria and has provided a response to each within this narrative. If there is an instance where the proposal is unable to meet the standard, the applicant is seeking approval of an adjustment with mitigation where necessary to meet the underlying intent of the standard being adjusted. This criterion is 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;

***Applicant's Findings:*** *The development site is located within a portion of Fairview which has a complete and developed system of streets. Specifically, the site is abutting Strong Road SE and Lindburg Road SE in addition to Village Center Loop which is a private street. The existing traffic circulation pattern into the site, through the site, and out of the site is cohesive with the street systems already in place. The applicant is proposing a clear pedestrian network on site, with protections where necessary in the form of elevation or material changes. The proposed pedestrian connections are intended to increase the safety of pedestrians and cyclists leaving the public right-of-way and entering the site. The transportation system in the surrounding area is built up and has a complete network of streets providing for the safe, orderly, and efficient circulation of traffic into and out of the development site. Because the proposed enhanced circulation plan accommodates all modes of transportation and meets safety standards for vision clearance areas, this criterion is met.*

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

***Applicant's Findings:*** *The applicant is proposing a clearer pedestrian network on site, with protections where the pedestrian path crosses the existing drive aisle for the eastern parking lot. The proposed pedestrian connections are intended to increase the safety of pedestrians and cyclists leaving the public right-of-way and entering the site. Additionally, the applicant is proposing bicycle parking facilities meeting the standards of SRC 806. Further in this narrative, the applicant addresses relevant standards included in SRC 806 which details how the proposal meets approval criteria. Because the proposed enhanced circulation plan accommodates all*



*modes of transportation and meets safety standards for vision clearance areas, this criterion is met.*

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

***Applicant's Findings:*** *City infrastructure is stubbed to the subject site and was developed with the Fairview master plan. The refinement plan anticipated development of the subject site and the proposed use is in conformance with the refinement plan. The development of the vacant site will not increase the demand on City systems or services beyond what was anticipated by the refinement plan, as demonstrated by the civil plans included in this application package. This criterion is met.*

#### Chapter 530 – FMU – Fairview Mixed-Use Section 530.010 – Overlay Areas

For the purpose of regulating development within the FMU zone, the following overlay areas, identified in Figure 530-1, are established:

- (a) *Low-intensity residential (LI)*. The low-intensity residential area comprises single family activities in detached housing types sited on separate lots with private yards and street and/or alley access. Nonresidential uses, except for a few limited exceptions, are prohibited.
- (b) *Mixed-intensity (MI)*. The mixed-intensity area comprises primarily residential uses, along with a mix of small-scale neighborhood commercial, employment, and public services uses. Buildings will be a mix of one-story to three-story detached, attached, or stacked housing types sited on smaller individually-owned lots with private yards and street and/or alley access, or larger lots under multiple or separate ownership with shared street and/or alley access. Townhouse development is appropriate at the higher density range.
- (c) *Adaptive use (AU)*. The adaptive use area is intended to comprise the highest concentration of existing buildings and historic development patterns. Residential and nonresidential development within this area may occur within existing structures that have been rehabilitated or within new structures.
- (d) *Village center (VC)*. The village center area comprises the most intense and pedestrian-oriented residential, commercial, employment, and public services uses. Residential uses will have densities of no less than 16 dwelling units per net acre. Nonresidential uses include a mix of large and small scale commercial establishments, which cumulatively will be limited to not more than approximately 80,000 square feet of pedestrian-oriented retail. Office uses are encouraged.

***Applicant's Findings:*** *The subject site falls within the Village Center portion of the Fairview Refinement Plan II. The applicant is proposing a new building to be utilized for retail sales and service as anticipated by the refinement plan. The proposal is for a building with 8,000 square feet and a robust pedestrian network meeting the intention of this area of the master planned community.*

#### Section 530.015 – Development within the FMU Zone

All development within the FMU zone shall be undertaken pursuant to the Fairview plan, a refinement plan, and the development standards set forth in this chapter.

#### Section 530.040 – Uses

- (a) Except as otherwise provided in this section, the permitted (P), special (S), conditional (C), and prohibited (N) uses in the FMU zone are set forth in Table 530-1.
- (b) *Additional prohibited uses.* Notwithstanding Table 530-1, eating and drinking establishments otherwise permitted within the FMU zone shall be a prohibited use within the FMU zone if developed with a drive-through.

***Applicant's Findings:*** *As demonstrated earlier in this narrative, the applicant is seeking approval to develop a new building to be occupied by retail sales and service uses within the VC portion of the Fairview Refinement Plan II of the master planned community. In accordance with this section, the use proposed is an outright permitted use in the zone, and refinement plan.*

#### Section 530.045 – General development standards

Development within the FMU zone must comply with the development standards established as part of a refinement plan and the development standards set forth this section.

- (a) *Nonresidential development in MI area.* Except for activities falling under basic education, no building used exclusively for a nonresidential use within the MI area shall have a building footprint greater than 6,000 square feet. Activities falling under basic education located within the MI area may have a building footprint greater than 6000 square feet.
- (b) *Open space.* A minimum of 20 acres of land within the FMU zone shall be reserved as natural open space.
- (c) *Maximum number of dwelling units.* The maximum number of dwelling units permitted in the FMU zone shall be 2000.
- (d) *FMU zone boundary setback.* All buildings and accessory structures within the FMU zone shall be set back a minimum of 20 feet from the FMU zone boundary.
- (e) *Off-street parking.* Notwithstanding the standards included within any refinement plan, minimum and maximum off-street parking shall conform to the requirements of SRC chapter 806.

**Applicant's Findings:** *Of these general development standards, only subsection (e) applies to this application. The applicant has demonstrated compliance with the applicable provisions of SRC Chapter 806 for off-street parking and loading. As applicable, the proposal meets these criteria.*

## Chapter 602 – Airport Overlay Zone

### Section 602.001 – Purpose

The purpose of the Airport Overlay Zone is to establish standards to promote air navigational safety and prevent hazards and obstructions to air navigation and flight.

**Applicant's Findings:** *The applicant understands the provisions set forth in this chapter are to eliminate or prevent any hazards or obstructions to air navigation and flight. It is understood any development within these areas is subject to the standards of this section.*

### Section 602.010 – Airport Overlay Zone Boundary

The boundaries of the Airport Overlay Zone are shown in Figure 602-1. The Airport Overlay Zone is divided into the following areas that apply to land beneath, upon, and above the approach surface, transitional surfaces, horizontal surface, and conical surfaces of McNary Field:

- (a) *Approach area.* The approach area consists of the following:
  - (1) *Runway other than utility runway with only visual approach area.* The inner boundary of the runway other than utility runway with only visual approach area lies along the end of the primary surface and is 500 feet wide. The area expands outward uniformly to a width of 1,500 feet at a horizontal distance of 5,000 feet from the primary surface. The centerline of the area is the continuation of the centerline of Runway 16/34.
  - (2) *Non-precision instrument runway having a non-precision instrument approach with visibility minimums as low as three-quarter mile area.* The inner boundary of the non-precision instrument runway having a non-precision instrument approach with visibility minimums as low as three-quarter mile area lies along the end of the primary surface and is 1,000 feet wide. The area expands outward uniformly to a width of 4,000 feet at a horizontal distance of 10,000 feet from the primary surface. The centerline of the area is the continuation of the centerline of Runway 13.
  - (3) *Precision instrument runway approach area.* The inner boundary of the precision instrument runway approach area lies along the end of the primary surface and is 1,000 feet wide. The area expands outward uniformly to a width of 16,000 feet at a horizontal distance of 10,000 feet from the primary surface and thereafter

to a horizontal distance of 50,000 feet from the primary surface. The centerline of the area is the continuation of the centerline of Runway 31.

- (b) *Transitional areas.* The transitional areas are those areas that lie beneath the transitional surfaces of each runway.
- (c) *Horizontal area.* The boundary of the horizontal area is established by swinging arcs with 5,000 feet radii, for all utility or visual runways, and 10,000 feet radii, for all other runways, from the center of each end of the primary surface of each runway and connecting the adjacent arcs by drawing lines tangent to those arcs. The horizontal area does not include the approach and transitional areas.
- (d) *Conical surface area.* The conical surface area commences at the periphery of the horizontal area and extends outward a horizontal distance of 4,000 feet.

***Applicant's Findings:*** *The development site is subject to the restrictions of the horizontal area as it is within this boundary of the overlay zone.*

#### Section 602.015 – Uses

Any use that is a permitted, special, conditional, or prohibited use in the underlying zone is a permitted, special, conditional, or prohibited use in the Airport Overlay Zone.

***Applicant's Findings:*** *The applicant understands the uses permitted are reliant on the underlying zoning and overlay zoning, not the airport overlay zone itself. The applicant is proposing a retail sales and service use within the new building, which is outright permitted in the FMU zone. This criterion is met.*

#### Section 602.020 – Development Standards

Development within the Airport Overlay Zone must comply with the development standards applicable in the underlying zone and the development standards set forth in this section. The development standards in this section are in addition to, and not in lieu of, all other applicable development standards in the underlying zone. Where the development standards in this section conflict with the development standards applicable in the underlying zone or any other overlay zone, the more restrictive development standards shall be the applicable development standard.

- (a) *Height.* Except as otherwise provided in this chapter, no building, structure, or object shall be erected or increased in height, and no vegetation shall be allowed to grow, to a height in excess of the height limitations set forth in this subsection. If all or part of a lot is located in more than one Airport Overlay Zone area, the applicable height limitation shall be the most restrictive height limitation.
  - (1) *Runway other than a utility runway with only visual approaches.* No building, structure, object, or vegetative growth shall have a height greater than that established by a plane sloping 20 feet outward for each one foot upward

beginning at the end of, and at the same elevation as, the primary surface and extending to a horizontal distance of 5,000 feet along the extended centerline of Runway 16-34.

- (2) *Non-precision instrument runway having a non-precision instrument approach with visibility minimums as low as three-quarter mile.* No building, structure, object, or vegetative growth shall have a height greater than that established by a plane sloping 34 feet outward for each one foot upward beginning at the end of, and at the same elevation as, the primary surface and extending to a horizontal distance of 10,000 feet along the extended centerline of Runway 13.
- (3) *Precision instrument runway approach.* No building, structure, object, or vegetative growth shall have a height greater than that established by a plane sloping 50 feet outward for each one foot upward beginning at the end of, and at the same elevation as, the primary surface and extending to a horizontal distance of 10,000 feet along the extended centerline of Runway 31; thence sloping 40 feet outward for each one foot upward to an additional horizontal distance of 40,000 feet along the extended centerline of Runway 31.
- (4) *Transitional surface.* In the transitional surface, no building, structure, object, or vegetative growth shall have a height greater than that established by a plane sloping seven feet outward for each one foot upward beginning at the sides of, and at the same elevation as, the primary surface and the approach surface, and extending to a height of 150 feet above the airport elevation. In addition, in the transitional surface there are established height limits sloping seven feet outward for each one foot upward beginning at the sides of, and the same elevation as, the approach surface, and extending to where they intersect the conical surface. Where the precision instrument runway approach area projects beyond the conical area, there are established height limits sloping seven feet outward for each one foot upward beginning at the sides of, and the same elevation as, the approach surface, and extending a horizontal distance of 5,000 feet measured at 90-degree angles to the extended runway centerline.

***Applicant's Findings:*** *The development site falls within the horizontal surface area, criteria 1 through 4 are not applicable.*

- (5) *Horizontal surface.* In the horizontal surface, no building, structure, object, or vegetative growth shall have a height greater than that established by a horizontal plane 150 feet above the airport elevation.

***Applicant's Findings:*** *The proposed building is shorter than surrounding buildings and trees. Because new buildings have been constructed in the area which are taller than the building proposed in this application, the applicant is confident the proposed building will meet the requirements of the horizontal surface. This criterion will be met.*

- (6) *Conical surface.* In the conical surface, no building, structure, object, or vegetative growth shall have a height greater than that established by a plane sloping 20 feet outward for each one foot upward beginning at the periphery of the horizontal surface, 150 feet above the airport elevation, and extending to a height of 350 feet above the airport elevation.

***Applicant's Findings:*** *The development site falls within the horizontal surface area, criterion 6 is not applicable.*

- (b) *Development compatibility.* Uses within the Airport Overlay Zone shall not be developed, conducted, or maintained in such a manner as to create electrical interference with navigational signals or radio communications between the airport and aircraft, make it difficult for pilots to distinguish between airport lights and other lights, result in glare in the eyes of pilots using the airport, impair visibility in the vicinity of the airport, attract wildlife, or endanger or interfere in any other manner with landing, takeoff, or maneuvering of aircraft using or intending to use McNary Field.

***Applicant's Findings:*** *Staff will review this proposal at the time of submittal and determine development compatibility. It is the assertion of the applicant and their representatives that construction contracting use will not cause any electrical interference with navigational signals or radio communications between the airport and aircraft. This criterion is met.*

- (c) *Marking and lighting.* Marking and lighting necessary to indicate the presence of buildings, structures, or vegetation to operators of aircraft in the vicinity of the airport shall be provided as required by the FAA.

***Applicant's Findings:*** *If additional markings or lighting is determined to be required by the FAA to indicate the presence of buildings, structures, or vegetation, the applicant will comply with all reasonable requests to ensure the standards are met.*

## Chapter 800 – General Development Standards

### Section 800.001 – Purpose

The purpose of this chapter is to establish certain standards that apply generally to development throughout the City, regardless of zone.

### Section 800.005 – Applicability

The standards set forth in this chapter apply to all development in every zone unless otherwise exempted by the UDC. In the event of a conflict between the standards set forth in this chapter and any other provision of the UDC, the more restrictive provision shall apply.

***Applicant's Findings:*** *The provisions of Chapter 800 are triggered because the applicant is applying for a class 3 site plan review to develop the site for a retail sales and service use. The*

*applicant understands if there is a conflict of standards within the UDC, the more restrictive provisions will be applicable.*

#### Section 800.055 – Solid waste service areas

Solid waste service areas shall provide for the safe and convenient collection of solid waste and recyclable and compostable materials by the local solid waste collection franchisee.

- (a) *Applicability.* Solid waste service area design standards shall apply to:
- (1) All new solid waste, recycling, and compostable service areas, where use of a solid waste, recycling, and compostable receptacle of one cubic yard or larger is proposed; and
  - (2) Any change to an existing solid waste service area for receptacles of one cubic yard or larger that requires a building permit.

***Applicant's Findings:*** *As demonstrated by the applicant's site plan, a solid waste area is identified. At the time of building permit application, the applicant will provide detailed plans demonstrating all applicable criteria are met.*

#### Section 800.060 – Exterior Lighting

- (a) Exterior lighting shall not shine or reflect onto adjacent properties, or cast glare onto the public right-of-way.
- (b) Exterior light fixtures shall be located and designed so that the light source, when viewed at a height of five feet above the ground at a distance of five feet outside the boundary of the lot, shall be either:
- (1) Completely shielded from direct view; or
  - (2) No greater than five foot-candles in illumination.

***Applicant's Findings:*** *Lighting plans will be provided at the time of building permit application submittal. Plans submitted will demonstrate the applicable criteria will be met.*

#### Section 800.065 – Pedestrian access

Except where pedestrian access standards are provided elsewhere under the UDC, and unless otherwise provided in this section, all developments, other than development of single-family, two-family, three-family, and four-family uses, and multiple family uses subject to SRC chapter 702, shall include an on-site pedestrian circulation system developed in conformance with the standards in this section. For purposes of this section development means the construction of, or addition to, a building or accessory structure or the construction of, or alteration or addition to, an off-street parking or vehicle use area. Development does not include construction of, or additions to, buildings or accessory structures that are less than 200 square feet in floor area. Development also does not include the installation of electric vehicle charging stations in existing approved parking lots or vehicle use areas.



(a) *Pedestrian connections required.* The on-site pedestrian circulation system shall provide pedestrian connectivity throughout the development site as follows:

(1) *Connection between building entrances and streets.*

(A) Except as otherwise provided in this subsection, a pedestrian connection shall be provided between the primary building entrance of each building on the development site and each adjacent street. Where a building has more than one primary building entrance, a single pedestrian connection from one of the building's primary entrances to each adjacent street is allowed; provided each of the building's primary entrances are connected, via a pedestrian connection, to the required connection to the street (see Figure 800-11).

***Applicant's Findings:*** *As demonstrated by the site plan provided, the applicant's proposal includes a robust pedestrian network connecting pedestrians from the abutting public streets to all main entrances of the building. All primary entrances are connected and lead to the abutting streets. This criterion is met.*

(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 (see Figure 800-12).

***Applicant's Findings:*** *The applicant is proposing a pedestrian connection directly to the transit stop along the frontage of Strong Road SE. This criterion is met.*

(C) A pedestrian connection is not required between the primary building entrance of a building and each adjacent street if:

- (i) The development site is a corner lot and the building has a primary building entrance that is located within 20 feet of, and has a pedestrian connection to, the property line abutting one of the adjacent streets; or
- (ii) The building is a service, storage, maintenance, or similar type building not primarily intended for human occupancy.

***Applicant's Findings:*** *The proposal includes pedestrian connections between all primary entrances and the street as demonstrated by the site plan included with the application. This criterion is met.*

(2) *Connection between buildings on the same development site.*

(A) Except as otherwise provided in this subsection, where there is more than one building on a development site, a pedestrian connection,

or pedestrian connections, shall be provided to connect the primary building entrances of all of the buildings.

- (B) A pedestrian connection, or pedestrian connections, is not required between buildings on the same development site if:
  - (i) The buildings have a primary building entrance that is located within 20 feet of, and has a pedestrian connection to, the property line abutting a street; and
  - (ii) A public sidewalk within the adjacent street right-of-way provides pedestrian access between the primary building entrances; or
  - (iii) The buildings are service, storage, maintenance, or similar type buildings not primarily intended for human occupancy.

***Applicant's Findings:*** *The proposal includes one new building on the subject site which is currently vacant. Connections between buildings on the same development site is not applicable to the applicant's proposal.*

(3) *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 or where there is no building, through the parking area as provided in this subsection.

***Applicant's Findings:*** *As demonstrated by the site plan included with this application, the parking lot is less than 25,000 square feet and does not include four or more consecutive parallel drive aisles. Therefore, these criteria are not applicable.*

(4) *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.

***Applicant's Findings:*** *The site is not abutting existing or planned paths or trails. This criterion is not applicable.*

- (5) *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. A pedestrian connection is not required, however:
- (A) To abutting properties used for activities falling within the following use classifications, use categories, and uses under SRC chapter 400:
    - (i) Single-family;
    - (ii) Two-family;
    - (iii) Group living;
    - (iv) Industrial;
    - (v) Infrastructure and utilities; and
    - (vi) Natural resources.
  - (B) Where the use of an abutting property has specific security needs that make providing a connection impractical or undesirable;
  - (C) Where on-site activities on abutting properties, such as the operation of trucks, forklifts, and other equipment and machinery would present safety conflicts with pedestrians;
  - (D) Where buildings or other improvements on abutting properties physically preclude a connection now or in the future; or
  - (E) Where physical conditions of the land, such as topography or existing natural resource areas, including, but not limited to, wetlands, ponds, lakes, streams, or rivers, make providing a connection impractical.

***Applicant's Findings:*** *As demonstrated by the site plan provided, the subject site is bound on all sides by streets and no vehicular connections are provided from the applicant's development site to abutting development sites. This criterion is not applicable.*

(b) *Design and materials.* Required pedestrian connections shall be in the form of a walkway, or may be in the form of a plaza. Where a path or trail identified in the Salem Transportation System Plan (TSP) or Salem Comprehensive Parks System Master Plan is required, the path or trail shall conform to the applicable standards of the TSP or Salem Comprehensive Parks System Master Plan in-lieu of the standards in this subsection.

(1) Walkways shall conform to the following:

- (A) Material and width. Walkways shall be paved with a hard-surface material meeting the Public Works Design Standards, and shall be 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.

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

(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.

(d) *Applicability of standards to development sites comprised of lots under separate ownership.*

(1) When a development site is comprised of lots under separate ownership, the pedestrian access standards set forth in this section shall apply only to the lot, or lots, proposed for development, together with any additional contiguous lots within the development site that are under the same ownership as those proposed for development.

(2) Where the pedestrian access standards of this section would otherwise require additional pedestrian connections throughout the development site beyond just the lot, or lots, proposed for development and any contiguous lots under the same ownership, the required pedestrian connections shall be extended to the boundaries of the lot, or lots, proposed for development and any contiguous lots under the same ownership in order to allow for future extension of required pedestrian connections through the other lots within the development site in conformance with the standards in this section.

***Applicant's Findings:*** *At the time of building permit, the applicant will submit further details regarding the material of the pedestrian connections. Wheel stops will be utilized for all parking stalls. As applicable, these criteria are met by the proposal.*

## Chapter 806 – Off-Street Parking, Loading, and Driveways

### Section 806.001 – Purpose

The purpose of this chapter is to establish standards for off-street parking and vehicle use areas, bicycle parking, loading areas, and driveways.

**Section 806.015 – Amount of Off-Street Parking**

- (a) *Maximum off-street parking.* Except as otherwise provided in this section, and unless otherwise provided under the UDC, offstreet parking shall not exceed the amounts set forth in Table 806-1. For the purposes of calculating the maximum amount of off-street parking allowed, driveways shall not be considered off-street parking spaces.
- (b) *Compact parking.* Up to 75 percent of the off-street parking spaces provided on a development site 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 five percent of their total off-street parking spaces for carpool or vanpool parking.
- (d) *Required electric vehicle charging spaces.* For any newly constructed building with five or more dwelling units on the same lot, including buildings with a mix of residential and nonresidential uses, a minimum of 40 percent of the off-street parking spaces provided on the site for the building shall be designated as spaces to serve electrical vehicle charging. In order to comply with this subsection, such spaces shall include provisions for electrical service capacity, as defined in ORS 455.417.

**Applicant’s Findings:** *In accordance with Table 806-1, the following parking maximums apply:*

Retail Sales and Service		
Eating and drinking establishments	1 per 175 sq. ft. or 2 per mobile food unit, whichever is greater	Applicable to mobile food units where they are the sole use on the lot.
	1 per 175 sq. ft.	Applicable to all other eating and drinking establishments.
Retail sales	1 per 200 sq. ft.	
Personal services	1 per 250 sq. ft.	
Postal services and retail financial services	1 per 350 sq. ft.	
Shopping center	1 per 200 sq. ft.	

*As identified by the applicant throughout this narrative, the proposal is for a retail sales use. The use is limited to a maximum of 1 parking space per 200 square feet. The proposed building totals 8,000 square feet, a maximum of 40 parking spaces is allowed. The applicant proposes 26 off-street parking stalls, which does not exceed the maximum allowed. Of the 26 parking spaces provided, 10 are compact, which is less than 50 percent. Carpool and vanpool parking spaces are not required to be provided. In accordance with EV charging requirements, not less than 40 percent of the parking spaces will be supplied with conduit at the time of building permit submittal, these details will be provided. The proposal meets the applicable criteria.*

**Section 806.020 – Method of Providing Off-Street Parking**

- (a) *General.* If provided, off-street parking shall be accommodated through one or more of the following methods:

- (1) *Ownership*. Ownership in fee by the owner of the property served by the parking;
- (2) *Easement*. A permanent and irrevocable easement appurtenant to the property served by the parking;
- (3) *Lease Agreement*. A lease agreement
- (4) *Lease or rental agreement in parking structure*. A lease or rental agreement in an off-street parking facility established pursuant to ORS 223.805 to 223.845;

***Applicant's Findings:*** *Parking on the site will be provided through method (1), ownership.*

- (b) *Review and filing of agreement*. Prior to execution of any lease or rental agreement set forth in this section, the form of such agreement shall be reviewed by the City Attorney. An executed copy of the approved agreement shall be filed with the Planning Administrator.

#### Section 806.035 – Off-Street Parking and Vehicle Use Area Development Standards for Uses of Activities Other Than Single-Family, Two-Family, Three-Family, and Four-Family

Unless otherwise provided under the UDC, off-street parking and vehicle use areas, other than driveways and loading areas, for uses or activities other than single family, two family, three family, and four family shall be developed and maintained as provided in this section.

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

***Applicant's Findings:*** *The subject property is vacant, and the development includes a new off-street parking and vehicle use area, triggering the applicability of this section.*

- (b) *Location*.
  - (1) *Generally*. Off-street parking and vehicle use areas shall not be located within required setbacks.

***Applicant's Findings:*** *None of the proposed parking spaces are proposed within required setbacks. This criterion is met.*

- (2) *Carpool and vanpool parking*. 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.

***Applicant's Findings:*** *Carpool and vanpool parking is not provided. This criterion is not applicable.*

(3) *Underground parking.* Off-street parking may be located underground in all zones, except the RA and RS zones. Such underground parking may be located beneath required setbacks; provided, however, no portion of the structure enclosing the underground parking shall project into the required setback, and all required setbacks located above the underground parking structure shall be landscaped as otherwise required under the UDC.

***Applicant's Findings:*** *Underground parking is not provided. This criterion is not applicable.*

(c) *Perimeter setbacks and landscaping.*

(1) *Perimeter setbacks and landscaping, generally.*

(A) *Perimeter setbacks.* Perimeter setbacks, as set forth in this subsection, 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. Perimeter setbacks for parking garages are set forth under subsection (c)(5) of this section. Perimeter setbacks are not required for:

- (i) Off-street parking and vehicle use areas abutting an alley.
- (ii) Vehicle storage areas within the IG zone.
- (iii) Temporary and seasonal gravel off-street parking areas, approved pursuant to SRC chapter 701, abutting nonresidential zones, uses or activities other than household living, or local streets.
- (iv) Gravel off-street parking areas, approved through a conditional use permit, abutting nonresidential zones, uses or activities other than household living, or local streets.
- (v) Underground parking.

(B) *Perimeter landscaping.* Required perimeter setbacks for off-street parking and vehicle use areas shall be landscaped as set forth in this subsection.

(2) *Perimeter setbacks and landscaping abutting streets.* Unless a greater setback is required elsewhere within the UDC, off-street parking and vehicle use areas

abutting a street shall be setback and landscaped according to one the methods set forth in this subsection. Street trees located along an arterial street may be counted towards meeting the minimum required number of plant units.

(A) *Method A.* The off-street parking and vehicle use area shall be setback a minimum of ten feet (see Figure 806-1). The setback shall be landscaped according to the Type A standard set forth in SRC chapter 807.

(B) *Method B.* The off-street parking and vehicle use area shall be setback to accommodate a berm, the top of which shall be a minimum of 2.5 feet higher than the elevation of the abutting off-street parking or vehicle use area (see Figure 806-2). The berm shall have a slope no steeper than a 3:1 on all sides, and shall be landscaped according to the Type A standard set forth in SRC chapter 807 with plant materials to prevent erosion. The berm shall not alter natural drainage flows from abutting properties. Any portion of the berm that encroaches into a vision clearance area set forth in SRC chapter 805 shall have a height no greater than the maximum allowed under SRC 805.010.

(C) *Method C.* The off-street parking and vehicle use area shall be setback a minimum six feet to accommodate a minimum three-foot drop in grade from the elevation at the right-of-way line to the elevation of the abutting off-street parking or vehicular use area (see Figure 806-3). The setback shall be landscaped according to the Type A standard set forth in SRC chapter 807.

(D) *Method D.* The off-street parking and vehicle use area shall be setback a minimum six feet in conjunction with a minimum three-foot-tall brick, stone, or finished concrete wall (see Figure 806-4). The wall shall be located adjacent to, but entirely outside, the required setback. The setback shall be landscaped according to the Type A standard set forth in SRC chapter 807. Any portion of the wall that encroaches into a vision clearance area set forth in SRC chapter 805 shall have a height no greater than the maximum allowed under SRC 805.010.

(E) *Method E.* The off-street parking and vehicle use area shall be setback a minimum of six feet to accommodate green stormwater infrastructure meeting the Public Works Design Standards.

(3) *Perimeter setbacks and landscaping abutting interior front, side, and rear property lines.* Unless a greater setback is required elsewhere within the UDC, off-street parking and vehicle use areas abutting an interior front, side, or rear



property line shall be setback a minimum of five feet (see Figure 806-5). The setback shall be landscaped according to the Type A standard set forth in SRC chapter 807.

- (4) *Setback adjacent to buildings and structures.* Except for drive-through lanes, where an off-street parking or vehicular use area is located adjacent to a building or structure, the off-street parking or vehicular use area shall be setback from the exterior wall of the building or structure by a minimum five-foot-wide landscape strip, planted to the Type A standard set forth in SRC chapter 807, or by a minimum five-foot-wide paved pedestrian walkway (see Figure 806-6). A landscape strip or paved pedestrian walkway is not required for drive-through lanes located adjacent to a building or structure.
- (5) *Perimeter setbacks and landscaping for parking garages.* Perimeter setbacks and landscaping as set forth in subsection (c) of this section shall be required for parking garages; provided, however, perimeter setbacks and landscaping are not required for:
  - (A) Any portion of a parking garage with frontage on a street and containing ground floor uses or activities other than parking.
  - (B) Any parking garage within an industrial zone, public zone, or commercial zone, other than a CO zone, that abuts an interior front, side, or rear property line where there is no required building setback.
  - (C) Any parking garage abutting an alley.

***Applicant's Findings:*** *The applicant is meeting all required setbacks including setbacks required by the Fairview Refinement Plan. These criteria are met.*

(d) *Interior landscaping.*

- (1) *Interior landscaping, generally.* Interior landscaping, as set forth in this subsection, shall be required for off-street parking areas 5,000 square feet or greater in size; provided, however, interior landscaping is not required for:
  - (A) Vehicle storage areas.
  - (B) Vehicle display areas.
  - (C) Temporary and seasonal gravel off-street parking areas, approved pursuant to SRC chapter 701.
  - (D) Gravel off-street parking areas, approved through a conditional use permit.
  - (E) Underground parking.
  - (F) Parking garages.
- (2) *Minimum percentage of interior landscaping required.* Interior landscaping shall be provided in amounts not less than those set forth in Table 806-4. For

purposes of this subsection, the total interior area of an off-street parking area is the sum of all areas within the perimeter of the off-street parking area, including parking spaces, aisles, planting islands, corner areas, and curbed areas, but not including interior driveways. Perimeter landscaped setbacks and required landscape strips separating off-street parking areas from buildings and structures shall not count towards satisfying minimum interior landscaping requirements.

***Applicant's Findings:*** *Approximately 858 square feet of interior landscaping is proposed by the applicant. With a parking area totaling approximately 9,270 square feet in size, a minimum of 464 square feet of interior landscaping is required to meet the minimum 5 percent requirement. As demonstrated, the applicant is providing more than the minimum required interior landscaped areas.*

- (3) ***Trees.*** A minimum of one deciduous shade tree shall be planted for every 12 parking spaces within an off-street parking area. Trees may be clustered within landscape islands or planter bays, and shall be distributed throughout the off-street parking area to create a canopy effect and to break up expanses of paving and long rows of parking spaces.

***Applicant's Findings:*** *The site includes 26 parking stalls triggering this requirement to provide two shade trees. At the time of building permit submittal, the applicant will provide a landscape plan identifying the required trees. This criterion is met.*

- (4) ***Landscape islands and planter bays.*** Landscape islands and planter bays shall have a minimum planting area of 25 square feet, and shall have a minimum width of five feet (see Figure 806-7).

***Applicant's Findings:*** *Each landscape island and planter bay meet these requirements where plantings are to be provided. This criterion is met.*

- (e) ***Off-street parking area dimensions.*** Off-street parking areas shall conform to the minimum dimensions set forth in Table 806-6; provided, however, minimum off-street parking area dimensions shall not apply to:
  - (1) Vehicle storage areas.
  - (2) Vehicle display areas.

***Applicant's Findings:*** *As demonstrated, the applicant is following dimensional standards for both standard and compact 90 degree parking stalls. This criterion is met.*

- (f) ***Off-street parking area access and maneuvering.*** In order to ensure safe and convenient vehicular access and maneuvering, off-street parking areas shall:
  - (1) Be designed so that vehicles enter and exit the street in a forward motion with no backing or maneuvering within the street; and

- (2) Where a drive aisle terminates at a dead-end, include a turnaround area as shown in Figure 806-9. The turnaround shall conform to the minimum dimensions set forth in Table 806-6.

***Applicant's Findings:*** *In no case will any vehicle be forced to back out into a street. There is enough room behind all parking stalls which would allow vehicles to enter and exit the street in a forward motion. In the portion of the parking area where there is a dead end, a turnaround is provided. This criterion is met.*

- (g) ***Grade.*** Off-street parking and vehicle use areas shall not exceed a maximum grade of ten percent. Ramps shall not exceed a maximum grade of 15 percent.

***Applicant's Findings:*** *Grading plans are included with this application submittal demonstrating compliance with this requirement. This criterion is met.*

- (h) ***Surfacing.*** Off-street parking and vehicle use areas shall be paved with a hard surface material meeting the Public Works Design Standards; provided, however, up to two feet of the front of a parking space may be landscaped with ground cover plants (see Figure 806-10). Such two-foot landscaped area may count towards meeting interior off-street parking area landscaping requirements when provided abutting a landscape island or planter bay with a minimum width of five feet but shall not count towards meeting perimeter setbacks and landscaping requirements. Paving is not required for:
  - (1) Vehicle storage areas within the IG zone.
  - (2) Temporary and seasonal gravel off-street parking areas, approved pursuant to SRC chapter 701.
  - (3) Gravel off-street parking areas, approved through a conditional use permit.

***Applicant's Findings:*** *The proposed off-street parking and vehicle use areas are proposed to be paved with a hard surface material meeting the Public Works Design Standards. Details regarding the construction will be provided at the time of building permit for the director's review and approval. This criterion will be met.*

- (i) ***Drainage.*** Off-street parking and vehicle use areas shall be adequately designed, graded, and drained according to the Public Works Design Standards, or to the approval of the Director.

***Applicant's Findings:*** *As shown on the civil plans provided, the off-street parking and vehicle use areas are designed, graded, and drained according to the Public Works Design Standards, or to the approval of the director. Additional details regarding the construction will be provided at the time of building permit for the director's review and approval. This criterion will be met.*

- (j) ***Bumper guards or wheel barriers.*** Off-street parking and vehicle use areas shall include bumper guards or wheel barriers so that no portion of a vehicle will overhang or project

into required setbacks and landscaped areas, pedestrian accessways, streets or alleys, or abutting property; provided, however, bumper guards or wheel barriers are not required for:

- (1) Vehicle storage areas.
- (2) Vehicle sales display areas.

***Applicant's Findings:*** *Wheel stops are utilized to protect pedestrian and landscaped areas from vehicle overhang. This criterion is met.*

(k) *Off-street parking area striping.* Off-street parking areas shall be striped in conformance with the off-street parking area dimension standards set forth in Table 806-6; provided, however, off-street parking area striping shall not be required for:

- (1) Vehicle storage areas.
- (2) Vehicle sales display areas.
- (3) Temporary and seasonal gravel off-street parking areas, approved pursuant to SRC chapter 701.
- (4) Gravel off-street parking areas, approved through a conditional use permit.

***Applicant's Findings:*** *The proposed vehicle use area consists of 26 parking stalls situated at 90 degrees. Each stall will meet the dimensional standards for a standard stall or compact stall in table 806-6. The off-street parking area will be striped in a manner consistent with this design. This criterion is met.*

(l) *Marking and signage.*

- (1) *Off-street parking and vehicle use area circulation.* Where directional signs and pavement markings are included within an off-street parking or vehicle use area to control vehicle movement, such signs and marking shall conform to the Manual of Uniform Traffic Control Devices.

***Applicant's Findings:*** *The proposed parking area is designed in a manner that maneuvering is intuitive and it is not anticipated directional markings or signage will be necessary to control vehicular movement. However, if markings or signage are determined to be necessary, the applicant will ensure they conform to the Manual or Uniform Traffic Control Devices. If applicable, this criterion will be met.*

- (2) *Compact parking.* Compact parking spaces shall be clearly marked indicating the spaces are reserved for compact parking only.

***Applicant's Findings:*** *Compact parking is not provided. This criterion is not applicable.*

- (3) *Carpool and vanpool parking.* Carpool and vanpool parking spaces shall be posted with signs indicating the spaces are reserved for carpool or vanpool use only before 9:00 a.m. on weekdays.

**Applicant's Findings:** *Carpool and vanpool parking is not proposed. These criteria are not applicable.*

- (m) *Lighting.* Lighting for off-street parking and vehicle use areas shall not shine or reflect onto adjacent residentially zoned property, or property used for uses or activities falling under household living, or cast glare onto the street.

**Applicant's Findings:** *Lighting will be provided in a manner ensuring it will not shine or reflect onto adjacent properties or right-of-way. This criterion will be met.*

- (n) Additional standards for new off-street surface parking areas more than one-half acre in size. When a total of more than one-half acre of new off-street surface parking is proposed on one or more lots within a development site, the lot(s) proposed for development shall comply with the additional standards in this subsection. For purposes of these standards, the area of an off-street surface parking area is the sum of all areas within the perimeter of the off-street parking area, including parking spaces, aisles, planting islands, corner areas, and curbed areas, but not including interior driveways and off-street loading areas.

**Applicant's Findings:** *The proposed off-street parking area is not more than one-half acre in size, these criteria are not applicable.*

#### Section 806.045 – Bicycle Parking; When Required

- (a) *General applicability.* Bicycle parking shall be provided as required under this chapter for:
  - (1) Each proposed new use or activity.
  - (2) Any change of use or activity.
  - (3) Any intensification, expansion, or enlargement of a use or activity.
- (b) *Applicability to change of use of existing building in Central Business District (CB), West Salem Central Business District (WSCB), Mixed Use-I (MU-I), Mixed Use-II (MU-II), Mixed Use-III (MU-III), Mixed Use-Riverfront (MU-R), and Edgewater/Second Street Mixed-Use Corridor (ESMU) zone.* Notwithstanding any other provision of this chapter, the bicycle parking requirements for a change of use of an existing building within the CB, WSCB, MU-I, MU-II, MU-III, MU-R, and ESMU zones where at least 75 percent of the width of the lot at the front setback line is occupied by existing buildings shall be met if there are a minimum of eight bicycle parking spaces located within the public right-of-way of the block face adjacent to the primary entrance of the building. If the minimum number of required bicycle parking spaces are not present within the block face, the applicant shall be required to obtain a permit to have the required number of spaces installed. For purposes of this subsection, "block face" means the area within the public street right-of-way located along one side of a block, from intersecting street to intersecting street.

- (c) *Applicability to nonconforming bicycle parking area.* When bicycle parking is required to be added to an existing bicycle parking area that has a nonconforming number of spaces, the number of spaces required under this chapter for any new use or activity, any change of use or activity, or any intensification, expansion, or enlargement of a use or activity shall be provided, in addition to the number of spaces required to remedy the existing deficiency.

***Applicant's Findings:*** *The newly proposed development triggers the applicability of this section.*

#### Section 806.050 – Proximity of Bicycle Parking to Use or Activity Served

Except as otherwise provided in this chapter, bicycle parking shall be located on the same development site as the use or activity it serves.

***Applicant's Findings:*** *The applicant is proposing 7 u-racks along the south side of the building which totals 14 bicycle parking spaces. This criterion is met.*

#### Section 806.055 – Amount of Bicycle Parking

- (a) *Minimum required bicycle parking.* Unless otherwise provided under the UDC, bicycle parking shall be provided in amounts not less than those set forth in Table 806-9.

***Applicant's Findings:*** *in accordance with Table 806-9, the minimum required bicycle parking is four spaces. The applicant is proposing 7 u-racks along the south side of the building which total 14 bicycle parking spaces. This criterion is met.*

- (b) *Long-term bicycle parking.* Long-term bicycle parking may be provided to satisfy a percentage of the minimum bicycle parking spaces required under this chapter. Such long-term bicycle parking shall not exceed the amounts set forth in Table 806-8. The maximum percentage of long-term bicycle parking allowed is based solely on the minimum number of bicycle parking spaces required. This standard shall not be construed to prohibit the provision of additional long-term bicycle parking spaces provided the minimum number of required spaces is met. *(Example: A restaurant requiring a minimum of four bicycle parking spaces may, but is not required to, designate one of the required spaces as a long-term space. Additional short-term and long term spaces may be provided as long as the minimum required three short-term spaces are maintained).*

***Applicant's Findings:*** *Long-term bicycle parking is not proposed. This criterion is not applicable.*

#### Section 806.060 – Bicycle Parking Development Standards

Unless otherwise provided under the UDC, bicycle parking shall be developed and maintained as set forth in this section. The standards set forth in this section shall not apply to City approved bike share stations which utilize bike docking stations.

(a) *Location.*

- (1) *Short-term bicycle parking.* Short-term bicycle parking shall be located outside a building within a convenient distance of, and clearly visible from, the primary building entrance. In no event shall bicycle parking be located more than 50 feet from the primary building entrance, as measured along a direct pedestrian access route.

***Applicant's Findings:*** *The bicycle parking is located on the same development site as the use or activity it is serving. The location is shown on the site plan. Bicycle parking spaces will be provided along the south side of the building adjacent to the entrances and along the path to the public right-of-way. This criterion is met.*

(2) *Long-term bicycle parking.*

***Applicant's Findings:*** *Long-term bicycle parking is not proposed. This criterion is not applicable.*

- (b) *Access.* All bicycle parking areas shall have direct and accessible access to the public right-of-way and the primary building entrance that is free of obstructions and any barriers, such as curbs or stairs, which would require users to lift their bikes in order to access the bicycle parking area.

***Applicant's Findings:*** *The location of the bicycle parking has direct access to the public right-of-way and to the south side primary entrances of the building. As demonstrated on the site plan, the access will be free of obstructions and barriers. In no case will bicyclists be required to lift their bicycles in order to utilize the parking area. This criterion is met*

- (c) *Dimensions.* All bicycle parking areas shall meet the following dimension requirements:

- (1) *Bicycle parking spaces.* Bicycle parking spaces shall conform to the minimum dimensions set forth in Table 806-10.
- (2) *Access aisles.* Bicycle parking spaces shall be served by access aisles conforming to the minimum widths set forth in Table 806-10. Access aisles serving bicycle parking spaces may be located within the public right-of-way.

***Applicant's Findings:*** *As shown on the site plan provided, the applicant is proposing staple bicycle racks meeting the dimensions of a horizontal side-by-side parking space, and all dimensional requirements detailed in Tables 806-09 and 806-10. This criterion is met.*

- (d) *Surfacing.* Where bicycle parking is located outside a building, the bicycle parking area shall consist of a hard surface material, such as concrete, asphalt pavement, pavers, or similar material, meeting the Public Works Design Standards.

***Applicant's Findings:*** *As shown on the site plan provided, the bicycle parking area will consist of a hard surface material, such as concrete, asphalt pavement, pavers, or similar material, meeting the Public Works Design Standards. This criterion will be met.*

(e) *Bicycle racks.* Where bicycle parking is provided in racks, the racks may be horizontal or vertical racks mounted to the ground, floor, or wall. Bicycle racks shall meet the following standards:

- (1) Racks must support the bicycle in a stable position.
  - (A) For horizontal racks, the rack must support the bicycle frame in a stable position in two or more places a minimum of six inches horizontally apart without damage to the wheels, frame, or components.
  - (B) For vertical racks, the rack must support the bicycle in a stable vertical position in two or more places without damage to the wheels, frame, or components.
- (2) Racks must allow the bicycle frame and at least one wheel to be locked to the rack with a high security, U-shaped shackle lock;
- (3) Racks shall be of a material that resists cutting, rusting, and bending or deformation; and
- (4) Racks shall be securely anchored.
- (5) Examples of types of bicycle racks that do, and do not, meet these standards are shown in Figure 806-11.

***Applicant's Findings:*** *As stated previously, the applicant will be providing horizontal side-by-side bicycle parking spaces which will be secured to the ground and meet all development standards provided within this section. This criterion will be met.*

(f) *Bicycle lockers.* Where bicycle parking is provided in lockers, the lockers shall meet the following standards:

- (1) Lockers shall conform to the minimum dimensions set forth in Table 806-10.
- (2) Lockers shall be served by an access aisle conforming to the minimum width set forth in Table 806-10 in front of each locker opening.
- (3) Lockers shall be securely anchored.

***Applicant's Findings:*** *Bicycle lockers are not proposed. These criteria are not applicable.*

#### Section 806.065 – Off-Street Loading Areas; When Required

(a) *General applicability.* Off-street loading shall be provided and maintained as required under this chapter for:

- (1) Each proposed new use or activity.
- (2) Any change of use or activity, when such change of use or activity results in a greater number of required off-street loading spaces than the previous use or activity.
- (3) Any intensification, expansion, or enlargement of a use or activity.



- (b) *Applicability to nonconforming off-street loading area.* When off-street loading is required to be added to an existing off-street loading area that has a nonconforming number of spaces, the number of spaces required under this chapter for any new use or activity, any change of use or activity, or any intensification, expansion, or enlargement of a use or activity shall be provided, in addition to the number of spaces required to remedy the existing deficiency.

#### Section 806.070 – Proximity of Off-Street Loading Areas to Use or Activity Served

Off-street loading shall be located on the same development site as the use or activity it serves.

***Applicant’s Findings:*** *The proposed loading space is provided within the parking area on the same site of the new development. This criterion is met.*

#### Section 806.075 – Amount of Off-Street Loading

Unless otherwise provided under the UDC, off-street loading shall be provided in amounts not less than those set forth in Table 806-11.

- (a) *Off-street parking used for loading.* An off-street parking area meeting the requirements of this chapter may be used in place of a required off-street loading space when the use or activity does not require a delivery vehicle which exceeds a maximum combined vehicle and load rating of 8,000 pounds and the off-street parking area is located within 25 feet of the building or the use or activity that it serves.

#### Section 806.080 – Off-Street Loading Development Standards

Unless otherwise provided under the UDC, off-street loading shall be developed and maintained as set forth in this section.

- (a) *Location.* Off-street loading areas shall not be located within required setbacks.
- (b) *Perimeter setbacks and landscaping.* Perimeter setbacks and landscaping, as set forth in this subsection, shall be required for off-street loading areas abutting streets and abutting interior front, side, and rear property lines. Perimeter setbacks and landscaping are not required for off-street loading areas abutting an alley.
- (1) *Perimeter setbacks and landscaping abutting streets.* Unless a greater setback is required elsewhere within the UDC, off-street loading areas abutting a street shall be setback and landscaped according to the off-street parking and vehicle use area perimeter setback and landscaping standards set forth under SRC 806.035(c)(2).
- (2) *Perimeter setbacks and landscaping abutting interior front, side, and rear property lines.* Unless a greater setback is required elsewhere within the UDC, off-street loading areas abutting an interior front, side, or rear property line shall

be setback a minimum of five feet. The setback shall be landscaped according to the Type A landscaping standard of SRC chapter 807.

- (c) *Dimensions.* Loading areas shall conform to the minimum dimensions set forth in Table 806-11.
- (d) *Maneuvering.* Off-street loading areas shall be of sufficient size, and all curves and corners of sufficient radius, to accommodate the safe operation of a delivery vehicle.
- (e) *Surfacing.* All loading areas shall be paved with a hard surface material meeting the Public Works Design Standards; provided, however, paving is not required for:
  - (1) Temporary and seasonal gravel loading areas, approved pursuant to SRC chapter 701.
  - (2) Gravel loading areas, approved through a conditional use permit.
- (f) *Drainage.* Loading areas shall be adequately designed, graded, and drained according to the Public Works Design Standards, or to the approval of the Director.
- (g) *Lighting.* Lighting for off-street loading areas shall not shine or reflect onto adjacent residentially zoned property, or property used for uses or activities falling under household living, or cast glare onto the street.
- (h) ***Applicant’s Findings:*** *In accordance with the table, the 8,000 square foot building requires 1 off-street loading space:*

Use Category:

- Group living
- Lodging
- Retail sales and service
- Education services

None	Less than 5,000 sq. ft.	N/A	N/A	N/A
1	5,000 to 60,000 sq. ft.	12 ft.	30 ft.	14 ft.

- (i) *The applicant’s site plan indicates one space is provided meeting the dimensional, locational, and surfacing requirement of this section. These criteria are met.*

[Chapter 807 – Landscaping and Screening](#)  
[Section 807.001 – Purpose](#)

The purpose of this chapter is to establish standards for required landscaping and screening under the UDC to improve the appearance and visual character of the community, promote compatibility between land uses, encourage the retention and utilization of existing vegetation, and preserve and enhance the livability of the City.

[Section 807.010 – Applicability](#)

The provisions of this chapter apply to all required landscaping and screening under the UDC.

***Applicant’s Findings:*** *The applicant understands the provisions of this section are applicable. At the time of building permit submittal, the applicant will provide landscape plans demonstrating compliance with all applicable provisions. These criteria are met.*

## Chapter 810 – Landslide Hazards

### Section 810.001 – Purpose

The purpose of this chapter is to implement the Geologic Hazards Policy of the Scenic and Historic Areas, Natural Resources, and Hazards section of the Salem Area Comprehensive Plan and to promote the public health, safety and welfare by:

- (a) Assessing the risk that proposed uses or activities will adversely affect the stability and slide susceptibility of an area;
- (b) Establishing standards and requirements for the use and development of land within landslide hazard areas; and
- (c) Mitigating risk within landslide hazard areas.

***Applicant's Findings:*** *The applicant understands the site is susceptible to landslide hazards. In accordance with this section, the applicant has provided a geotechnical analysis. Recommendations made within the report will be followed at the time of design and construction. The report is included for review by city staff.*

## Section 6: Findings Applicable to Class 2 Adjustment

### Chapter 250 – Adjustments

#### Section 250.001 – Purpose

The purpose of this chapter is to provide a process to allow deviations from the development standards of the UDC for developments that, while not meeting the standards of the UDC, will continue to meet the intended purpose of those standards. Adjustments provide for an alternative way to meet the purposes of the Code and provide for flexibility to allow reasonable development of property where special conditions or unusual circumstances exist.

***Applicant's Findings:*** *The applicant understands the purpose of the adjustments chapter is to allow deviations from the development standards that will continue to meet the intended purpose of those standards. Responses to each applicable criterion are provided below.*

#### Section 250.005 – Adjustments

(a) *Applicability.*

(1) *Classes.*

- (A) A Class 1 adjustment is an adjustment to any numerical development standard in the UDC that increases or decreases the standard by not more than 20 percent.
- (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.

***Applicant's Findings:*** Each of the requested adjustments are proposing to adjust the standards numerical value by more than 20 percent which triggers a class 2 adjustment.

(2) *Prohibition.* Notwithstanding subsection (a)(1) of this section, an adjustment shall not be granted to:

- (A) Allow a use or activity not allowed under the UDC;
- (B) Change the status of a use or activity under the UDC;
- (C) Modify a definition or use classification;
- (D) Modify a use standard;
- (E) Modify the applicability of any requirement under the UDC;
- (F) Modify a development standard specifically identified as non-adjustable;
- (G) Modify a development standard that contains the word "prohibited";
- (H) Modify a procedural requirement under the UDC;
- (I) Modify a condition of approval placed on property through a previous planning action;
- (J) A design review guideline or design review standard, except Multiple Family Design Review Standards in SRC Chapter 702, which may be adjusted; or
- (K) The required landscaping in the Industrial Business Campus (IBC) Zone.

***Applicant's Findings:*** The adjustments being sought are not prohibited in accordance with the list above. This criterion is not applicable.

(b) *Procedure type.* Class 1 and Class 2 adjustments are processed as a Type II Procedure under SRC chapter 300.

***Applicant's Findings:*** The adjustments are consolidated with other applications and will be processed using Type II procedures.

(c) *Submittal requirements.* In addition to the submittal requirements for a Type II application under SRC chapter 300, an application for a Class 1 or Class 2 adjustment shall include the following:

- (1) A site plan, of a size and form and in the number of copies meeting the standards established by the Planning Administrator, containing all information necessary to establish satisfaction with the approval criteria. By way of example, but not of limitation, such information may include the following:

- (A) The total site area, dimensions, and orientation relative to north;
- (B) The location of all proposed primary and accessory structures and other improvements, including fences, walls, and driveway locations, indicating distance to such structures from all property lines and adjacent on-site structures;
- (C) All proposed landscape areas on the site, with an indication of square footage and as a percentage of site area;
- (D) The location, height, and material of fences, berms, walls, and other proposed screening as they relate to landscaping and screening required by SRC chapter 807;
- (E) The location of all trees and vegetation required to be protected pursuant to SRC chapter 808; and
- (F) Identification of vehicle, pedestrian, and bicycle parking and circulation areas, including handicapped parking stalls, disembarking areas, accessible routes of travel, and proposed ramps.

***Applicant's Findings:*** *The site plan provided includes all information required by this section. In conjunction with this written narrative, the review authority has all the information necessary to render a decision in this case. This criterion is met.*

- (2) An existing conditions plan, of a size and form and in the number of copies meeting the standards established by the Planning Administrator, containing the following information:
  - (A) The total site area, dimensions, and orientation relative to north;
  - (B) The location of existing structures and other improvements on the site, including accessory structures, fences, walls, and driveways, noting their distance from property lines;
  - (C) The location of the 100-year floodplain, if applicable; and
  - (D) The location of drainage patterns and drainage courses, if applicable.

***Applicant's Findings:*** *The existing conditions plan provided includes all information required by this section. In conjunction with the site plan and this written narrative, the review authority has all the information necessary to render a decision in this case. This criterion is met.*

(d) *Criteria.*

- (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.

**Applicant's Findings:** The five Class 2 Adjustments being sought by the applicant are the following:

1. *Minimum 0.75 Floor Area Ratio. The proposal includes a FAR of approximately 0.26, below the 0.75 FAR required. The applicant understands this criterion is intended to increase density of development within the village center. Because the site includes a portion of Village Center Loop, it is impractical for the proposal to meet this standard. To equally meet the intent of this requirement, the applicant has sized the building at 8,000 square feet which is the maximum practical to still include other amenities like parking and pedestrian paths.*
2. *Minimum building frontage of 70 percent along Strong Road SE. The proposal includes pedestrian amenities like larger sidewalks and enhanced landscape areas along the building frontage which doesn't meet the standard of 70 percent of the frontage being occupied by a building at the setback line. Again, because the development site is encumbered by Village Center Loop, it is impractical to meet this standard. The applicant understands the intent of this standard is to enhance the pedestrian experience. To equally meet the intent of this standard, the applicant is proposing robust pedestrian amenities like larger sidewalks and enhanced landscape areas along the building frontage.*
3. *Minimum building frontage of 70 percent along Lindburg Road SE. The proposal includes pedestrian amenities like larger sidewalks and enhanced landscape areas along the building frontage which doesn't meet the standard of 70 percent of the frontage being occupied by a building at the minimum setback line. Again, because the development site is encumbered by Village Center Loop, it is impractical to meet this standard. The applicant understands the intent of this standard is to enhance the pedestrian experience. To equally meet the intent of this standard, the applicant is proposing robust pedestrian amenities like larger sidewalks and enhanced landscape areas along the building frontage.*
4. *Side street setback. The proposal includes parking beside and behind the building along the private street Village Center Loop requiring the building to be setback more than 20 feet from the street along the side setback to accommodate the vehicle use areas. The purpose of reduced setbacks abutting streets is to enhance the pedestrian experience along the sidewalk. In this case, the applicant had to make a choice about which streets should be treated as the primary streets. The public streets are treated as the primary streets and the applicant proposed to "tuck" the vehicle parking along the south side of*

*the building in between the building and the private drive. The standard being adjusted is equally met by providing enhanced landscaping and pedestrian protections along the private street which will enhance the pedestrian experience. The robust pedestrian paths will provide a complete and safe connection for pedestrians within the area of the new development which equally meets the intent of the adjusted standard.*

5. *Parking lot setback from streets. The refinement requires parking lots to be setback a minimum of 20 feet from streets. The proposed parking lot is currently setback more than 20 feet from Lindburg Road SE and Strong Road SE, but it is not, however, currently setback more than 20 feet from Village Center Loop. On the site plan a 20-foot setback distance is indicated between the parking lot and the paved travel lane of Village Center Loop. However, required setbacks adjacent to the private street are measured from the inside edge of the sidewalk (because the sidewalk is part of the private street right-of-way for the street). The standard being adjusted is equally met by providing enhanced landscaping and pedestrian protections along the private street which will enhance the pedestrian experience. The robust pedestrian paths will provide a complete and safe connection for pedestrians within the area of the new development which equally meets the intent of the adjusted standard.*

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

***Applicant's Findings:*** *The project falls within the village center portion of the FMU development area. The area permits residential uses but is not explicitly residential. However, because the site abuts multifamily development, the applicant proposed enhanced and robust pedestrian paths and landscaping as mitigation for the proposed adjustments. The mitigation allows the adjustments to be granted without detracting from the livability or appearance of the area. This criterion is met.*

(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.

***Applicant's Findings:*** *Because each of the adjustments requested have demonstrated to equally meet the intent of the adjusted standards, the project is still consistent with the overall purpose of the zone. This criterion is met.*

- (e) *Transfer of adjustments.* Unless otherwise provided in the final decision granting the adjustment, an adjustment shall run with the land.

***Applicant's Findings:*** *The applicant understands should the development site transfer ownership, the adjustments will run with the land and the rights granted will transfer to the new owner.*

## Section 7: Findings Applicable to Historic Clearance Review

### Chapter 230 – Historic Preservation

#### Section 230.001 – Purpose

The purpose of this chapter is to identify, designate, and preserve significant properties related to the community's prehistory and history; encourage the rehabilitation and ongoing viability of historic buildings and structures; strengthen public support for historic preservation efforts within the community; foster civic pride; encourage cultural heritage tourism; and promote the continued productive use of recognized resources, and to implement the policies contained in the Salem Area Comprehensive Plan for the preservation of historic resources.

***Applicant's Findings:*** *The applicant understands the purpose of historic preservation. The applicant's representatives have had conversations with the City of Salem Historic Preservation Officer regarding the high probability archeological area.*

#### Section 230.105 – Preservation of Archeological Resources

- (a) Archeological resources shall be protected and preserved in place subject to the requirements of federal, state, and local regulations, including the guidelines administered by the Oregon State Historic Preservation Office and ORS 358.905—358.961.
- (b) A person may not excavate, injure, destroy or alter an archaeological site or object or remove an archaeological object located on public or private lands unless that activity is authorized by a permit issued under ORS 390.235. A violation of this subsection is a misdemeanor.

***Applicant's Findings:*** *The applicant understands the development site has been identified as potentially containing sensitive archeological areas. At the time of development and excavation, the applicant will prepare an inadvertent discovery plan with the city's archeologist in the event something is discovered on site. These criteria will be met.*

## Section 8: Conclusion

Based on the facts and findings presented by the applicant within this detailed written narrative, the applicant believes they have satisfied the burden of proof required by the Unified Development Code and demonstrated how the proposed 8,000 square foot retail sales and service development will enhance what is currently a barren lot within a bustling and lively neighborhood.



Section 9: Exhibits

Exhibit A – Marion County Tax Map

08 3W 11AB

08 3W 11AB  
SALEM



MARION COUNTY, OREGON  
NW1/4 NE1/4 SEC11 T8S R3W W.M.  
SCALE 1" = 100'

LEGEND

- LINE TYPES**
- Taxlot Boundary
  - Road Right-of-Way
  - Railroad Right-of-Way
  - Private Road ROW
  - Subdivision/Plat Bndry
  - Waterline - Taxlot Bndry
  - Historical Boundary
  - Easement
  - Railroad Centerline
  - Taxcode Line
  - Map Boundary
  - Waterline - Non Bndry

- CORNER TYPES**
- + 1/16TH Section Cor.
  - ⊙ DLC Corner
  - ⊕ 1/4 Section Cor.
  - ⊕ Section Corner
  - 16 15 21 22

**NUMBERS**

Tax Code Number  
**00 00 0**

Acreage  
**0.25 AC**

All acres listed are Net Acres, excluding any portions of the taxlot within public ROWs

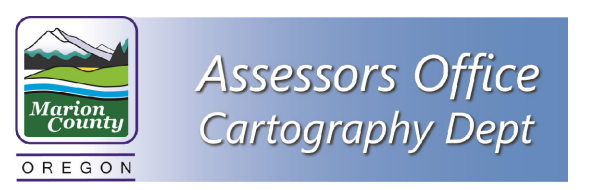
**NOTES**

Tick Marks: A tick mark in the road indicates that the labeled dimension extends into the public ROW

**CANCELLED NUMBERS**

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DISCLAIMER: THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSES ONLY



FOR ADDITIONAL MAPS VISIT OUR WEBSITE AT [www.co.marion.or.us](http://www.co.marion.or.us)

PLOT DATE: 12/27/2021

**SALEM**  
**08 3W 11AB**



1/4 COR

1/16TH COR +

08 3W 11AB

SEE MAP 083W11

SEE MAP 083W02DC

SEE MAP 083W02

SEE MAP 083W11A

Exhibit B – Deeds



### Parcel Information

<b>Parcel #:</b>	604013
<b>Tax Lot:</b>	083W11AB03200
<b>Site Address:</b>	Salem OR 97302
<b>Owner:</b>	Dhaliwal, Inder S
<b>Owner2:</b>	
<b>Owner Address:</b>	3997 Carson Dr SE Salem OR 97317 - 6300
<b>TwN/Range/Section:</b>	08S / 03W / 11 / NE
<b>Parcel Size:</b>	1.08 Acres (47,187 SqFt)
<b>Plat/Subdivision:</b>	
<b>Lot:</b>	77
<b>Block:</b>	
<b>Census Tract/Block:</b>	001000 / 3065
<b>Waterfront:</b>	

### Tax Information

<b>Levy Code Area:</b>	24010
<b>Levy Rate:</b>	19.6499
<b>Tax Year:</b>	2022
<b>Annual Tax:</b>	\$4,534.81
<b>Exempt Desc:</b>	

### Legal

### Assessment Information

<b>Market Value Land:</b>	\$311,430.00
<b>Market Value Impr:</b>	\$0.00
<b>Market Value Total:</b>	\$311,430.00
<b>Assessed Value:</b>	\$230,780.00

### Land

<b>Zoning:</b> FMU - Fairview Mixed-Use	<b>Cnty Bldg Use:</b> Commercial Site Cmlsr Commercial Standard
<b>Cnty Land Use:</b> 200 - Commercial land only	<b>Neighborhood:</b>
<b>Std Land Use:</b> CMSC - Commercial Miscellaneous	<b>Recreation:</b>
<b>School District:</b> 24J - Salem-Keizer	<b>Primary School:</b> MORNINGSIDE ELEMENTARY SCHOOL
<b>Middle School:</b> LESLIE MIDDLE SCHOOL	<b>High School:</b> SOUTH SALEM HIGH SCHOOL

### Improvement

<b>Year Built:</b>	<b>Stories:</b>	<b>Finished Area:</b>
<b>Bedrooms:</b>	<b>Bathrooms:</b>	<b>Garage:</b>
<b>Basement Fin:</b>		

### Transfer Information

<b>Rec. Date:</b> 03/31/2023	<b>Sale Price:</b> \$410,000.00	<b>Doc Num:</b> 46980294	<b>Doc Type:</b> Deed
<b>Owner:</b> Inder S Dhaliwal		<b>Grantor:</b> SWAMP CAT INVESTMENTS LLC	
<b>Orig. Loan Amt:</b>		<b>Title Co:</b> TICOR TITLE	
<b>Finance Type:</b>	<b>Loan Type:</b>	<b>Lender:</b>	

Sentry Dynamics, Inc. and its customers make no representations, warranties or conditions, express or implied, as to the accuracy or completeness of information contained in this report.

RECORDING REQUESTED BY:



315 Commercial St SE, Ste 150  
Salem, OR 97301

REEL 4698 PAGE 294  
MARION COUNTY  
BILL BURGESS, COUNTY CLERK  
03-31-2023 02:54 pm.  
Control Number 735193 \$ 86.00  
Instrument 2023 00008709

AFTER RECORDING RETURN TO:

Order No.: 471823123911-LT  
Inder Singh Dhaliwal  
3997 Carson Drive SE  
Salem, OR 97317

SEND TAX STATEMENTS TO:

Inder Singh Dhaliwal  
3997 Carson Drive SE  
Salem, OR 97317

APN: 604013  
Map: 083W11AB03200  
Lot 77, Legacy Heights, Salem, OR 97302

SPACE ABOVE THIS LINE FOR RECORDER'S USE

STATUTORY WARRANTY DEED

Swamp Cat Investments, LLC, an Oregon limited liability company, Grantor, conveys and warrants to Inder Singh Dhaliwal, an estate in fee simple, Grantee, the following described real property, free and clear of encumbrances except as specifically set forth below, situated in the County of Marion, State of Oregon:

Lot 77, LEGACY HEIGHTS, in the City of Salem, recorded August 5, 2021 in the Marion County Book of Town Plats as Plat Volume H48, page 90 and also referenced in Reel 4523, page 454, Marion County Deed Records, in the County of Marion and State of Oregon.

THE TRUE AND ACTUAL CONSIDERATION FOR THIS CONVEYANCE IS FOUR HUNDRED TEN THOUSAND AND NO/100 DOLLARS (\$410,000.00). (See ORS 93.030).

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010.

IN WITNESS WHEREOF, the undersigned have executed this document on the date(s) set forth below.

Dated: 3-31-23

Swamp Cat Investments, LLC

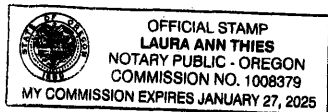
BY: [Signature]  
Jeff Raines  
Managing Member

State of Oregon  
County of Marion

This instrument was acknowledged before me on 3-31-23 by Jeff Raines, as Managing Member for Swamp Cat Investments, LLC.

[Signature]  
Notary Public - State of Oregon

My Commission Expires: 1-27-25



TICOR TITLE 471823123911

**REEL: 4698**

**PAGE: 294**

**March 31, 2023, 02:54 pm.**

**CONTROL #: 735193**

State of Oregon  
County of Marion

I hereby certify that the attached instrument was received and duly recorded by me in Marion County records:

FEE: \$ 86.00

**BILL BURGESS  
COUNTY CLERK**

**THIS IS NOT AN INVOICE.**

Exhibit C – Articles of Organization



# ARTICLES OF ORGANIZATION



Corporation Division  
[www.filinginoregon.com](http://www.filinginoregon.com)

**E-FILED**  
Nov 14, 2022  
OREGON SECRETARY OF STATE

## REGISTRY NUMBER

204062699

## TYPE

DOMESTIC LIMITED LIABILITY COMPANY

## 1. ENTITY NAME

GURKIRPA LLC

## 2. MAILING ADDRESS

3997 CARSON DR SE STE 130  
SALEM OR 97317 USA

## 3. PRINCIPAL PLACE OF BUSINESS

3997 CARSON DR SE STE 130  
SALEM OR 97317 USA

## 4. NAME & ADDRESS OF REGISTERED AGENT

INDERJIT S DHALIWAL

3997 CARSON DR SE STE 130  
SALEM OR 97317 USA

## 5. ORGANIZERS

INDERJIT S DHALIWAL

3997 CARSON DR SE STE 130  
SALEM OR 97317 USA

## 6. INDIVIDUALS WITH DIRECT KNOWLEDGE

INDERJIT S DHALIWAL

3997 CARSON DR SE STE 130  
SALEM OR 97317 USA

## 7. INITIAL MEMBERS/MANAGERS

### MEMBER

INDERJIT S DHALIWAL

3997 CARSON DR SE STE 130  
SALEM OR 97317 USA



**MANAGER**

HARKEET SINGH

590 BROAD ST S  
MONMOUTH OR 97361 USA

**MEMBER**

TALWINDER SINGH DHALIWAL

2433 NW BROADWAY ST  
ALBANY OR 97321 USA

**MEMBER**

RANJIT SINGH SARAI

1335 CENTENNIAL DR SE  
SALEM OR 97302 USA

**MEMBER**

HARNINDER SINGH

1335 CENTENNIAL DR SE  
SALEM OR 97302 USA

**8. DURATION**

PERPETUAL

**9. MANAGEMENT**

This Limited Liability Company will be member-managed by one or more members

**10. OPTIONAL PROVISIONS**

The company elects to indemnify its members, managers, employees, agents for liability and related expenses under ORS 63.160 to 63.170.



I declare, under penalty of perjury, that this document does not fraudulently conceal, fraudulently obscure, fraudulently alter or otherwise misrepresent the identity of the person or any officers, managers, members or agents of the limited liability company on behalf of which the person signs. This filing has been examined by me and is, to the best of my knowledge and belief, true, correct, and complete. Making false statements in this document is against the law and may be penalized by fines, imprisonment, or both.

By typing my name in the electronic signature field, I am agreeing to conduct business electronically with the State of Oregon. I understand that transactions and/or signatures in records may not be denied legal effect solely because they are conducted, executed, or prepared in electronic form and that if a law requires a record or signature to be in writing, an electronic record or signature satisfies that requirement.

**ELECTRONIC SIGNATURE**

**NAME**

INDERJIT S DHALIWAL

**TITLE**

ORGANIZER

**DATE**

11-14-2022

Exhibit D – HOA Statement

# BRAND

## **Homeowners Association Information**

Corner of Strong Road and Lindberg Road Salem Oregon – Commercial Building

The applicant is submitting this statement to confirm notice of the land use application was sent to the HOA registered with the State of Oregon recognized as having design review authority over the subject property.

Exhibit E – HCRPZ Acknowledgement

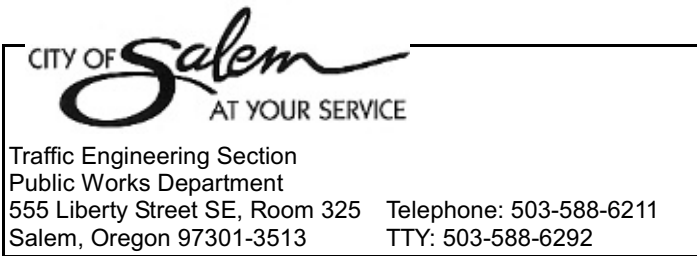
# BRAND

## **Historic and Cultural Resources Protection Zone Acknowledgement**

The applicant is aware the subject site is identified on the City of Salem's Historic and Cultural Resources Protection Zone map. The applicant's consultant has discussed properties within these areas with the city's Historic Preservation Officer, Kimberli Fitzgerald. No public funding will be utilized to develop the subject site. At the time the site is developed, the applicant's contractors will have an inadvertent discovery plan on file with the city.

Exhibit F – TGE Form





**Trip Generation Estimate**

Street \_\_\_\_\_

Bin # \_\_\_\_\_ TGE # \_\_\_\_\_

Date Received \_\_\_\_\_

**Section 1** (To be completed by applicant.)

Applicant Name: \_\_\_\_\_ Telephone: \_\_\_\_\_

Applicant Mailing Address: \_\_\_\_\_

Location of New Development: \_\_\_\_\_

(Please provide street address. If unknown, provide approximate address and geographical description/nearest cross streets.)

Description and Size of New Development: \_\_\_\_\_

(e.g., 150 single-family homes, 20,000 sq. ft. office addition, 12-pump gas station, 50-student day care, additional parking, etc.)

Description and Size of Existing/Past Development, if any (note whether to remain or be removed): \_\_\_\_\_

Planning Action Involved, if any: \_\_\_\_\_ Building Permit Involved: \_\_\_\_\_

(e.g., zone change, subdivision, partition, conditional use, PUD, mobile home park, etc.)

Yes  No

**Section 2** (To be completed by City staff.)

Proposed Use	Existing Use
Development Quantity: _____	Development Quantity: _____
ITE Land Use Code: _____	ITE Land Use Code: _____
Trip Generation Rate/Equation: _____	Trip Generation Rate or Equation: _____
Average Daily Trips: _____	Average Daily Trips: _____
ELNDT Adjustment Factors	ELNDT Adjustment Factors
Trip Length: _____ Linked Trip: _____	Trip Length: _____ Linked Trip: _____
TSDC Trips: _____	TSDC Trips: _____

**Section 3** (To be completed by City staff.)

Transportation Impact Analysis (TIA)	Transportation Systems Development Charge
Net Increase in Average Daily Trips: _____ (Proposed use minus existing use.)	Net Increase in TSDC Trips: _____ (Proposed use minus existing use.)
<input type="checkbox"/> A TIA <b>will</b> be required:	<input type="checkbox"/> A TSDC <b>will</b> be required.
<input type="checkbox"/> Arterial/Collector—1000 Trip/day Threshold	(Fee determined by Development Services.)
<input type="checkbox"/> Local Street/Alley—200 Trip/day Threshold	
<input type="checkbox"/> Other: _____	
<input type="checkbox"/> A TIA <b>will not</b> be required.	<input type="checkbox"/> A TSDC <b>will not</b> be required.

(For additional information, refer to the back of this application.)

**Section 4** (To be completed by City staff.)

Remarks: \_\_\_\_\_ Date: \_\_\_\_\_

- cc:  Chief Development Services Engineer  
 Community Development  
 Building Permit Application  
 \_\_\_\_\_

By: \_\_\_\_\_

## Information Required to Assess the Need for a Traffic Impact Analysis and Transportation Systems Development Charge



The following information is required in order to assess the need for a Traffic Impact Analysis (TIA) and to calculate the Transportation Systems Development Charge (TSDC) to be levied on a proposed new development.

### TIA Determination:

The City of Salem may require that a TIA be prepared as part of the approval process for major new development. The purpose of a TIA is to estimate the traffic impacts created by a new development on the surrounding street system. Any significantly adverse traffic impacts identified in the TIA must be mitigated by the applicant.

The estimated daily traffic generation of a new development is used as the criteria for determining whether a TIA is needed. If the new development access is located on an arterial or collector and the estimated daily traffic generation is more than 1000 trips, a TIA may be required. If access is located on a local street or alley and the generated trips exceed 200, a TIA may be required. Other criteria such as site access issues, driveway restrictions, and existing facilities deficiencies may also be used, if recommended by City Traffic Engineering staff.

The City Traffic Engineer makes the determination as to whether a TIA is required. (For more information on TIA criteria, see Development Bulletin No. 19 dated January 20, 1995.) When the determination has been made, copies of the Trip Generation Estimate form are sent to Public Works Development Services Division and the applicant. If a planning action is required, a copy is also forwarded to the Community Development Department.

### TSDC Analysis:

The City of Salem charges a TSDC on all new development that creates a net increase in traffic on the surrounding street system. The total charge is assessed on a per trip fee times the TSDC trips calculated for the development. For more information on the TSDC, see Council Staff Report dated October 9, 1995.

To assist in estimating the daily trips generated by a new development, please answer the questions in Section 1 of this sheet and return it to Room 325 of the Civic Center. If you have any questions, Traffic Engineering staff are available at 503-588-6211. A copy of the completed trip generation estimate will be returned to you at the address provided in Section 1.

***No Land Use, Planning, or Development Approval applications requiring Trip Generation Estimates will be processed until this information has been provided and the TIA/TSDC assessment has been made by City Traffic Engineering staff.***

Exhibit G – Neighborhood Association/Transit Contact

## Britany Randall

---

**From:** Britany Randall  
**Sent:** Friday, February 2, 2024 4:33 PM  
**To:** sidrakdragon@live.com; Geoffrey James A.I.A.  
**Cc:** Bryan Cavaness; Ian Meyer; planning@cherriots.org  
**Subject:** Notice of Land Use Application in Morningside  
**Attachments:** Fairview Mixed Use Neighborhood Contact Letter 2.2.24.pdf; Fairview Retail SPR 2-2-24.pdf

Dear Morningside Chair and Land Use Chair:

Attached to this email please find the neighborhood notice for a land use application within your boundaries for property located at the corner of Strong Road SE and Lindburg Road SE. Please contact me with any questions you might have.

Thank you,

**Britany Randall**

BRAND

Owner & Principal Planner

Office: (503)370-8704

Cell: (503)680-0949

Place: 1720 Liberty Street SE

Salem, OR 97302

[www.brandlanduse.com](http://www.brandlanduse.com)

# BRAND

## Notice of Land Use Application Submittal

**February 2, 2024**

### **Morningside Neighborhood Association**

Pamela Schmidling, Chair

[sidrakdragon@live.com](mailto:sidrakdragon@live.com)

Geoffrey James, Land Use Chair

[geoffreyjames@comcast.net](mailto:geoffreyjames@comcast.net)

**RE: Class 3 Site Plan Review and Class 2 Adjustment– (083W11AB03200) corner of Strong Road and Lindberg Road, Salem, OR**

Dear Morningside Neighborhood Association Chair and Land Use Chair,

We are reaching out to you regarding a project within the boundaries of your neighborhood association.

The applicant/property owners are seeking approval of a Class 3 Site Plan Review and a Class 2 Adjustment. The proposal is to construct a new retail building approximately 8,000 square feet in size with site improvements such as off-street parking and landscaped areas. The Class 2 Adjustment being sought is to reduce the standard requiring 40 percent of the street frontage to be occupied by a building. Due to the configuration of the existing private street, it is not possible for the site to be developed to meet this standard.

This application will be processed using Type II procedures. The neighborhood association, property owners, and tenants within 250-feet of all portions of the property will receive notice of the application and have an opportunity to provide comments.

We hope that you find this letter and attached conceptual plan informative. If you have any questions regarding this notice, please contact the applicant's land use representative.

Thank you.

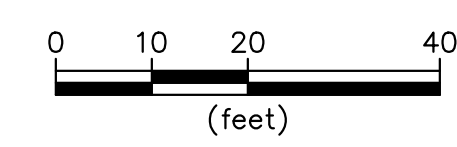
### **Applicant Information**

Inder Singh Dhaliwal  
Salem, Oregon

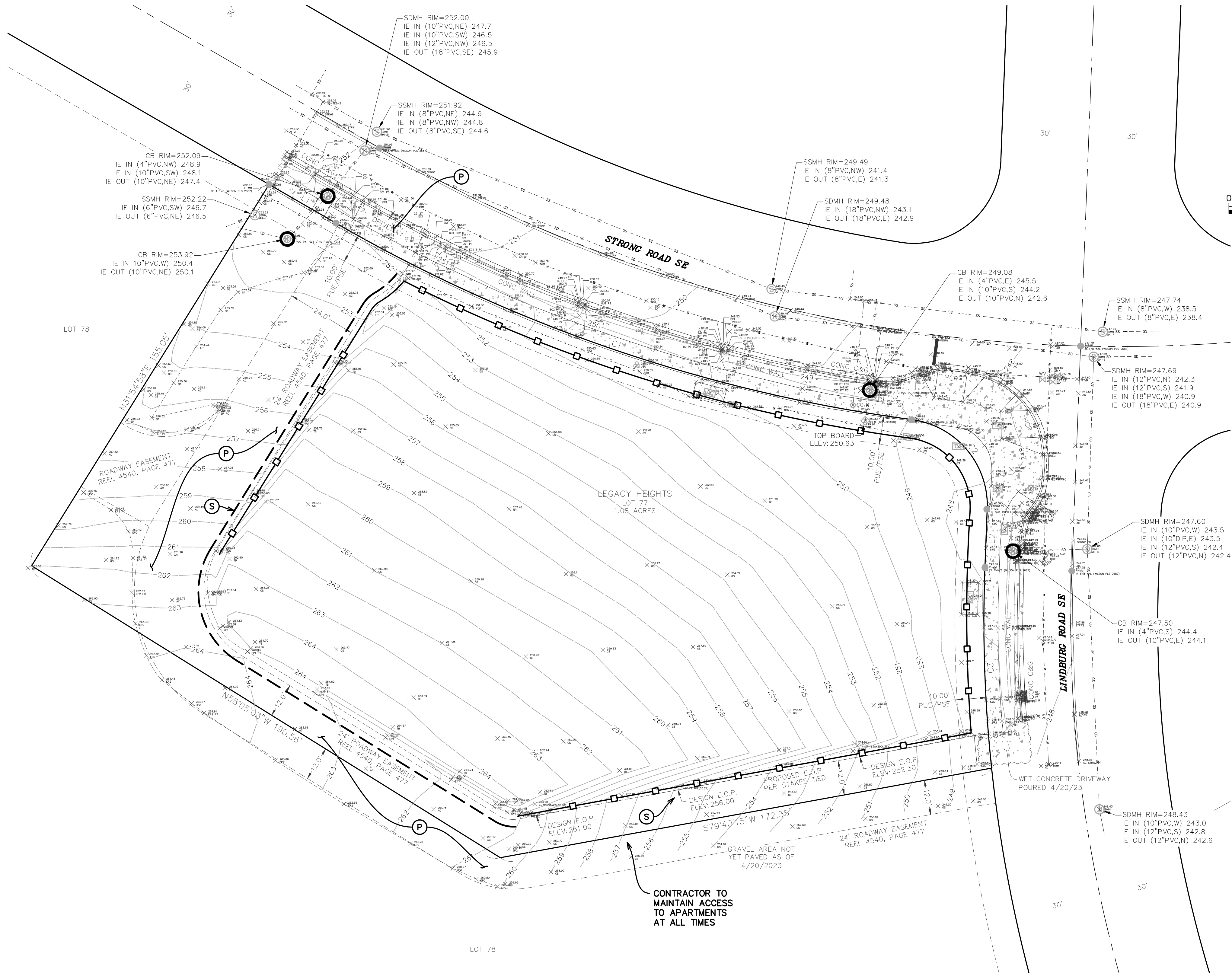
### **Applicant Representative Information**

BRAND Land Use, LLC | Britany Randall  
Ph: 503-370-8704  
[Britany@BRANDlanduse.com](mailto:Britany@BRANDlanduse.com)

Exhibit H – Existing Conditions Plan



EROSION CONTROL LEGEND	
○	SILT SACK
□	SILT FENCE
DEMOLITION LEGEND	
Ⓟ	PROTECT
Ⓢ	SAWCUT
Ⓡ	REMOVE
NOTES	
1. NO CONCRETE WASHOUT ALLOWED ON SITE	
2. NO STOCKPILING ALLOWED ON SITE	



CONTRACTOR TO MAINTAIN ACCESS TO APARTMENTS AT ALL TIMES

Exhibit I – Architectural Plans



IN THE EVENT CONFLICTS ARE DISCOVERED BETWEEN THE ORIGINAL SIGNED AND SEALED DOCUMENTS PREPARED BY THE ARCHITECTS AND/OR THEIR CONSULTANTS, AND ANY COPY OF THE DOCUMENTS TRANSMITTED BY MAIL, FAX, ELECTRONICALLY OR OTHERWISE, THE ORIGINAL SIGNED AND SEALED DOCUMENTS SHALL GOVERN.

PROJECT # 2023-032  
DATE: 2/2/2023  
REVISIONS

New Retail Building  
Fairview  
2110 Strong Road SE - Salem, OR 97302

SITE PLAN GENERAL NOTES:

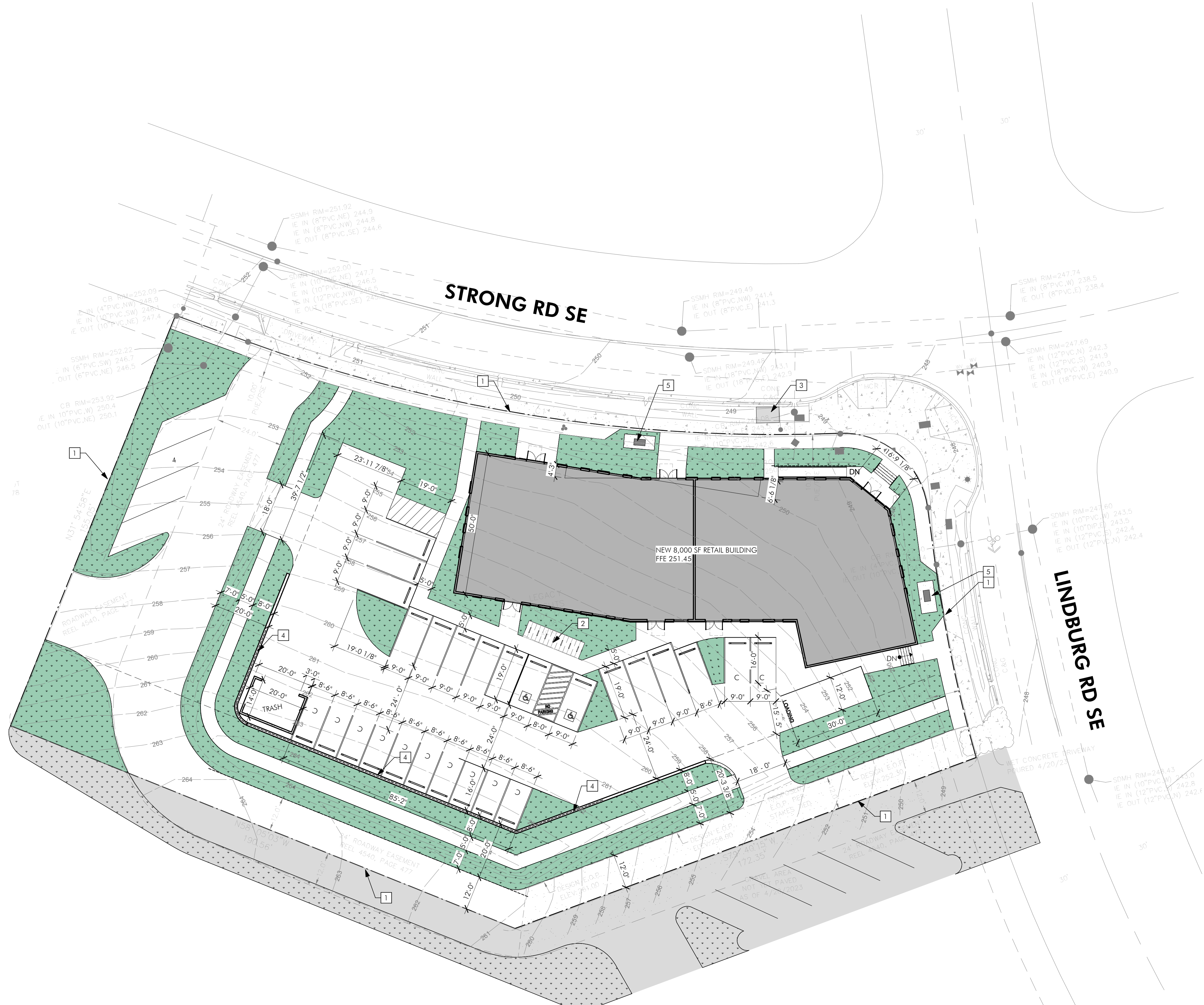
- THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVES. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTORS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.
- REFER TO CIVIL DRAWINGS FOR GRADING. SITE IS REQUIRED TO MEET THE LAWS OF FHA AND ADA. ACCESSIBLE ROUTES SHALL NOT EXCEED 5% (1 IN 20) OR CROSS SLOPES SHALL NOT EXCEED 2% (1 IN 50), ALL AT GRADE SIDEWALKS ARE ACCESSIBLE ROUTES.
- JOINTS IN CONCRETE WALKS NOTED AS E.J. ARE TO BE CONSTRUCTED AS EXPANSION JOINTS. ALL OTHER JOINTS SHOWN, TO BE TOOLED CONTROL JOINTS, SEE CIVIL.
- PROVIDE CONSTRUCTION FENCING AS REQUIRED TO SECURE SITE AND BUILDING DURING CONSTRUCTION.
- SEE LANDSCAPE DRAWINGS FOR LANDSCAPE AND IRRIGATION ELEMENTS.
- EXTREME CARE SHOULD BE TAKEN TO PRESERVE EXISTING ROOTS OF TREES TO REMAIN.
- SEE ELECTRICAL DRAWINGS FOR SITE LIGHTING.

SITE DEVELOPMENT CODE REVIEW:

- SITE AREA: 47,069.47 sf = 1.08 ac  
NET SITE AREA: 35,242.10 sf = 0.809ac
- ZONING: FMU/VC Fairview Mixed Use - Village Center
- SURFACE AREA:
- LANDSCAPING: 11,917 SF
  - BUILDING: 8,000 SF
  - SIDEWALKS/PARKING/ON-SITE ROADWAY: 27,152 SF
- BUILDING AREAS:
- BLDG 1 LEVEL 01: 8,000 sf Retail
- PARKING:
- PARKING PROVIDED: 30 TOTAL - 26 NEW
  - MAX PARKING FOR SHOPPING CENTER: 1 SPACE/200 SQ FT
  - 40 MAX PARKING ALLOWED
  - 26 TOTAL PROVIDED
- BIKE PARKING:
- BICYCLE PARKING FOR SHOPPING CENTER: 1 SPACE PER 500 SQUARE FEET
  - 8 SPACES REQUIRED
  - 8 SPACES PROVIDED
- LOADING SPACES:
- MINIMUM LOADING FOR RETAIL SALES AND SERVICE
  - 1 SPACE FOR BUILDINGS 5,000 TO 60,000 SQ FT
  - REQUIRED DIMENSIONS: 12' X 30'

SITE PLAN NOTES:

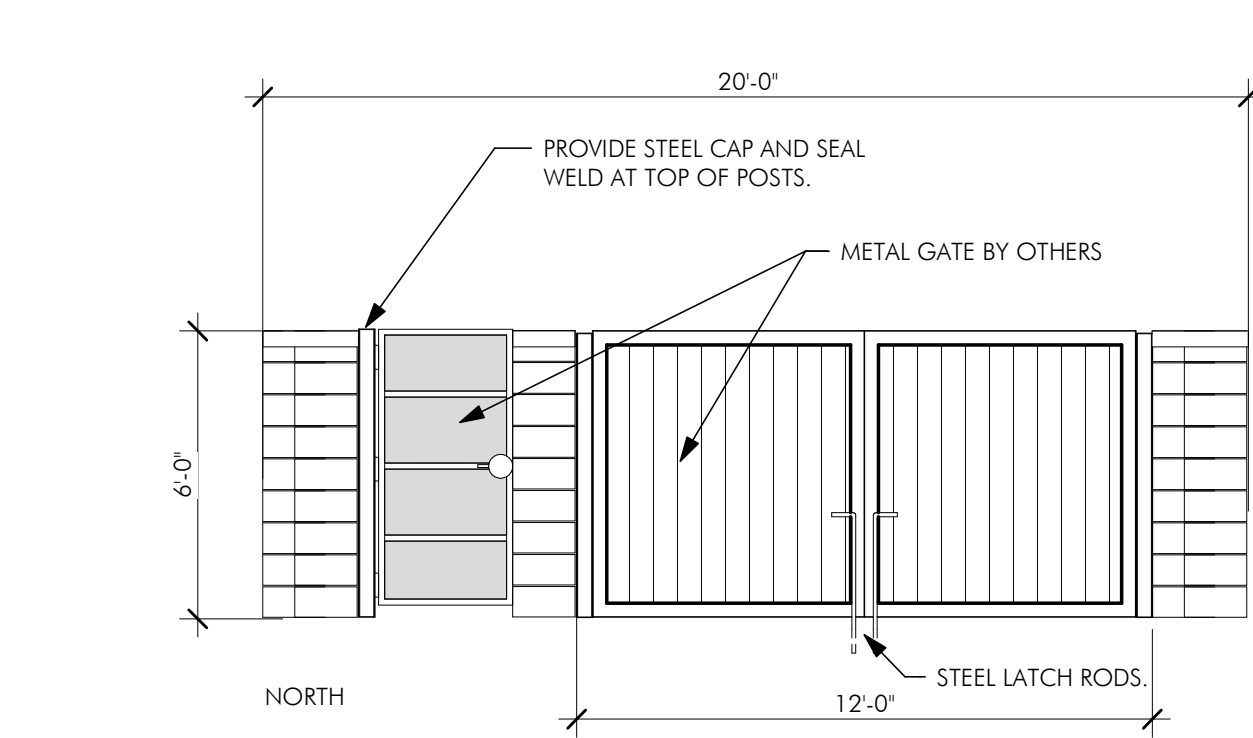
- 1 PROPERTY LINE.
- 2 INVERTED U-RACK. (8) TOTAL RACKS.
- 3 NEW BRIDGE FOR TRANSIT STOP. COORDINATE FINAL DESIGN WITH CHERRIOTS.
- 4 42" TALL STEEL GUARDRAIL SECURED TO TOP OF CONCRETE RETAINING WALL.
- 5 RAISED UTILITY VAULT REMAIN. ROUTE SIDEWALK AROUND VAULT AS SHOWN.



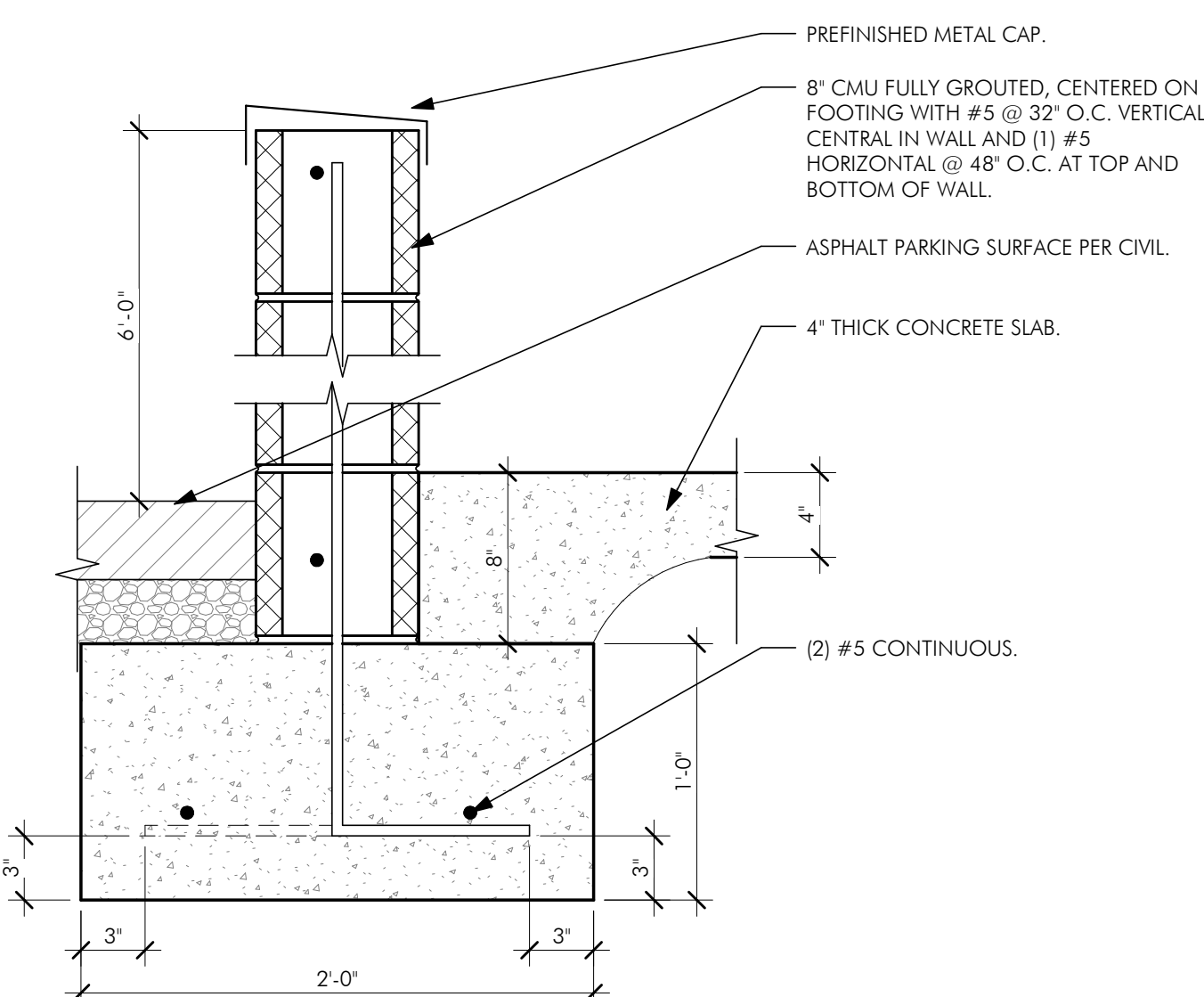
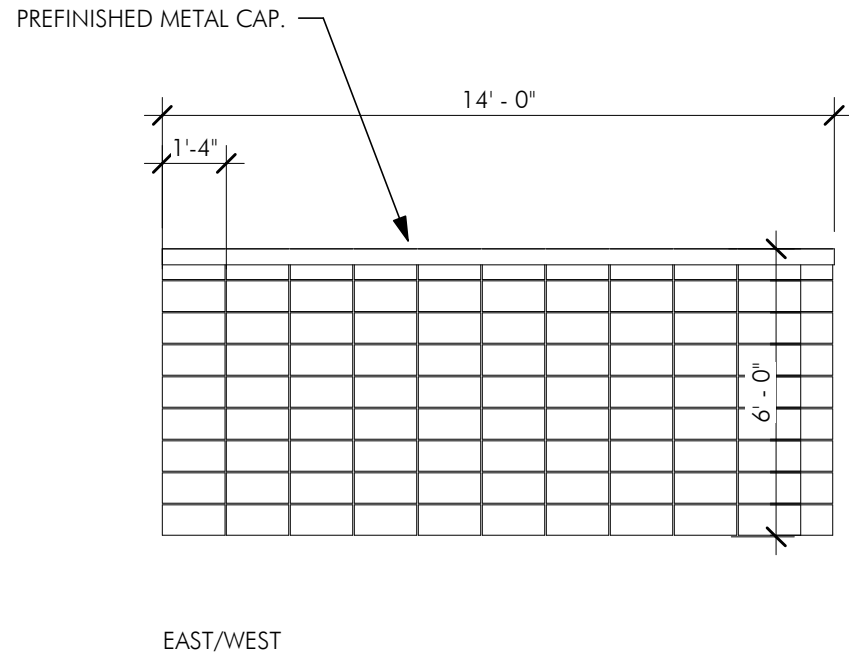
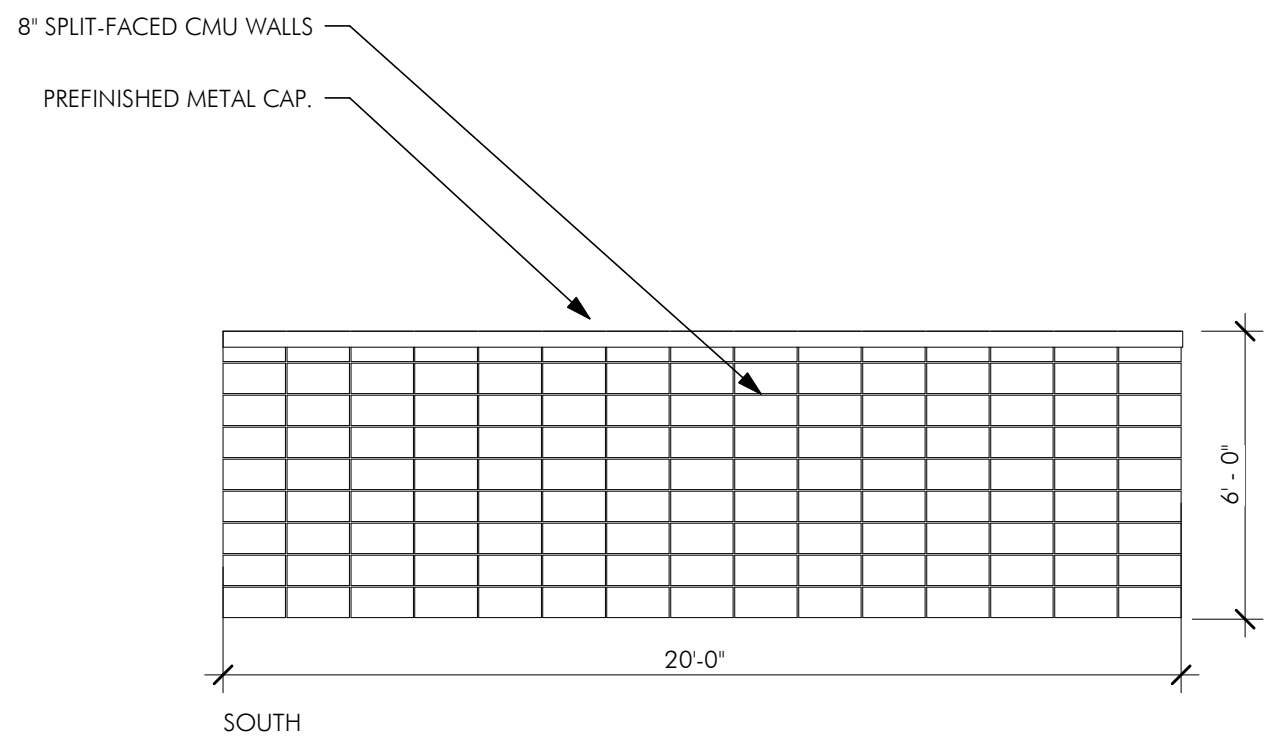
1 DEVELOPMENT SITE PLAN  
0' 5' 10' 20' 40' 60' 1" = 20'-0"



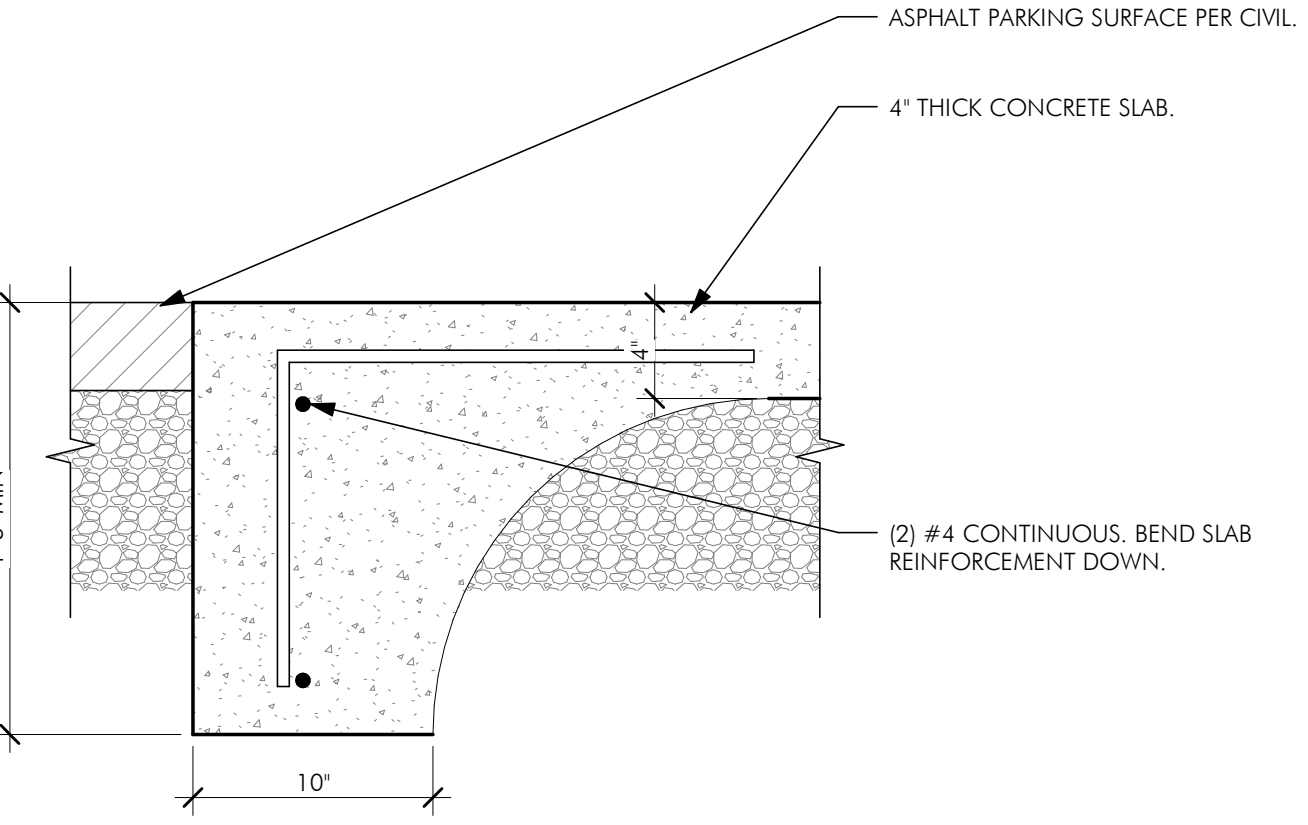




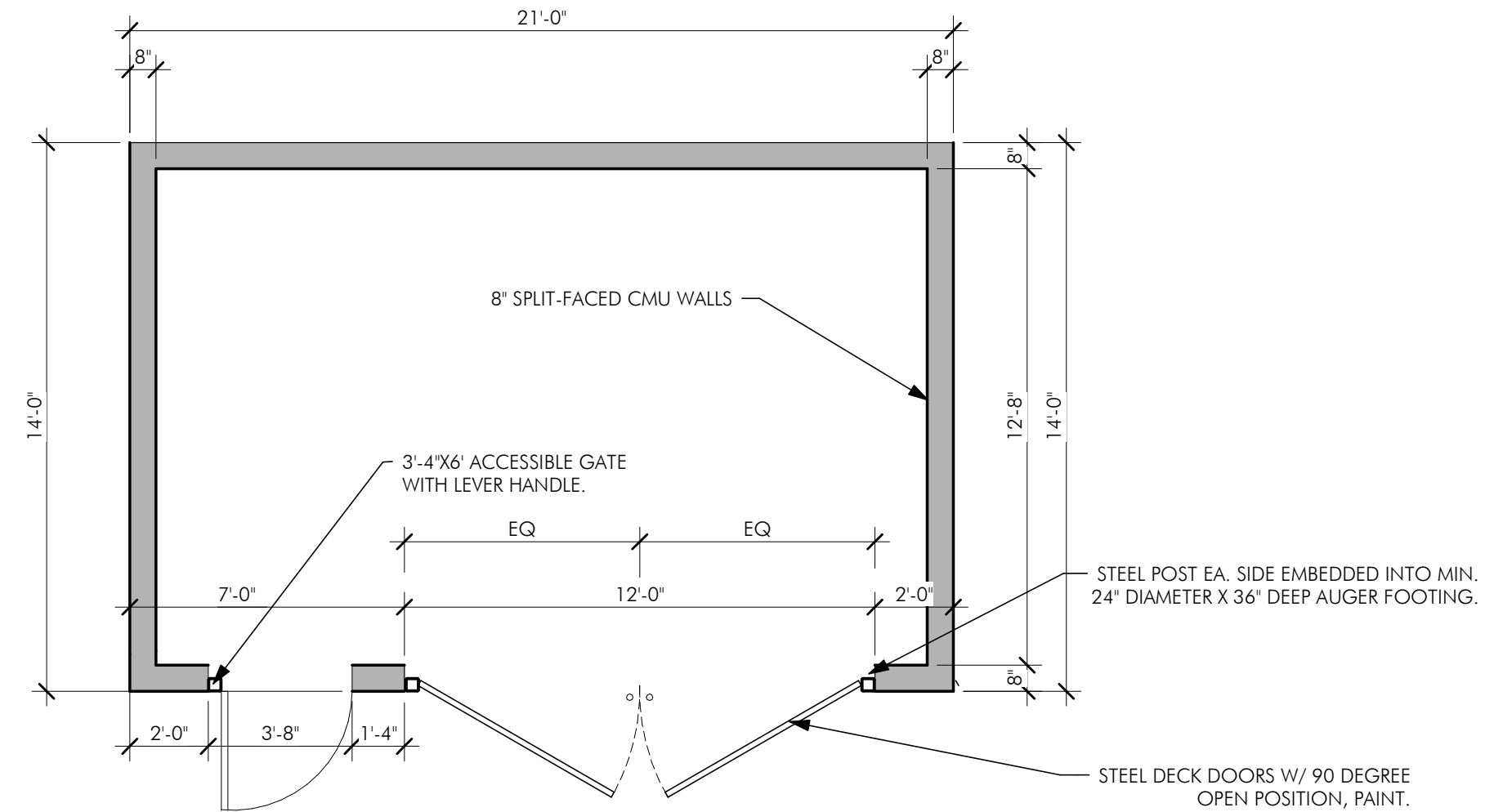
**1** TRASH ENCLOSURE ELEVATIONS



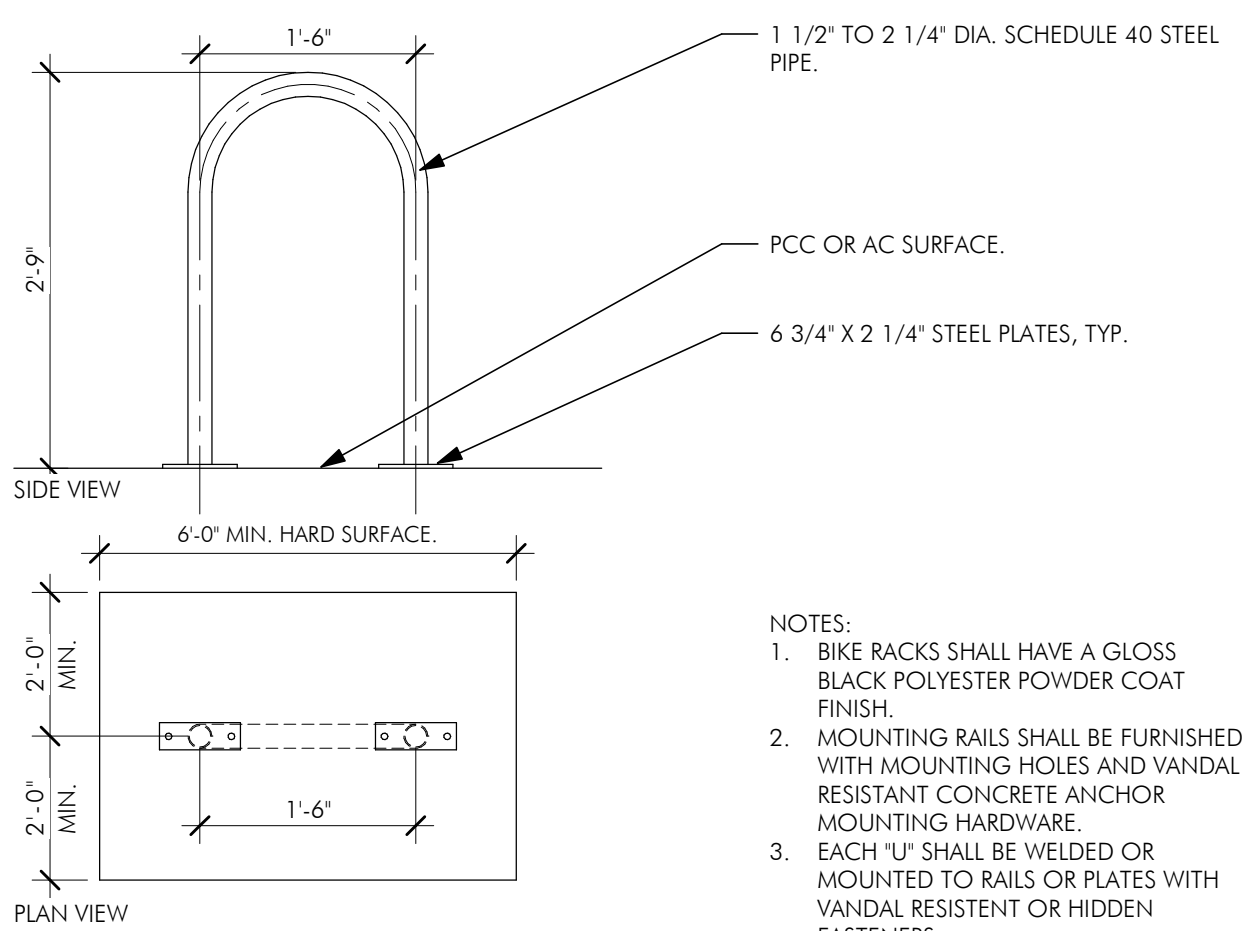
**2** TRASH ENCLOSURE FOOTING



**3** TRASH ENCLOSURE FOOTING @ OPENING



**4** TRASH ENCLOSURE PLAN



- NOTES:
- BIKE RACKS SHALL HAVE A GLOSS BLACK POLYESTER POWDER COAT FINISH.
  - MOUNTING RAILS SHALL BE FURNISHED WITH MOUNTING HOLES AND VANDAL RESISTANT CONCRETE ANCHOR MOUNTING HARDWARE.
  - EACH "U" SHALL BE WELDED OR MOUNTED TO RAILS OR PLATES WITH VANDAL RESISTANT OR HIDDEN FASTENERS.
  - FOR SINGLE "U" INSTALLATION, EACH MOUNTING PLATE WILL BE EQUIPPED WITH TWO ANCHOR BOLT HOLES.

**5** "INVERTED U" BIKE RACK

FLOOR PLAN NOTES:

1 SAMPLE PLAN NOTE

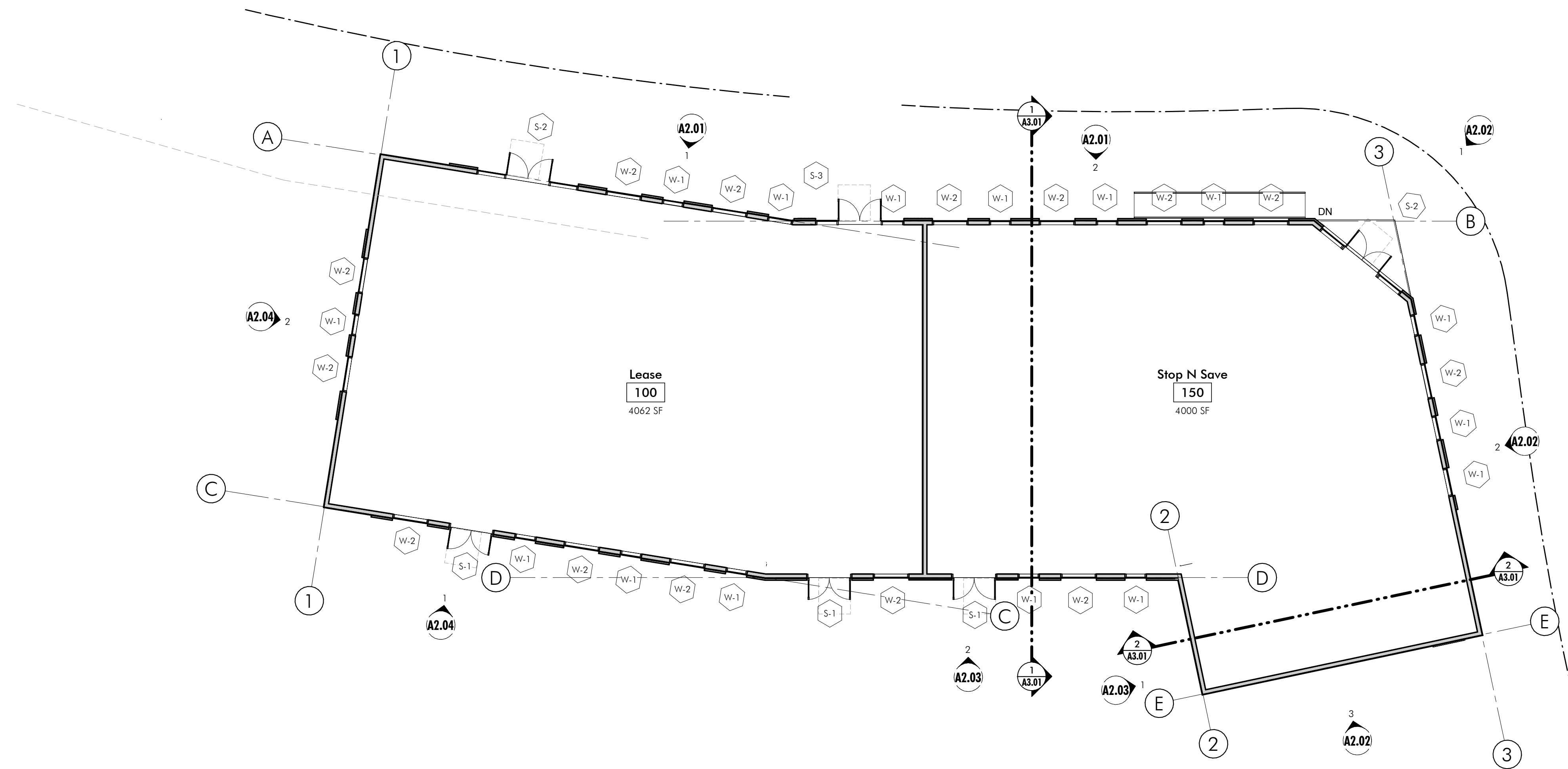
PLAN LEGEND:

GENERAL PLAN NOTES:

1. GENERAL NOTES APPLY TO ALL DRAWINGS.
2. DRAWINGS ARE DIAGRAMMATIC ONLY AND SHOULD NOT BE SCALED. NOTIFY ARCHITECT OF ANY DISCREPANCIES IMMEDIATELY UPON DISCOVERY. OBTAIN CLARIFICATION OF DIMENSIONS OR DISCREPANCIES PRIOR TO PROCEEDING WITH AREA OF REQUIRED WORK.
3. DIMENSIONS ARE TO FACE OF FRAMING. DIMENSIONS STATED AS CLEAR ARE TO FACE OF FINISH.
4. SEE WALL SECTIONS FOR DESCRIPTION OF EXTERIOR WALL MATERIALS.
5. ALL INTERIOR PARTITIONS TO RECEIVE GLASS FIBER INSULATION, FULL HEIGHT.
6. COORDINATE LOCATION OF RECESSED OR SEMI-RECESSED ITEMS TO AVOID BACK TO BACK INSTALLATION AND TO REDUCE NOISE TRANSFER THROUGH PARTITIONS.
7. INSTALL WALL BACKING FOR ALL WALL MOUNTED ITEMS, INCLUDING BUT NOT LIMITED TO THE FOLLOWING: DOOR STOPS, FIXTURES, WALL CABINETS, SHELVING, COUNTERS, TOILET ACCESSORIES, SECURITY EQUIPMENT, TACK BOARDS AND MARKER BOARDS, HAND RAILS AND WINDOW COVERING TRACKS.
8. SEPARATE AREAS IN WHICH WORK IS BEING CONDUCTED FROM OTHER AREAS THAT ARE STILL OCCUPIED.
  - A. PROVIDE, ERECT, AND MAINTAIN TEMPORARY DUSTPROOF PARTITIONS OF SUITABLE CONSTRUCTION IN LOCATIONS INDICATED ON DRAWINGS OR AS DIRECTED.
9. PROTECT EXISTING WORK TO REMAIN.
  - A. PREVENT MOVEMENT OF STRUCTURE; PROVIDE SHORING AND BRACING IF NECESSARY.
  - B. PERFORM CUTTING TO ACCOMPLISH REMOVALS NEATLY AND AS SPECIFIED FOR CUTTING NEW WORK.
  - C. REPAIR ADJACENT CONSTRUCTION AND FINISHES DAMAGED DURING REMOVAL WORK.
  - D. PATCH AS SPECIFIED FOR PATCHING NEW WORK.
10. REMOVE DEBRIS, JUNK, AND TRASH FROM SITE.
11. REMOVE FROM SITE ALL MATERIALS NOT TO BE REUSED ON SITE; DO NOT BURN OR BURIED.
12. LEAVE SITE IN CLEAN CONDITION, READY FOR SUBSEQUENT WORK.
13. CLEAN UP SPILLAGE AND WIND-BLOWN DEBRIS FROM PUBLIC AND PRIVATE LANDS.
14. WORK SHOWN ON THESE DRAWINGS IS TO BE SUPPLIED, FURNISHED, CONSTRUCTED, INSTALLED ALL AS PER THE GENERAL CONDITIONS AND THE SPECIFICATIONS: EXCEPTIONS AS DESCRIBED BY THE FOLLOWING ABBREVIATIONS:
  - A. CFCI CONTRACTOR FURNISHED - CONTRACTOR INSTALLED.
  - B. OFCI OWNER FURNISHED - CONTRACTOR INSTALLED.
  - C. OFOI OWNER FURNISHED - OWNER INSTALLED.
  - D. NIC OR N.I.C. NOT IN CONTRACT OR NOT A PART OF THIS CONTRACT.

IN THE EVENT CONFLICTS ARE DISCOVERED BETWEEN THE ORIGINAL SIGNED AND SEALED DOCUMENTS PREPARED BY THE ARCHITECTS AND/OR THEIR CONSULTANTS, AND ANY COPY OF THE DOCUMENTS TRANSMITTED BY MAIL, FAX, ELECTRONICALLY OR OTHERWISE, THE ORIGINAL SIGNED AND SEALED DOCUMENTS SHALL GOVERN.

PROJECT # 2023-032  
DATE: 2/2/2023  
REVISIONS



1 LEVEL 01 - FLOOR PLAN  
0' 4' 8' 16' 24' 48' 3/32" = 1'-0"



New Retail Building  
Fairview  
2110 Strong Road SE - Salem, OR 97302

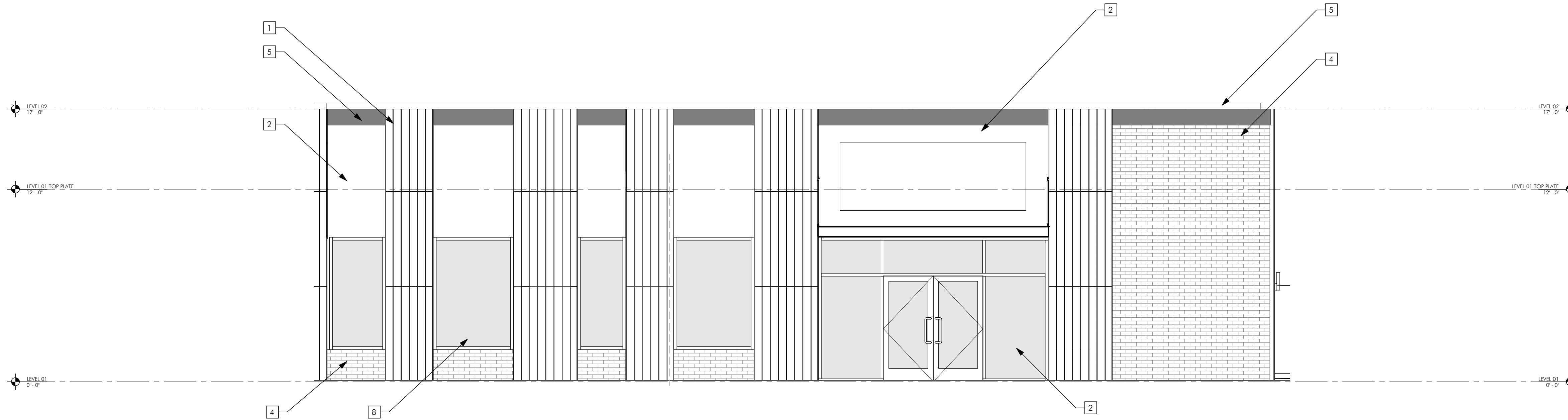
SHEET:  
**A1.21**

IN THE EVENT CONFLICTS ARE DISCOVERED BETWEEN THE ORIGINAL SIGNED AND SEALED DOCUMENTS PREPARED BY THE ARCHITECTS AND/OR THEIR CONSULTANTS, AND ANY COPY OF THE DOCUMENTS TRANSMITTED BY MAIL, FAX, ELECTRONICALLY OR OTHERWISE, THE ORIGINAL SIGNED AND SEALED DOCUMENTS SHALL GOVERN.

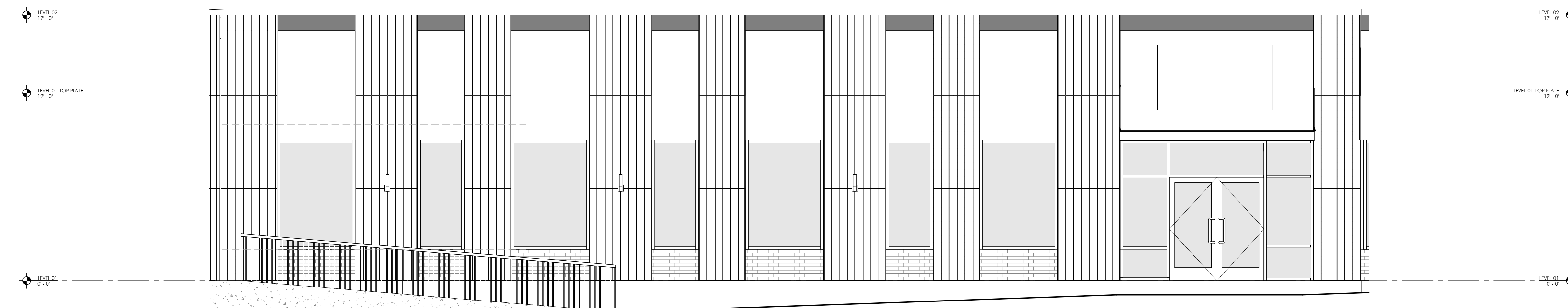
PROJECT # 2023-032  
DATE: 2/2/2023  
REVISIONS

**ELEVATION NOTES:**

- 1 REDIDER OKO SKIN FIBER CEMENT BOARDS. COLOR: VARIATIONS FROM TIMBER LINE
- 2 FIBER CEMENT PANEL. COLOR:TBD
- 3 FIBER CEMENT PANEL. COLOR 2:TBD
- 4 STONE VENEER
- 5 PRE-FINISHED METAL PARAPET CAP.
- 6 STEEL CANOPY. PAINT FINISH. PREFINISHED METAL ROOF. LIGHTING PROVIDED UNDER ROOF.
- 7 ALUMINUM STOREFRONT. DOOR/WINDOW.
- 8 ALUMINUM FRAMED WINDOW.
- 9 EXTERIOR UP/DOWN SCONCE LIGHT.



**1** Building Elevation North 1  
0' 1' 2' 4' 8' 12' 1/4" = 1'-0"



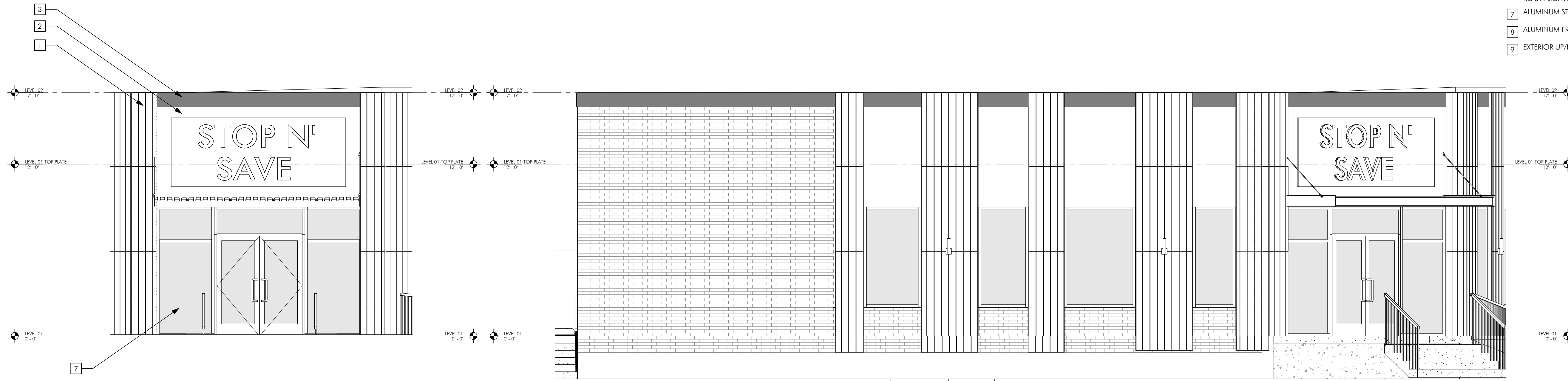
**2** Building Elevation North 2  
0' 1' 2' 4' 8' 12' 1/4" = 1'-0"

**New Retail Building  
Fairview**  
2110 Strong Road SE - Salem, OR 97302

SHEET:  
**A2.01**

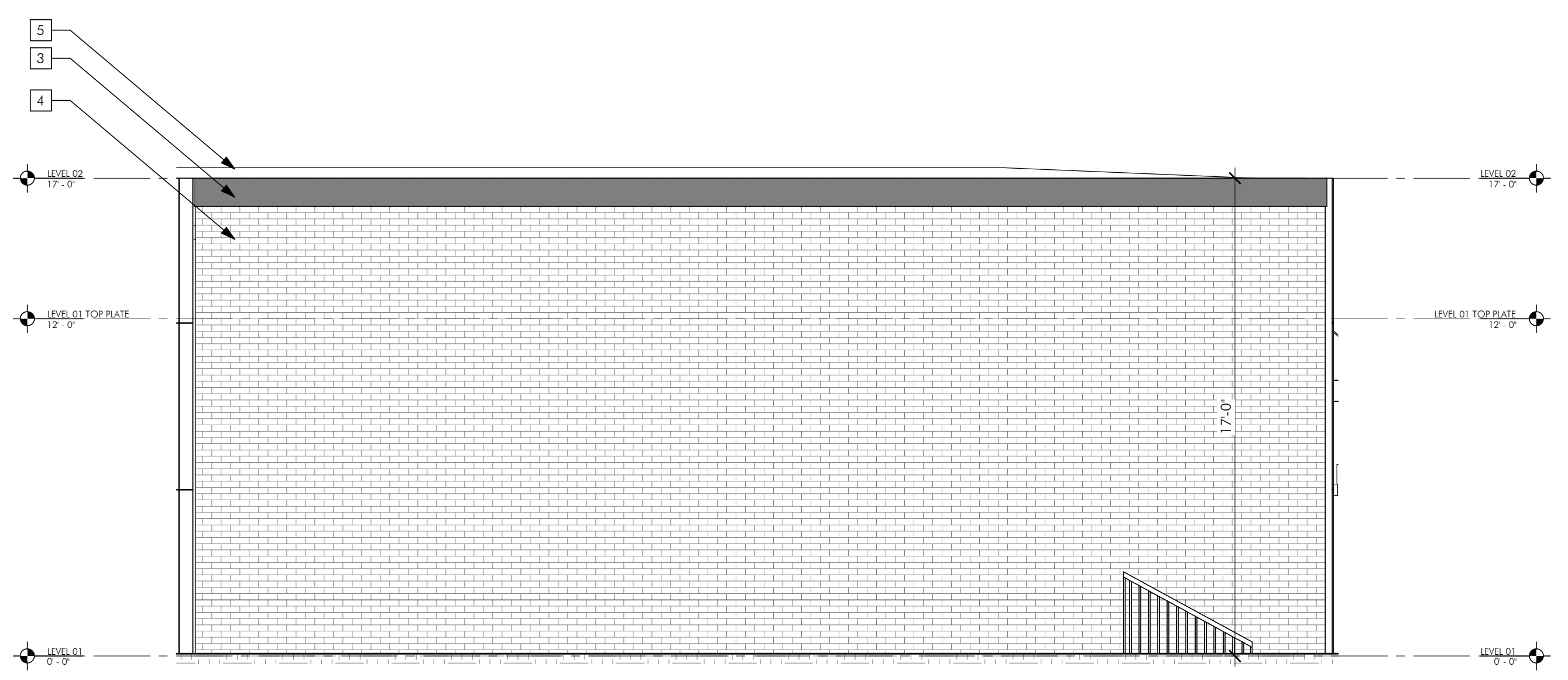
**ELEVATION NOTES:**

- 1 REDIDER OKO SKIN FIBER CEMENT BOARDS. COLOR: VARIATIONS FROM TIMBER LINE
- 2 FIBER CEMENT PANEL. COLOR:TBD
- 3 FIBER CEMENT PANEL. COLOR 2:TBD
- 4 STONE VENEER
- 5 PRE-FINISHED METAL PARAPET CAP.
- 6 STEEL CANOPY. PAINT FINISH. PREFINISHED METAL ROOF. LIGHTING PROVIDED UNDER ROOF.
- 7 ALUMINUM STOREFRONT. DOOR/WINDOW.
- 8 ALUMINUM FRAMED WINDOW.
- 9 EXTERIOR UP/DOWN SCONCE LIGHT.



**1** Building Elevation NE Corner  
0' 1' 2' 4' 8' 12' 1/4" = 1'-0"

**2** Building Elevation East  
0' 1' 2' 4' 8' 12' 1/4" = 1'-0"



**3** Building Elevation South 3  
0' 1' 2' 4' 8' 12' 1/4" = 1'-0"

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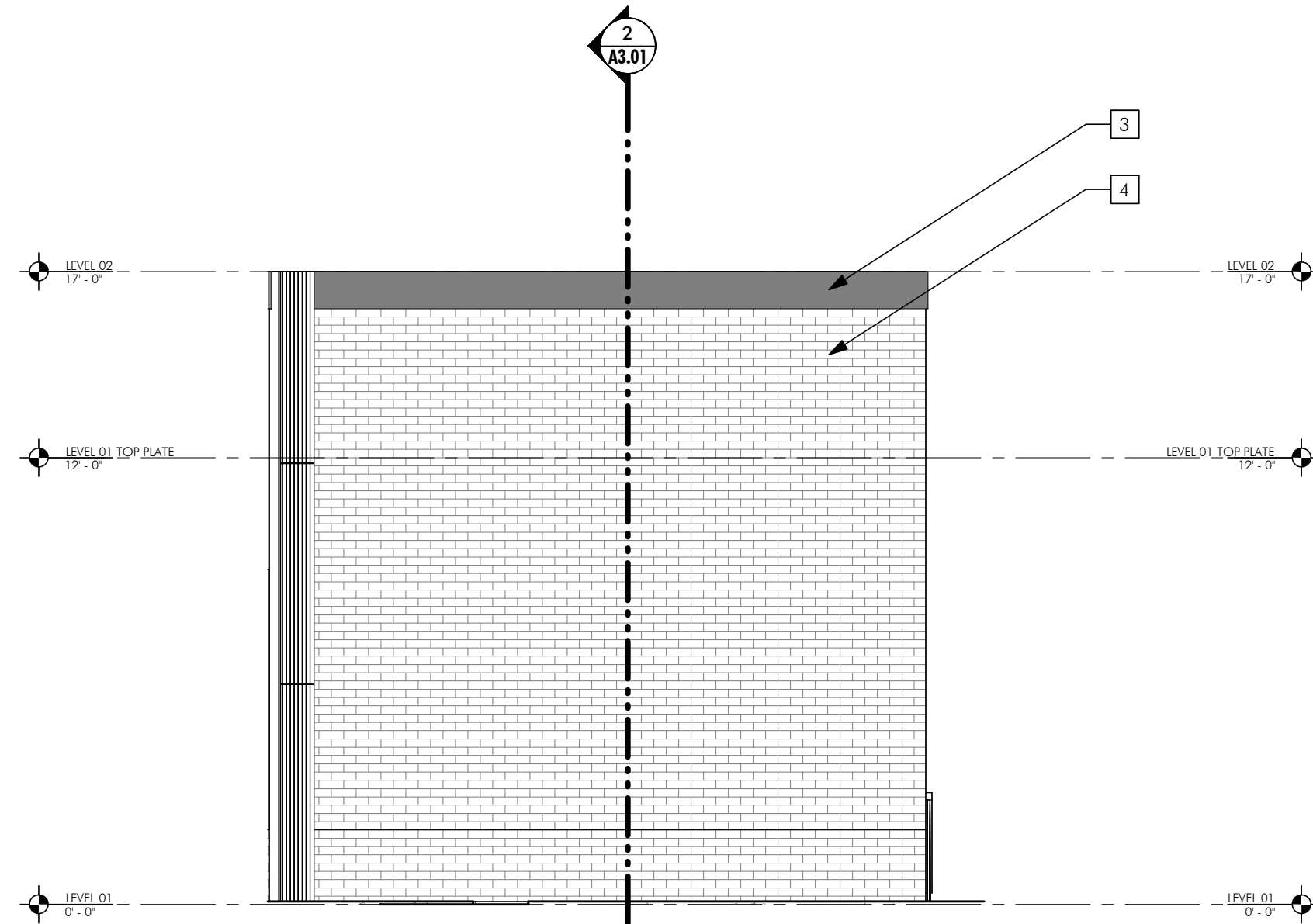
PROJECT # 2023-032  
DATE: 2/2/2023  
REVISIONS

**New Retail Building**  
**Fairview**  
2110 Strong Road SE - Salem, OR 97302

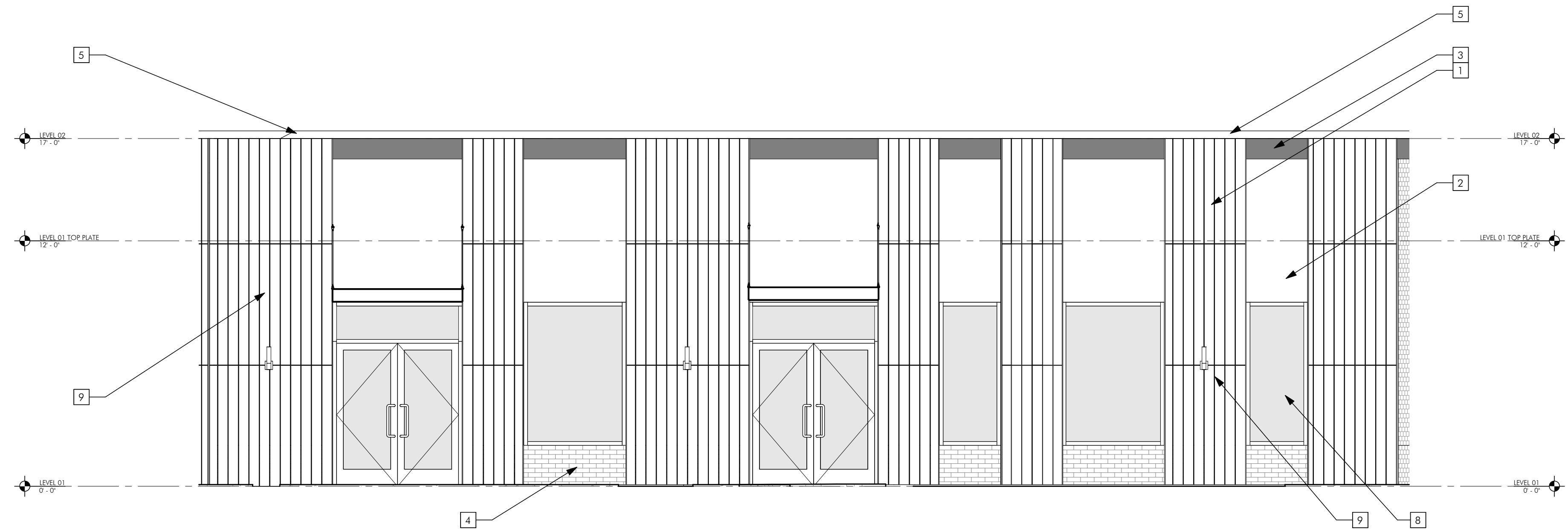
SHEET:  
**A2.02**

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PROJECT # 2023-032  
DATE: 2/2/2023  
REVISIONS



**1** Building Elevation West 2  
0' 1' 2' 4' 8' 12' 1/4" = 1'-0"



**2** Building Elevation South 2  
0' 1' 2' 4' 8' 12' 1/4" = 1'-0"

**ELEVATION NOTES:**

- 1 REDIDER OKO SKIN FIBER CEMENT BOARDS. COLOR: VARIATIONS FROM TIMBER LINE
- 2 FIBER CEMENT PANEL. COLOR: TBD
- 3 FIBER CEMENT PANEL. COLOR 2: TBD
- 4 STONE VENEER
- 5 PRE-FINISHED METAL PARAPET CAP.
- 6 STEEL CANOPY. PAINT FINISH. PREFINISHED METAL ROOF. LIGHTING PROVIDED UNDER ROOF.
- 7 ALUMINUM STOREFRONT. DOOR/WINDOW.
- 8 ALUMINUM FRAMED WINDOW.
- 9 EXTERIOR UP/DOWN SCONCE LIGHT.

**New Retail Building**

**Fairview**

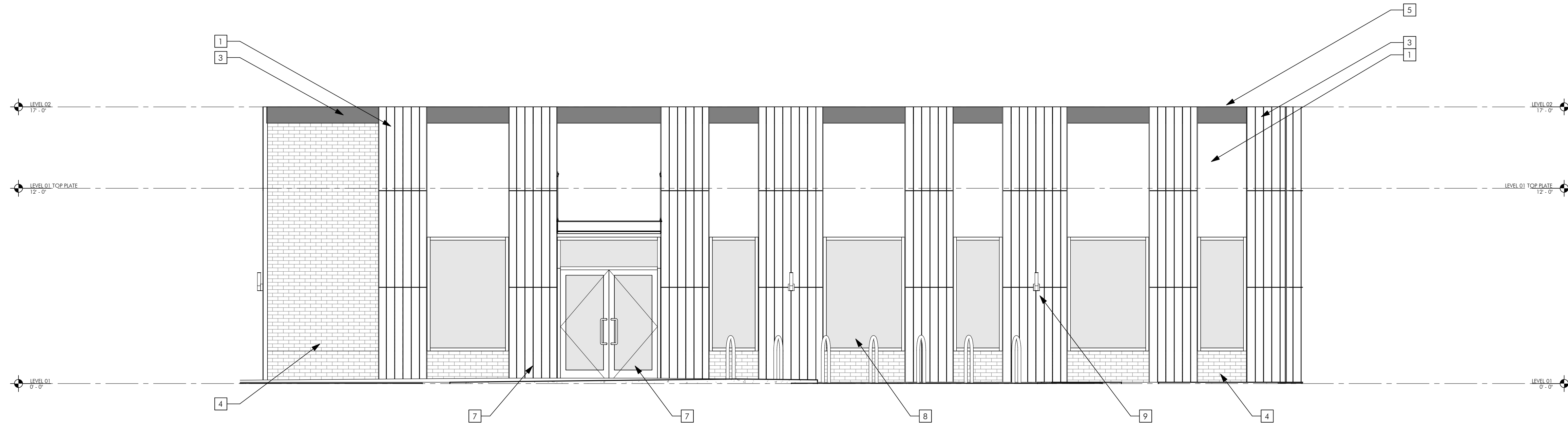
2110 Strong Road SE - Salem, OR 97302

SHEET:

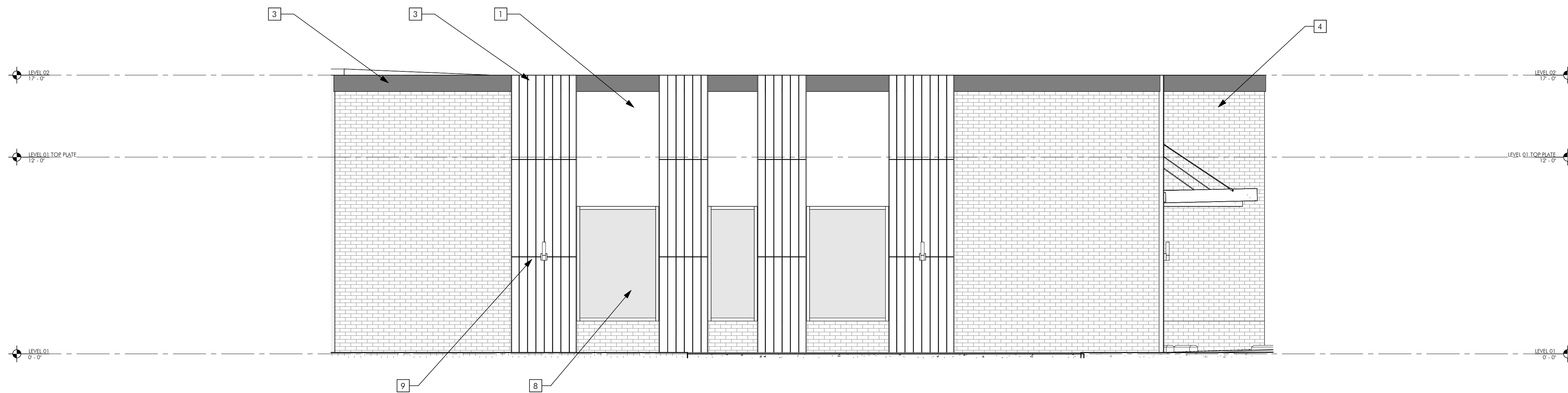
**A2.03**

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DOCUMENTS PREPARED BY THE ARCHITECTS  
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PROJECT # 2023-032  
DATE: 2/2/2023  
REVISIONS



**1** Building Elevation South 1  
0' 1' 2' 4' 8' 12' 1/4" = 1'-0"



**2** Building Elevation West 1  
0' 1' 2' 4' 8' 12' 1/4" = 1'-0"

**New Retail Building  
Fairview**  
2110 Strong Road SE - Salem, OR 97302

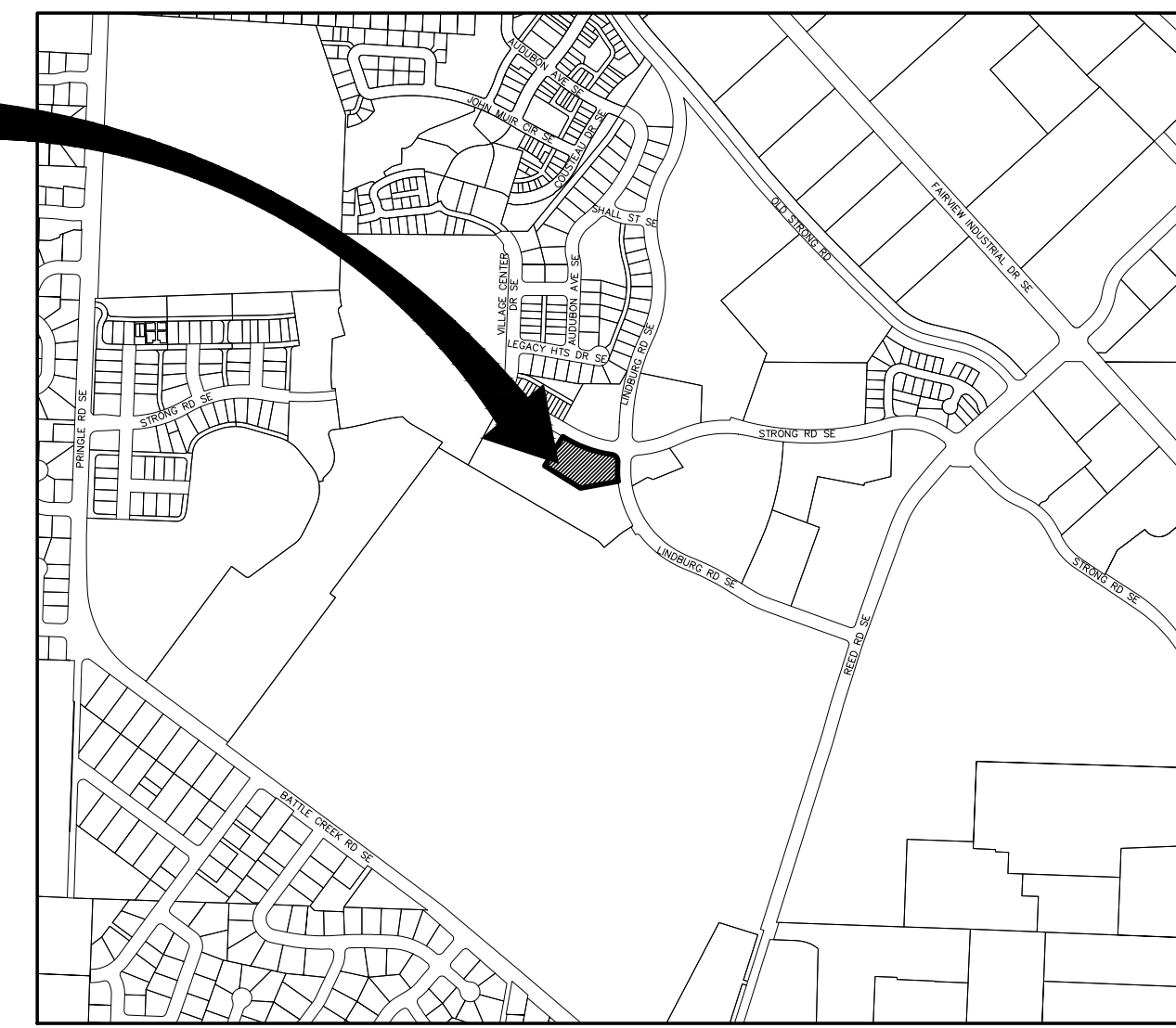
Exhibit J – Civil Plans



# DRAWINGS FOR: FAIRVIEW RETAIL BUILDING SITE IMPROVEMENTS SE CORNER OF STRONG RD SE & LINDBURG RD SE SALEM, OR 97302

FOR:  
**STUDIO 3 ARCHITECTURE**  
275 COUR ST NE  
SALEM, OR 97301  
503.390.6500

PROJECT LOCATION.



VICINITY MAP



Know what's below.  
Call before you dig.

SHEET INDEX	
#	TITLE
C0.0	COVER SHEET, INDEX, & VICINITY MAP
C1.0	EROSION CONTROL PLAN - DEMOLITION & CLEARING
C1.1	EROSION CONTROL PLAN - STREETS & UTILITIES
C1.2	EROSION CONTROL PLAN - VERTICAL CONSTRUCTION
C1.3	EROSION CONTROL PLAN - FINAL LANDSCAPING & STABILIZATION
C1.4	EROSION CONTROL NOTES
C1.5	EROSION CONTROL NOTES
C1.6	EROSION CONTROL DETAILS
C2.0	GRADING & DRAINAGE PLAN
C3.0	UTILITY PLAN
C4.0	SURFACING PLAN
C5.0	CONSTRUCTION NOTES
C6.0	CONSTRUCTION DETAILS

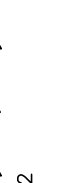
ITEM	PROPOSED	EXISTING	ITEM	PROPOSED	EXISTING
SANITARY SEWER	SS	SS	BARRICADE	[Symbol]	[Symbol]
STORM DRAIN	SD	SD	FLOW DIRECTION	[Symbol]	[Symbol]
WATER	W	W	TELEPHONE MANHOLE	[Symbol]	[Symbol]
GAS	G	G	TELEPHONE PEDESTAL	[Symbol]	[Symbol]
TELEPHONE	T	T	SANITARY SEWER MANHOLE	[Symbol]	[Symbol]
POWER	P	P	STORM DRAIN MANHOLE	[Symbol]	[Symbol]
TELEVISION	Tv	Tv	CATCH BASIN	[Symbol]	[Symbol]
FENCE	X	X	JUNCTION BOX	[Symbol]	[Symbol]
RAILROAD	[Symbol]	[Symbol]	FIRE HYDRANT AND VALVE	[Symbol]	[Symbol]
CURB, DRIVEWAY, P.C.C. SIDEWALK	[Symbol]	[Symbol]	WATER METER	[Symbol]	[Symbol]
HEDGE OR BRUSH	[Symbol]	[Symbol]	WATER VALVE	[Symbol]	[Symbol]
TREES	[Symbol]	[Symbol]	POWER POLE	[Symbol]	[Symbol]
STREET OR ALLEY RIGHT OF WAY	[Symbol]	[Symbol]	POWER POLE W/ANCHOR	[Symbol]	[Symbol]
PLATTED LOT LINE	[Symbol]	[Symbol]	POLE W/LUMINAIRE	[Symbol]	[Symbol]
PLATTED LOT LINE (ABANDONED)	[Symbol]	[Symbol]	LIGHT POLE	[Symbol]	[Symbol]
OWNERSHIP LINE	[Symbol]	[Symbol]	SIGN POST	[Symbol]	[Symbol]
EASEMENT OR TEMPORARY RIGHT OF WAY	[Symbol]	[Symbol]	MAILBOX	[Symbol]	[Symbol]
IMPROVEMENT DISTRICT BOUNDARY	[Symbol]	[Symbol]	TRAFFIC SIGNAL	[Symbol]	[Symbol]
PROJECT CENTERLINE AND STATIONING	[Symbol]	[Symbol]	X-WALK SIGNAL	[Symbol]	[Symbol]
CITY LIMITS LINE	[Symbol]	[Symbol]			

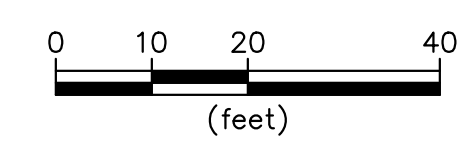
### LEGEND

[Symbol]	FOUND MONUMENT
[Symbol]	STORM DRAIN MANHOLE
[Symbol]	CATCH BASIN ROUND
[Symbol]	SANITARY SEWER MANHOLE
[Symbol]	CLEANOUT
[Symbol]	WATER VALVE
[Symbol]	IRRIGATION VALVE
[Symbol]	ELECTRICAL BOX
[Symbol]	LIGHT POLE
[Symbol]	UTILITY STUB UP
[Symbol]	UTILITY VAULT
[Symbol]	COMMUNICATION BOX
[Symbol]	GAS RISER
[Symbol]	SIGN
[Symbol]	STORM DRAIN LINE MARKER
[Symbol]	CONCRETE
[Symbol]	GRAVEL
[Symbol]	ASPHALT
[Symbol]	SEWER LINE UNDERGROUND
[Symbol]	STORM LINE UNDERGROUND
[Symbol]	WATERLINE UNDERGROUND
[Symbol]	GAS LINE UNDERGROUND
[Symbol]	CONC
[Symbol]	E.O.P.
[Symbol]	HCR
[Symbol]	C&G
[Symbol]	PUE
[Symbol]	PSE

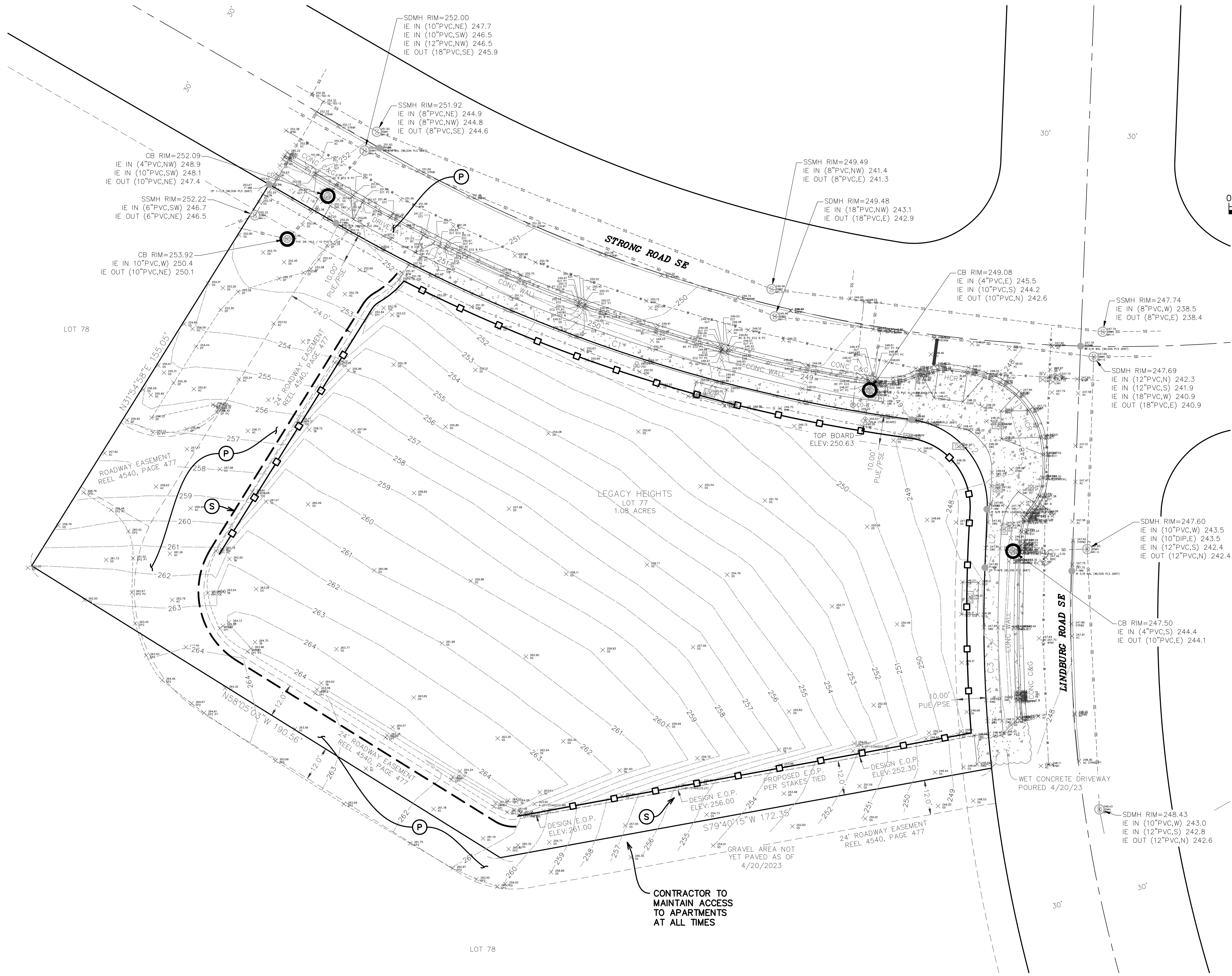
### NOTES

1. BASIS OF BEARINGS AND COORDINATE SYSTEM IS BASED ON OREGON STATE PLANE NORTH ZONE, NAD83 (2011), EPOCH 2010.00. ALL DISTANCES SHOWN HEREON ARE GROUND DISTANCES.
2. ELEVATIONS WERE ESTABLISHED BY GPS RTK OBSERVATIONS TO CITY OF SALEM BENCHMARK "2098". MARK IS A 2" ALUMINUM DISK IN THE CURB ON THE EAST SIDE OF BATTLE CREEK ROAD SE IN BETWEEN KUEBLER BOULEVARD SE AND BOONE ROAD SE. ELEVATION = 369.46' (CITY OF SALEM DATUM, NGVD29)
3. THE LOCATION OF UTILITIES SHOWN HEREON ARE FROM OBSERVED VISIBLE EVIDENCE OF ABOVE GROUND APPURTENANCES ALONG WITH SURFACE UTILITY MARKINGS BY OTHERS. ALL UNDERGROUND UTILITIES SHOWN WERE MARKED ON THE SURFACE BY AN "OREGON ONE-CALL NOTIFICATION CENTER" REQUEST. SURVEYOR MAKES NO GUARANTEE AS TO THE ACCURACY OF SAID MARKINGS, HOWEVER, THEY ARE LOCATED AS ACCURATELY AS THEY ARE MARKED ON THE GROUND.
4. PER ORS 209.150, ANY SURVEY MONUMENT REMOVED, DISTURBED OR DESTROYED SHALL BE REPLACED BY A PROFESSIONAL LAND SURVEYOR WITHIN 90 DAYS AT THE EXPENSE OF THE PERSON OR PUBLIC AGENCY RESPONSIBLE FOR SAID REMOVAL, DISTURBANCE OR DESTRUCTION.
5. FIELD SURVEYED APRIL, 2023.



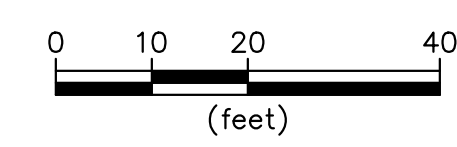


EROSION CONTROL LEGEND	
	SILT SACK
	SILT FENCE
DEMOLITION LEGEND	
	PROTECT
	SAWCUT
	REMOVE
NOTES	
1. NO CONCRETE WASHOUT ALLOWED ON SITE	
2. NO STOCKPILING ALLOWED ON SITE	

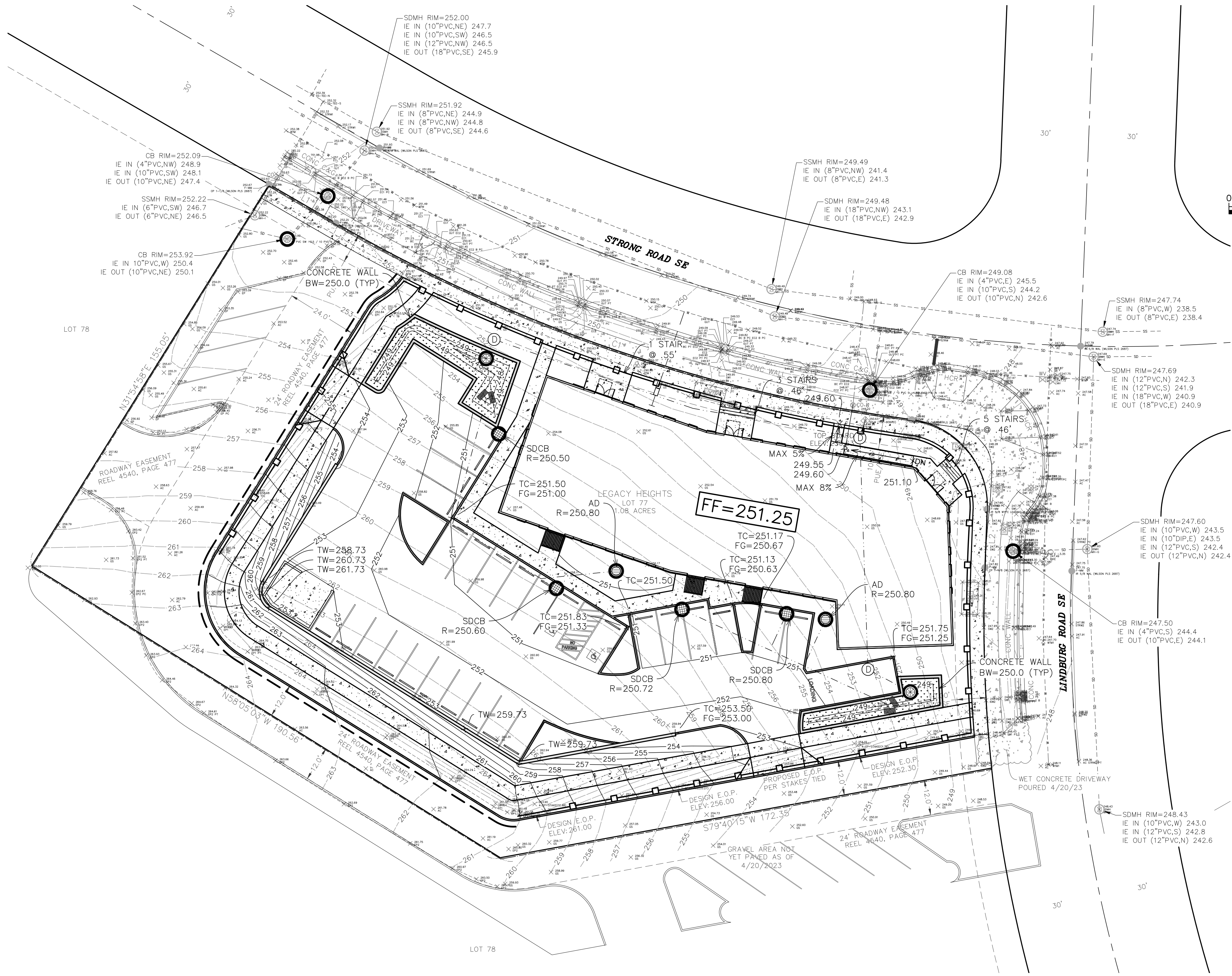


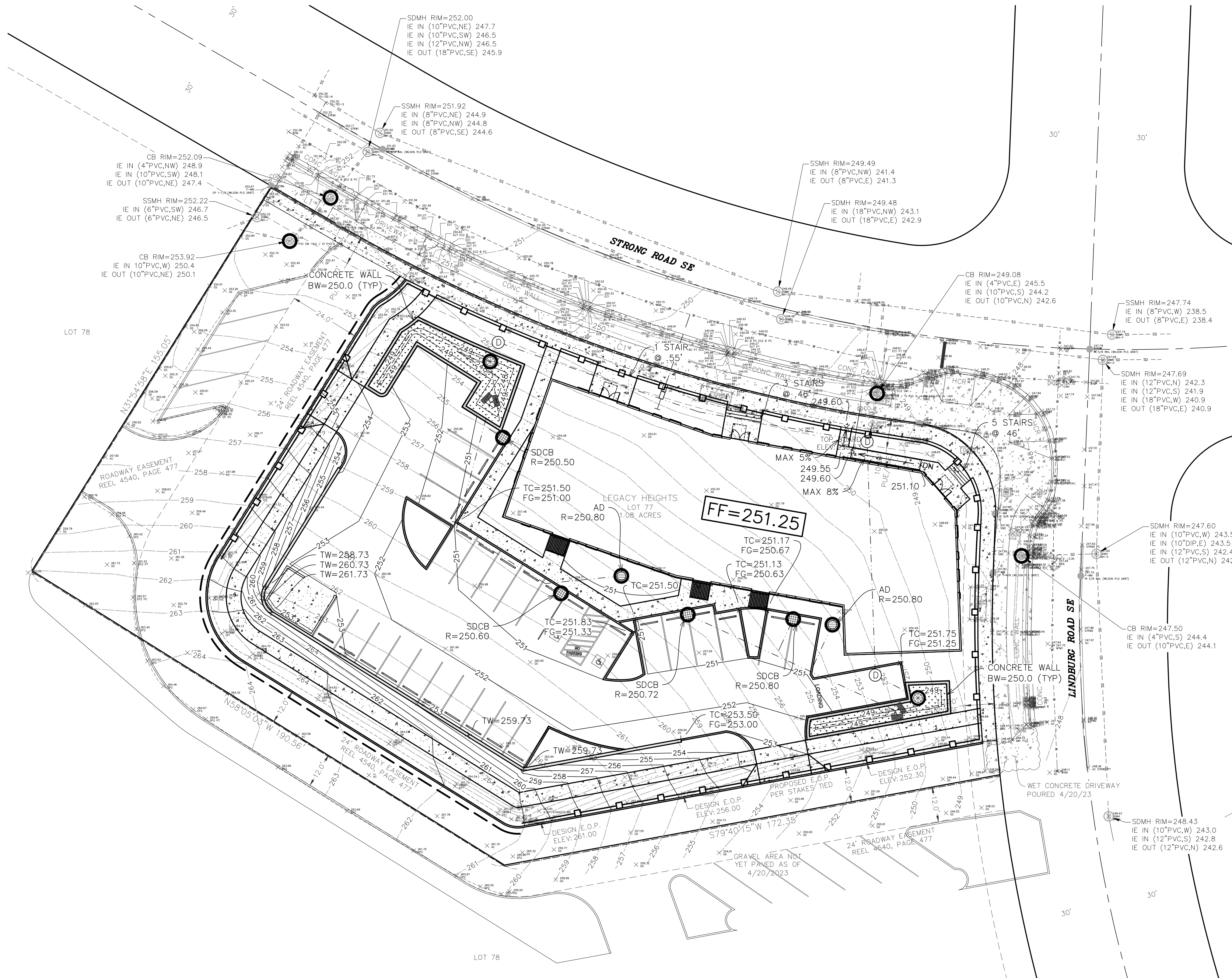
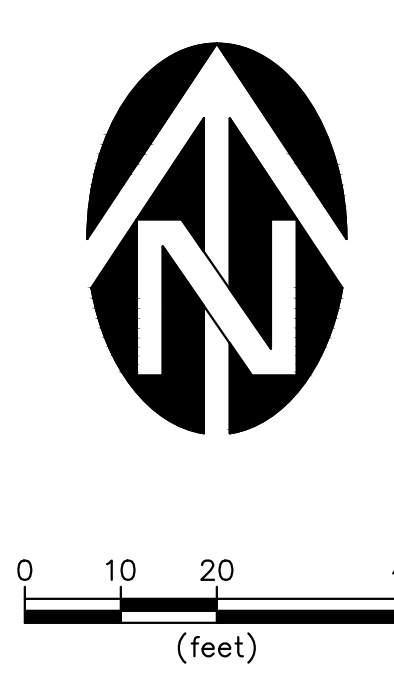
CONTRACTOR TO MAINTAIN ACCESS TO APARTMENTS AT ALL TIMES





EROSION CONTROL LEGEND	
	SILT SACK
	BIOBAG
	SILT FENCE
NOTES	
1. NO CONCRETE WASHOUT ALLOWED ON SITE	
2. NO STOCKPILING ALLOWED ON SITE	





EROSION CONTROL LEGEND	
	SILT SACK
	BIOBAG
	SILT FENCE
NOTES	
1. NO CONCRETE WASHOUT ALLOWED ON SITE	
2. NO STOCKPILING ALLOWED ON SITE	

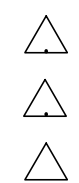




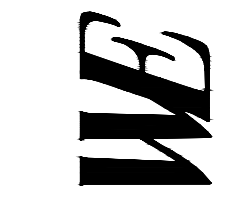
RENEWALS: 6/30/2024  
IN THE EVENT CONFLICTS ARE DISCOVERED BETWEEN THE ORIGINAL SIGNED AND SEALED DOCUMENTS PREPARED BY THE ARCHITECTS AND/OR THEIR CONSULTANTS, AND ANY COPY OF THE DOCUMENTS TRANSMITTED BY MAIL, FAX, ELECTRONICALLY OR OTHERWISE, THE ORIGINAL SIGNED AND SEALED DOCUMENTS SHALL GOVERN.

PROJECT # 3492.0000.0  
DATE: 01/24  
DRAWN BY: AK  
CHECKED BY: JW

REVISIONS:



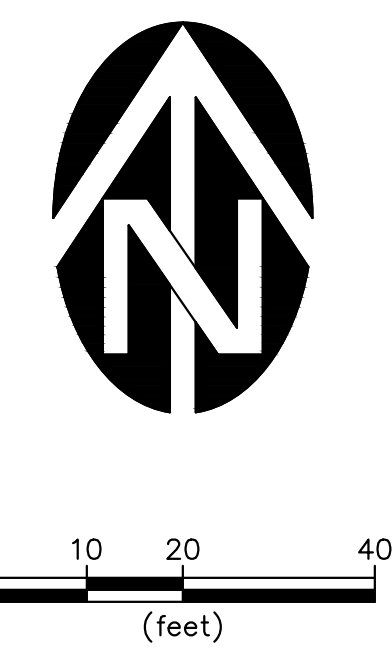
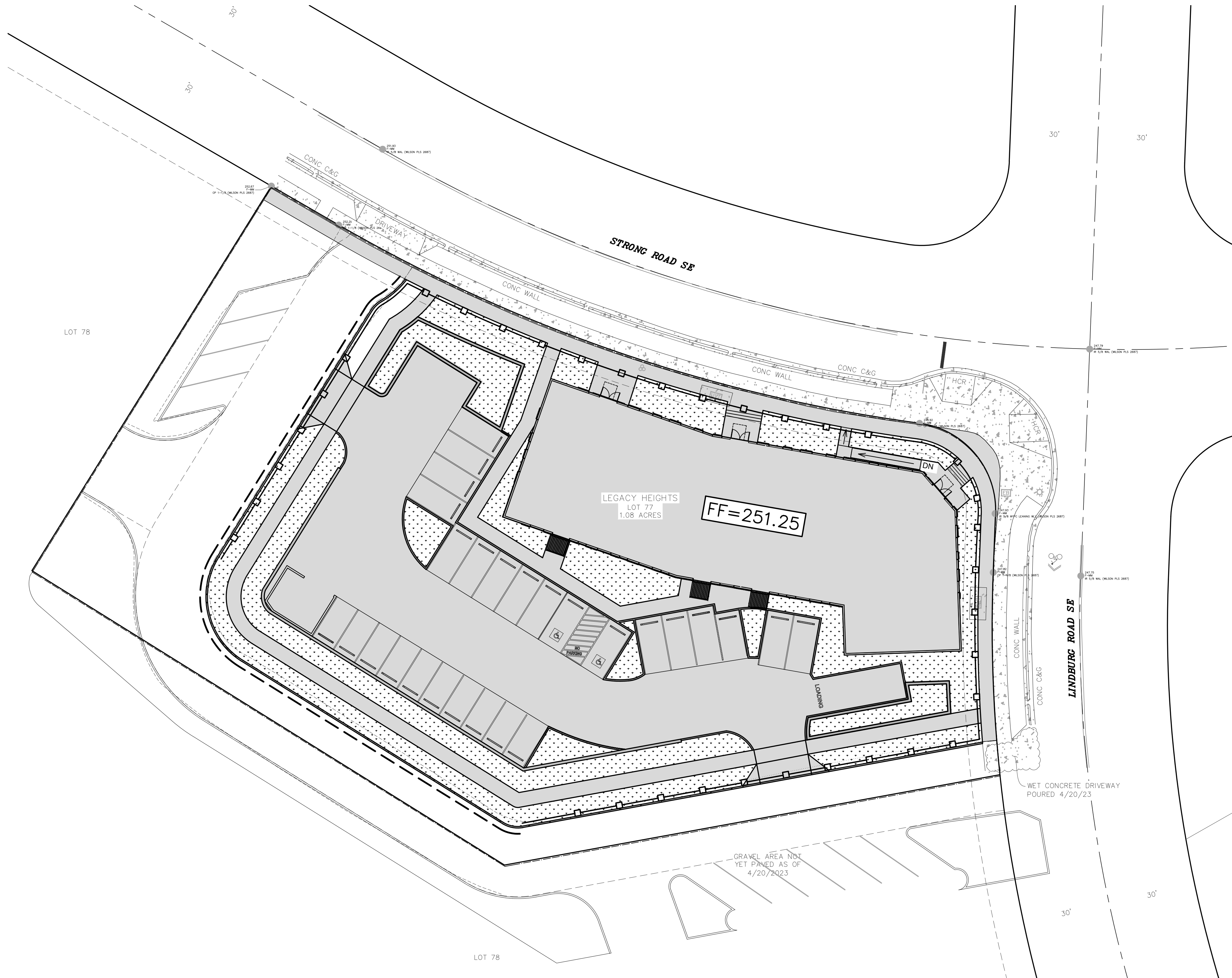
WESTTECH ENGINEERING, INC.  
CONSULTING ENGINEERS AND PLANNERS  
3841 Fairview Industrial Dr. S.E., Suite 100, Salem, OR 97302  
Phone: (503) 585-2474 Fax: (503) 585-3986  
E-mail: westtech@westtech-eng.com



**NEW RETAIL BUILDING:**  
**STRONG RD SE**  
**SALEM, OR**  
**STRONG RD SE & LINDBURG RD SE**

SHEET:  
**C1.3**  
EROSION CONTROL PLAN  
- FINAL LANDSCAPING &  
STABILIZATION

SURFACING LEGEND	
	NW IMPERVIOUS AREA
	IF NOT SHOWN TO BE LANDSCAPED, CONTRACTOR TO HYDROSEED.





ARCHITECTURE INCORPORATED

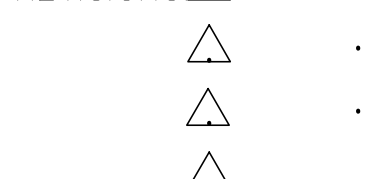
222 COMMERCIAL ST. NE SALEM, OR 97301-3410 P: 503.390.6500 F: 503.390.6501 www.studio3architecture.com



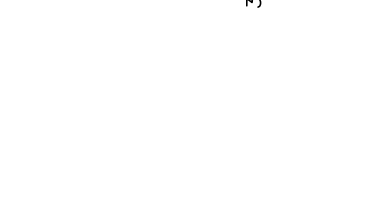
RENEWS: 6/30/2024 IN THE EVENT CONFLICTS ARE DISCOVERED BETWEEN THE ORIGINAL SIGNED AND SEALED DOCUMENTS PREPARED BY THE ARCHITECTS AND/OR THEIR CONSULTANTS, AND ANY COPY OF THE DOCUMENTS TRANSMITTED BY MAIL, FAX, ELECTRONICALLY OR OTHERWISE, THE ORIGINAL SIGNED AND SEALED DOCUMENTS SHALL GOVERN.

PROJECT #3492.0000.0 DATE: 01/24 DRAWN BY: AK CHECKED BY: JW

REVISIONS: 1



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: westtech@westtech-eng.com



NEW RETAIL BUILDING: STRONG RD SE SALEM, OR STRONG RD SE & LINDBURG RD SE

SHEET: C1.4 EROSION CONTROL NOTES

DEQ EROSION CONTROL STANDARD NOTES:

- 1. Include a list of all personnel (by name and position) that are responsible for the design, installation and maintenance of stormwater control measures (e.g. ESCP developer, BMP installer (see Section 4.10), as well as their individual responsibilities. (Section 4.4.c.ii)
2. Visual monitoring inspection reports must be made in accordance with DEQ 1200-C permit requirements. (Section 6.5)
3. Inspection logs must be kept in accordance with DEQ's 1200-C permit requirements. (Section 6.5.q)
4. Retain a copy of the ESCP and all revisions on site and make it available on request to DEQ, Agent, or the local municipality. (Section 4.7)
5. The permit registrant must implement the ESCP. Failure to implement any of the control measures or practices described in the ESCP is a violation of the permit. (Sections 4 and 4.11)
6. The ESCP must be accurate and reflect site conditions. (Section 4.8)
7. Submission of all ESCP revisions is not required. Submittal of the ESCP revisions is only under specific conditions. Submit all necessary revision to DEQ or Agent within 10 days. (Section 4.9)
8. Sequence clearing and grading to the maximum extent practical to prevent exposed inactive areas from becoming a source of erosion. (Section 2.2.2)
9. Create smooth surfaces between soil surface and erosion and sediment controls to prevent stormwater from bypassing controls and ponding. (section 2.2.3)
10. Identify, mark, and protect (by construction fencing or other means) critical riparian areas and vegetation including important trees and associated rooting zones, and vegetation areas to be preserved. Identify vegetative buffer zones between the site and sensitive areas (e.g., wetlands), and other areas to be preserved, especially in perimeter areas. (Section 2.2.1)
11. Preserve existing vegetation when practical and re-vegetate open areas. Re-vegetate open areas when practicable before and after grading or construction. Identify the type of vegetative seed mix used. (Section 2.2.5)
12. Maintain and delineate any existing natural buffer within the 50-foot of waters of the state. (Section 2.2.4)
13. Install perimeter sediment control, including storm drain inlet protection as well as all sediment basins, traps, and barriers prior to land disturbance. (Sections 2.1.3)
14. Control both peak flow rates and total stormwater volume, to minimize erosion at outlets and downstream channels and streambanks. (Sections 2.1.1. and 2.2.16)
15. Control sediment as needed along the site perimeter and at all operational internal storm drain inlets at all times during construction, both internally and at the site boundary. (Sections 2.2.6 and 2.2.13)
16. Establish concrete truck and other concrete equipment washout areas before beginning concrete work. (Section 2.2.14)
17. Apply temporary and/or permanent soil stabilization measures immediately on all disturbed areas as grading progresses. Temporary or permanent stabilizations measures are not required for areas that are intended to be left unvegetated, such as dirt access roads or utility pole pads. (Sections 2.2.20 and 2.2.21)
18. Establish material and waste storage areas, and other non-stormwater controls. (Section 2.3.7)
19. Keep waste container lids closed when not in use and close lids at the end of the business day for those containers that are actively used throughout the day. For waste containers that do not have lids, provide either (1) cover (e.g., a tarp, plastic sheeting, temporary roof) to prevent exposure of wastes to precipitation, or (2) a similarly effective means designed to prevent the discharge of pollutants (e.g., secondary containment). (Section 2.3.7)
20. Prevent tracking of sediment onto public or private roads using BMPs such as: construction entrance, graveled (or paved) exits and parking areas, gravel all unpaved roads located onsite, or use an exit tire wash. These BMPs must be in place prior to land-disturbing activities. (Section 2.2.7)
21. When trucking saturated soils from the site, either use water-tight trucks or drain loads on site. (Section 2.2.7.f)
22. Control prohibited discharges from leaving the construction site, i.e., concrete wash-out, wastewater from cleanout of stucco, paint and curing compounds. (Sections 1.5 and 2.3.9)
23. Ensure that steep slope areas where construction activities are not occurring are not disturbed. (Section 2.2.10)
24. Prevent soil compaction in areas where post-construction infiltration facilities are to be installed. (Section 2.2.12)
25. Use BMPs to prevent or minimize stormwater exposure to pollutants from spills; vehicle and equipment fueling, maintenance, and storage; other cleaning and maintenance activities; and waste handling activities. These pollutants include fuel, hydraulic fluid, and other oils from vehicles and machinery, as well as debris, fertilizer, pesticides and herbicides, paints, solvents, curing compounds and adhesives from construction operations.(Sections 2.2.15 and 2.3)
26. Provide plans for sedimentation basins that have been designed per Section 2.2.17 and stamped by an Oregon Professional Engineer. (See Section 2.2.17.a)
27. If engineered soils are used on site, a sedimentation basin/impoundment must be installed. (See Sections 2.2.17 and 2.2.18)
28. Provide a dewatering plan for accumulated water from precipitation and uncontaminated groundwater seepage due to shallow excavation activities. (See Section 2.4)
29. Implement the following BMPs when applicable: written spill prevention and response procedures, employee training on spill prevention and proper disposal procedures, spill kits in all vehicles, regular maintenance schedule for vehicles and machinery, material delivery and storage controls, training and signage, and covered storage areas for waste and supplies. (Section 2.3)
30. Use water, soil-binding agent or other dust control technique as needed to avoid wind-blown soil. (Section 2.2.9)
31. The application rate of fertilizers used to reestablish vegetation must follow manufacturer's recommendations to minimize nutrient releases to surface waters. Exercise caution when using time-release fertilizers within any waterway riparian zone. (Section 2.3.5)
32. If an active treatment system (for example, electro-coagulation, flocculation, filtration, etc.) for sediment or other pollutant removal is employed, submit an operation and maintenance plan (including system schematic, location of system, location of inlet, location of discharge, discharge dispersion device design, and a sampling plan and frequency) before operating the treatment system. Obtain Environmental Management Plan approval from DEQ before operating the treatment system. Operate and maintain the treatment system according to manufacturer's specifications. (Section 1.2.9)
33. Temporarily stabilize soils at the end of the shift before holidays and weekends, if needed. The registrant is responsible for ensuring that soils are stable during rain events at all times of the year. (Section 2.2)
34. As needed based on weather conditions, at the end of each workday soil stockpiles must be stabilized or covered, or other BMPs must be implemented to prevent discharges to surface waters or conveyance systems leading to surface waters. (Section 2.2.8)
35. Sediment fence: remove trapped sediment before it reaches one third of the above ground fence height and before fence removal. (Section 2.1.5.b)
36. Other sediment barriers (such as biobags): remove sediment before it reaches two inches depth above ground height and before BMP removal. (Section 2.1.5.c)
37. Catch basins: clean before retention capacity has been reduced by fifty percent. Sediment basins and sediment traps: remove trapped sediments before design capacity has been reduced by fifty percent and at completion of project. (Section 2.1.5.d)
38. Within 24 hours, significant sediment that has left the construction site, must be remediated. Investigate the cause of the sediment release and implement steps to prevent a recurrence of the discharge within the same 24 hours. Any in-stream clean-up of sediment shall be performed according to the Oregon Department of State Lands required timeframe. (Section 2.2.19.a)
39. The intentional washing of sediment into storm sewers or drainage ways must not occur. Vacuuming or dry sweeping and material pickup must be used to cleanup released sediments. (Section 2.2.19)
40. Document any portion(s) of the site where land disturbing activities have permanently ceased or will be temporarily inactive for 14 or more calendar days. (Section 6.5.f.)
41. Provide temporary stabilization for that portion of the site where construction activities cease for 14 days or more with a covering of blown straw and a tackifier, loose straw, or an adequate covering of compost mulch until work resumes on that portion of the site. (Section 2.2.20)
42. Do not remove temporary sediment control practices until permanent vegetation or other cover of exposed areas is established. Once construction is complete and the site is stabilized, all temporary erosion controls and retained soils must be removed and disposed of properly, unless needed for long term use following termination of permit coverage. (Section 2.2.21)

Rev. 12/15/20 By: Blair Edwards

Table with columns for YEAR/MONTH and months '24 05 through '25 04. Rows include CLEARING, EXCAVATION, GRADING, CONSTRUCTION, and various SEDIMENT CONTROLS like Silt Fencing, Sediment Traps, etc.

Table with columns for CONTROL MEASURE and PHASE 1 through PHASE 5. Rows include Silt Fencing, Construction Entrance, Sediment Traps, Storm Inlet Protection, etc.

BMP Rationale A comprehensive list of available Best Management Practices (BMP) options based on DEQ's 1200-C Permit Application and ESCP Guidance Document has been reviewed to complete this Erosion and Sediment Control Plan.

SOIL TYPE(S): PER MARION CO. SOIL SURVEY THE SITE SOILS INCLUDE "SANTIAM SILT LOAM, 3-6% SLOPES," & "SILVERTON SILT LOAM, 2-12% SLOPES."
EROSION HAZARD: PER MARION CO. SOIL SURVEY EROSION HAZARD IS "SLIGHT."
SITE AREA: 1.08 Ac
DISTURBANCE AREA: 0.83 Ac
LOCAL RAIN GAGE: MCNARY FIELD AIRPORT, LAT/LONG 44.905', -123.0011'

INSPECTION FREQUENCY FOR BMP Table with columns Site Condition and Minimum Frequency. Rows include 1. Active period, 2. Inactive periods greater than fourteen (14) consecutive calendar days, etc.

Spill Prevention Procedures and Response

- Spill prevention is an important factor in the successful operation of a storm water injection management system. All contractor employees will be trained on this plan so that they are certain of the location of materials, who to notify in case of a spill, and how to initially contain the spill of hazardous materials.
This data will be posted in an accessible area at the site.

What to do in case of a spill

- 1. Spill kit to be located near the job trailer or another conspicuous location and clearly marked.
2. Get the spill kit.
a. If possible, determine visually what types of fluids have been spilled.
b. Put on gloves and glasses or any other necessary Personal Protective Equipment (PPE).
c. Get the absorbent material provided in the kit and the drain block cover.
d. Place the absorbent materials in the path of the spill.
e. Remove any debris from the vicinity of the inlet where the spill is draining.
f. Unroll the drain block cover and place it snugly over the inlet.
g. Verify that the cover has full contact with the rim of the inlet.
h. Use snakes, pillow or pigs to completely contain the area.
3. Notify the following personnel immediately:
a. Owner's Representative: Troy Craft, Phone: 503-375-7168.
b. When a spill includes any of the below, notify the Oregon Emergency Response System as soon as the Owner's Representative has knowledge of the release. Oregon Emergency Response System Phone: 1-800-452-0311
i. Any amount of oil to waters of the state;
ii. Oil spills on land in excess of 42 gallons;
iii. Hazardous materials that are equal to, or greater than, the quantity listed in the Code of Federal Regulations, 40 CFR Part 302 (List of Hazardous Substances and Reportable Quantities), and amendments adopted before July 1, 2002

NOTE: Only dry cleanup methods will be employed to clean up spills (i.e., no use of water to wash spilled materials from pavement will be conducted). All spill cleanups shall be conducted in accordance with applicable regulations.

Responsible Personnel

In case of spill contact the General Contractor and Owner's Representative immediately. The General Contractor will be responsible for either managing the spill clean up for minor spills or contacting/retaining a company for the cleanup of major spills.

Waste Management Procedures

Activities performed onsite shall implement the following to eliminate the discharge of waste:

- 1. Locate activities that include waste products away from waters of the state and stormwater inlets or conveyances so that stormwater coming into contact with these activities cannot reach waters of the state;
2. Ensure adequate supplies are available at all times to handle spills, leaks, and disposal of liquids, and provide secondary containment (e.g. spill berms, decks, spill containment pallets);
3. Have a spill kit available on site and ensure personnel are available to respond expeditiously in the event of a leak or spill;
4. Clean up spills or contaminated surfaces immediately using dry clean up measures (do not clean contaminated surfaces by hosing the area down), and eliminate the source of the spill to prevent a discharge or a continuation of an ongoing discharge; and
5. Store materials in a covered area (e.g., plastic sheeting, temporary roofs), or in secondary containment to prevent the exposure of these containers to precipitation or stormwater runoff, or a similarly effective means designed to prevent the discharge of pollutants from these areas.
6. Building Materials & Building Products: Minimize material exposure in cases where the exposure to precipitation or to stormwater will result in a discharge of pollutants (e.g. elevate materials from soil to prevent leaching of pollutants).

Fertilizers, pesticides, herbicides, & insecticides

Comply with all application and disposal requirements included on the registered pesticide, herbicide, insecticide, and fertilizer label. When applying fertilizers, registrants must:

- 1. Apply at a rate and in amounts consistent with manufacturer's specifications;
2. Apply at the appropriate time of year for the location, and preferably timed to coincide as closely as possible to the period of maximum vegetation uptake and growth;
3. Avoid applying before heavy rains that could cause excess nutrients to be discharged;
4. Never apply to frozen ground;
5. Never apply to stormwater conveyance channels; and
6. Follow all other federal, state, and local requirements regarding fertilizer application.

Authorized non-stormwater discharges anticipated for the proposed project:

- 1. Landscape irrigation
2. Dust control water
3. Water line flushing (potable)

Potential pollutant-generating activities anticipated for the proposed project including an inventory of pollutants for each activity:

- 1. Mass Grading, Street & Utility Construction
a.Sediment
b.Vehicle and machinery related pollutants (Fuels, hydraulic fluid, oils)
2. Vertical Construction
a.Paints, caulks, sealants, solvents
b.Fluorescent light ballasts
c.Sediment
d.Vehicle and machinery related pollutants (Fuels, hydraulic fluid, oils)
2. Landscaping & Irrigation
a.Fertilizers
b.Pesticides, Herbicides, Insecticides





REVISIONS: 6/30/2024 IN THE EVENT CONFLICTS ARE DISCOVERED BETWEEN THE ORIGINAL SIGNED AND SEALED DOCUMENTS PREPARED BY THE ARCHITECTS AND/OR THEIR CONSULTANTS, AND ANY COPY OF THE DOCUMENTS TRANSMITTED BY MAIL, FAX, ELECTRONICALLY OR OTHERWISE, THE ORIGINAL SIGNED AND SEALED DOCUMENTS SHALL GOVERN.

PROJECT # 3492.0000.0 DATE: 01/24 DRAWN BY: AK CHECKED BY: JW

REVISIONS:



WESTTECH ENGINEERING, INC. REGISTERED PROFESSIONAL ENGINEER 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: westtech@westtech-eng.com

NEW RETAIL BUILDING: STRONG RD SE SALEM, OR STRONG RD SE & LINDBURG RD SE

SHEET: C1.5 EROSION CONTROL NOTES

SUPPLEMENTAL WESTTECH NOTES:

- 1. Erosion control measures shall be maintained in such a manner as to ensure that sediment and sediment-laden water does not enter the drainage system, roadways, or violate applicable water quality standards.
2. The erosion control construction, maintenance, replacement and upgrading of the erosion control facilities is the responsibility of the Contractor until all construction is completed and approved, and permanent erosion control (i.e. vegetation/landscaping) is established on all disturbed areas.
3. All recommended erosion control procedures are dependent on construction methods, staging, site conditions, weather and scheduling. During the construction period, erosion control facilities shall be upgraded as necessary due to unexpected storm events and to ensure that sediment and sediment laden water does not leave the site.
4. The Contractor is responsible for control of sediment transport within project limits. If an installed erosion control system does not adequately contain sediment on site, then the erosion control measures shall be adjusted or supplemented by the Contractor as necessary to ensure that sediment laden water does not leave the site.
5. All existing and newly constructed storm inlets and drains shall be protected until pavement surfaces are completed and/or vegetation is established.
6. Erosion control facilities and sediment fences on active sites shall be inspected by the Contractor at least daily during any period with measurable precipitation. Any required repairs or maintenance shall be completed immediately.
7. All catch basins and conveyance lines shall be cleaned prior to paving. The cleaning operation shall not flush sediment-laden water into the downstream system.
8. The Contractor is solely responsible for protection of all adjacent property and downstream facilities from erosion and siltation during project construction.
9. The Contractor shall provide site watering as necessary to prevent wind erosion of fine-grained soils.
10. Unless otherwise indicated on the drawings, all temporary erosion control facilities, including sediment fences, silt sacks, bio-bags, etc. shall be removed by the Contractor within 30 days after permanent landscaping/vegetation is established.
11. Sediment fences shall be constructed of continuous filter fabric to avoid use of joints.
12. Sediment fence shall be installed per drawing details. Sediment fences shall have adequate support to contain all silt and sediment captured.
13. The standard strength filter fabric shall be fastened securely to stitched loops installed on the upslope side of the posts, and 6 inches of the fabric shall be extended into the trench.
14. Bio-filter bags shall be clean 100 percent wood product waste. Bags shall be 18-inch x 18-inch x 30-inch, weigh approximately 45 lbs., and be contained in a bag made of 1/2-inch plastic mesh.
15. Sediment barriers shall be maintained until the up-slope area has been permanently stabilized.
16. Stabilized construction entrances shall be installed at the beginning of construction and maintained for the duration of the project.
17. The Contractor shall verify that all trucks are well sealed when transporting saturated soils from the site.
18. The entrance shall be maintained in a condition that will prevent tracking or flow of mud onto the public right-of-way or approved access point.
19. All materials spilled, dropped, washed, or tracked from vehicles onto roadways or into storm drains must be removed immediately.
20. Temporary grass cover measures must be fully established by October 15th, or other cover measures (i.e. erosion control blankets with anchors, 3-inches minimum of straw mulch, 6 mil HDPE plastic sheet, etc.) shall be in place over all disturbed soil areas until April 30th.
21. Minimum wet weather slope protection. For slopes steeper than 3H:1V but less than 2H:1V, use Tensor/North American Green Type S150 erosion control blanket.
22. Permanent erosion control vegetation on all embankments and disturbed areas shall be re-established as soon as construction is completed.
23. Soil preparation. Topsoil should be prepared according to landscape plans, if available, or recommendations of grass seed supplier.
24. When used, hydromulch shall be applied with grass seed at a rate of 2000 lbs. per acre between April 30 and June 10, or between September 1 and October 1.
25. When used in lieu of hydromulch, dry, loose, weed free straw used as mulch shall be applied at a rate of 4000 lbs. per acre (double the hydromulch application requirement).
26. When conditions are not favorable to germination and establishment of the grass seed, the Contractor shall irrigate the seeded and mulched areas as required to establish the grass cover.
27. Seeding. Recommended erosion control grass seed mix is as follows. Dwarf grass mix (low height, low maintenance) consisting of dwarf perennial ryegrass (80 % by weight), creeping red fescue (20 % by weight).
28. Grass seed shall be fertilized at a rate of 10 lbs. per 1000 S.F with 16-16-16 slow release type fertilizer.
29. Prior to starting construction contractor shall acquire the services of a DEQ Certified Erosion and Sediment Control Inspector and shall submit an "Action Plan" to DEQ identifying their names, contact information, training and experience as required in Schedule A.6.b.i-ii of the 1200-C Permit
30. Contractor shall submit "Notice of Termination" to DEQ to end the 1200-C permit coverage once all soil disturbance activities have been completed and final stabilization of exposed soils has occurred.

CITY OF SALEM PUBLIC WORKS DESIGN STANDARDS:

Division 007 Appendix A-EPSC Plan Standard Notes

(a) PRE-CONSTRUCTION

- (1). Prior to any land disturbing activities, the boundaries of the clearing and grading limits, vegetated buffers, and any sensitive areas shown on this plan shall be clearly delineated in the field.
(2). BMPs that must be installed prior to land disturbing activities are construction entrance, perimeter sediment control, and inlet protection.
(3). Hold a preconstruction conference to review the EPSCP and with the City's Project Manager and Inspector.

(b) CONSTRUCTION

- (1). All sediment is required to stay on site. Sediment amounts greater than 1/2-cubic foot which leave the site must be cleaned up within 24 hours and placed back on the site and stabilized or properly disposed.
(2). Construction, maintenance, replacement, and upgrading of erosion prevention and sediment control facilities is the sole responsibility of the Contractor until all construction is completed, approved, and permanent erosion control (i.e., vegetation/landscaping) is established on all disturbed areas.
(3). All recommended erosion prevention and sediment control procedures are dependent on construction methods, staging, site conditions, weather, and scheduling.
(4). The Contractor is solely responsible for protection of all adjacent property and downstream facilities from erosion and siltation during project construction.
(5). When saturated soil is present, water-tight trucks must be used to transport saturated soils from the construction site.
(6). All materials spilled, dropped, or washed into storm drains must be removed immediately.
(7). All discharge of sediment-laden water must be treated with an appropriate BMP to remove sediment from discharge waters and to comply with SRC and State and Federal Regulatory Permits.
(8). In areas subject to wind erosion, appropriate BMPs must be used which may include the application of fine water spraying, plastic sheeting, mulching, or other approved measures.
(9). The EPSC measures and BMPs shown on this plan are the minimum requirements for anticipated site conditions.
(10). The contractor shall provide onsite water or other appropriate BMPs to prevent dust and wind erosion of fine grain soils.
(11). Disturbed areas must be stabilized after 14 days of inactivity, or immediately if rain is forecasted.
(12). During the wet weather work period or when rain is forecasted, all active and inactive soil stock piles must be covered with appropriate plastic sheeting.

(c) POLLUTANTS, SOLID WASTE AND HAZARDOUS MATERIALS MANAGEMENT

- (1). Any use of toxic or other hazardous materials must include proper storage, application, and disposal.
(2). The contractor is solely responsible to properly manage pollutants, hazardous wastes, used oils, contaminated soils, concrete waste, sanitary waste, liquid waste, or other toxic substances discovered or generated during construction to prevent leakage, spills or release of pollutants to the environment and surface waters.
(3). Contractor shall develop a project specific written spill prevention and response procedures that includes employee training on spill prevention and proper disposal procedures; regular maintenance schedule for vehicles and machinery; and material delivery and storage controls, signage, material use, and use of covered storage areas for waste and supplies.

(d) WET WEATHER PERIOD (OCTOBER 15 THROUGH APRIL 30)

- (1). Construction activities must avoid or minimize the duration of disturbed areas.
(2). Temporary stabilization of the site including covering of bare soils with approved BMPs, must be installed at the end of the shift before a holiday or weekend, or at the end of each workday if rainfall is forecast in the next 24 hours.
(3). Temporary stabilization or covering of soil stockpiles and protection of stockpiles located away from construction activity must occur at the end of each workday.
(4). Removal of trapped sediment in a sediment basin or sediment trap or catch basins must occur when the sediment retention capacity has been reduced by 50 percent; is not functioning properly and/or at the completion of project.
(5). Cleaning of all structures, inlet protection BMPs, and sump pumps must be completed regularly and as required to ensure structures and inlets function properly and flow freely.
(6). Construction site exits shall be maintained in a condition that will prevent tracking or flow of mud onto the ROW or approved access point.
(7). Written EPSC inspection logs shall be maintained onsite and available to City inspectors upon request.
(8). All BMPs shall be inspected at least every week. When a rainfall event exceeds 1/2-inch in a 24-hour period, daily inspection of the erosion controls, sediment controls, and discharge outfalls must be conducted and documented.

(f) INSPECTION

- (1). The EPSCP must be kept onsite at all times. All measures shown on the plan must be installed properly to ensure compliance with SRC and State and Regulatory permits, and that sediment does not enter a surface water system, roadway, or other properties.
(2). All BMPs shall be inspected at least every week. When a rainfall event exceeds 1/2-inch in a 24-hour period, daily inspection of the erosion controls, sediment controls, and discharge outfalls must be conducted and documented.

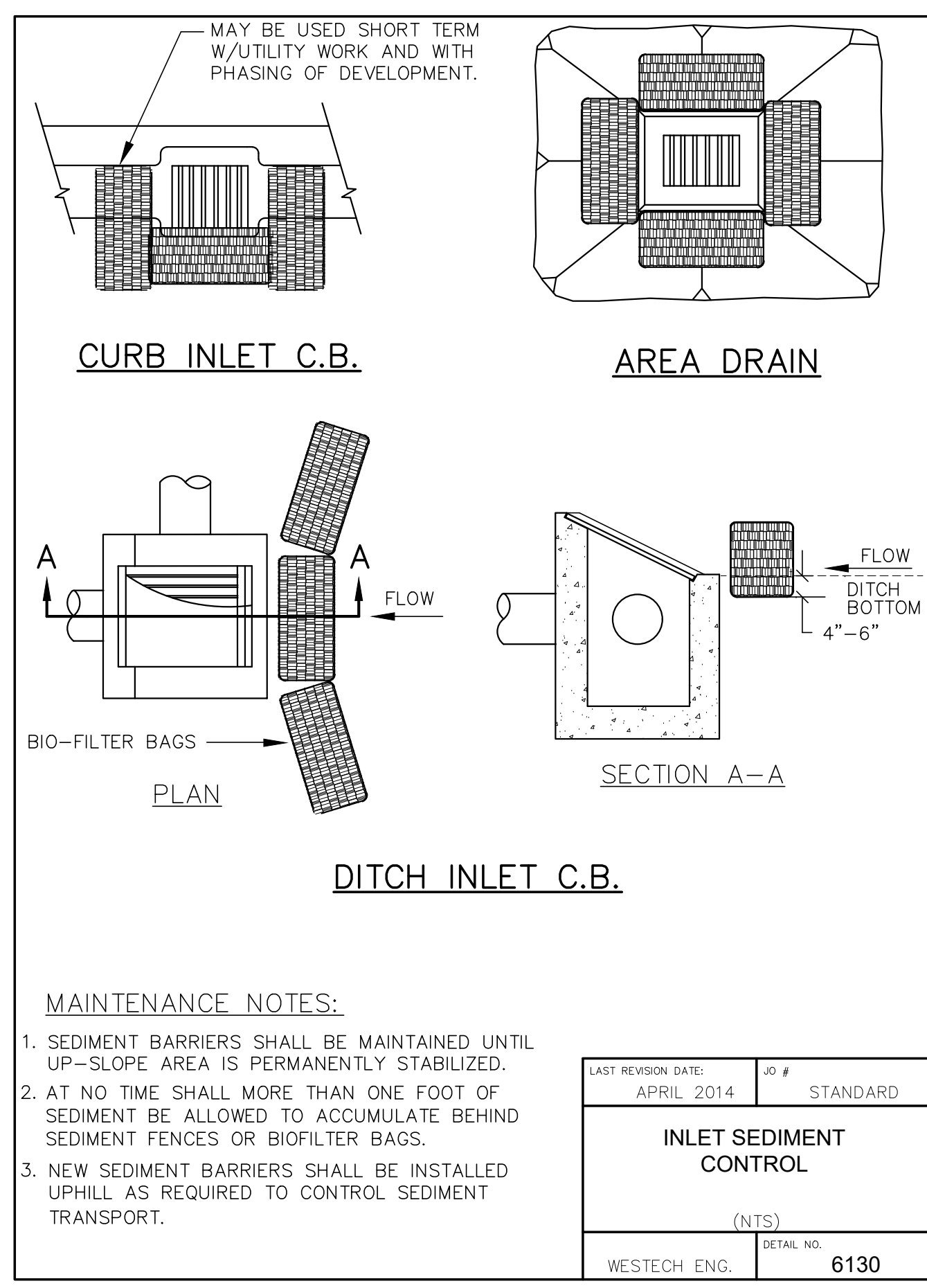
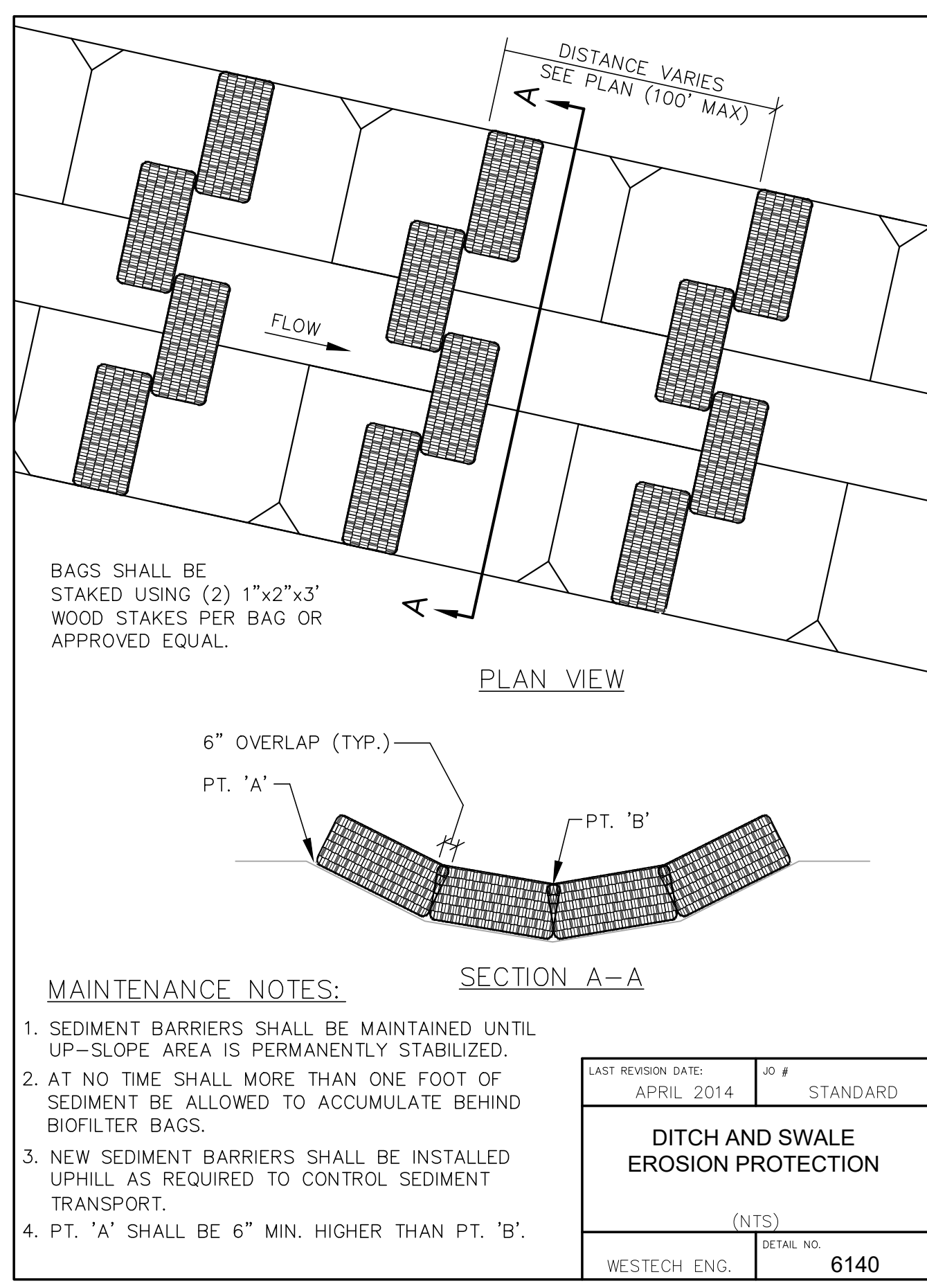
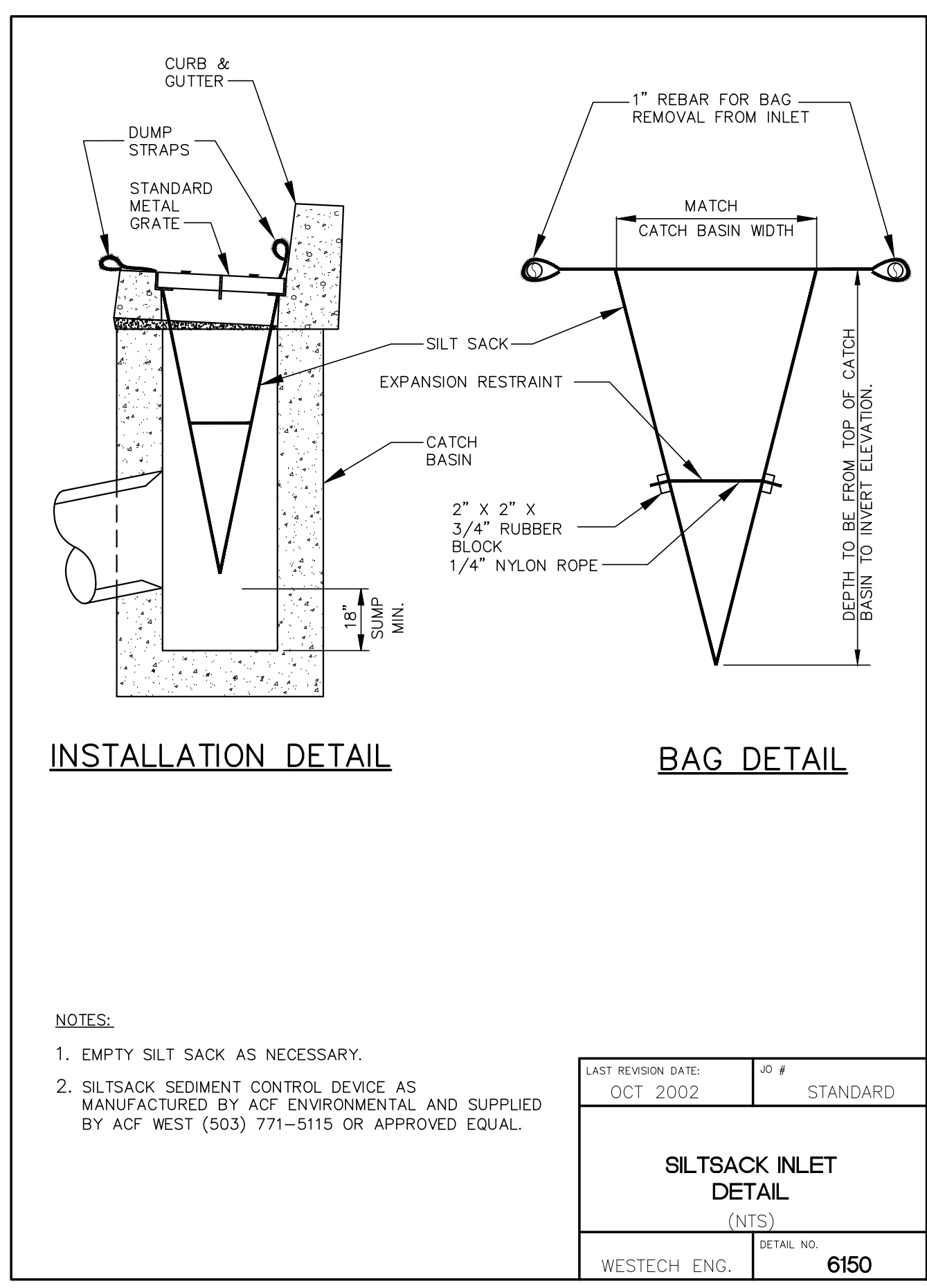
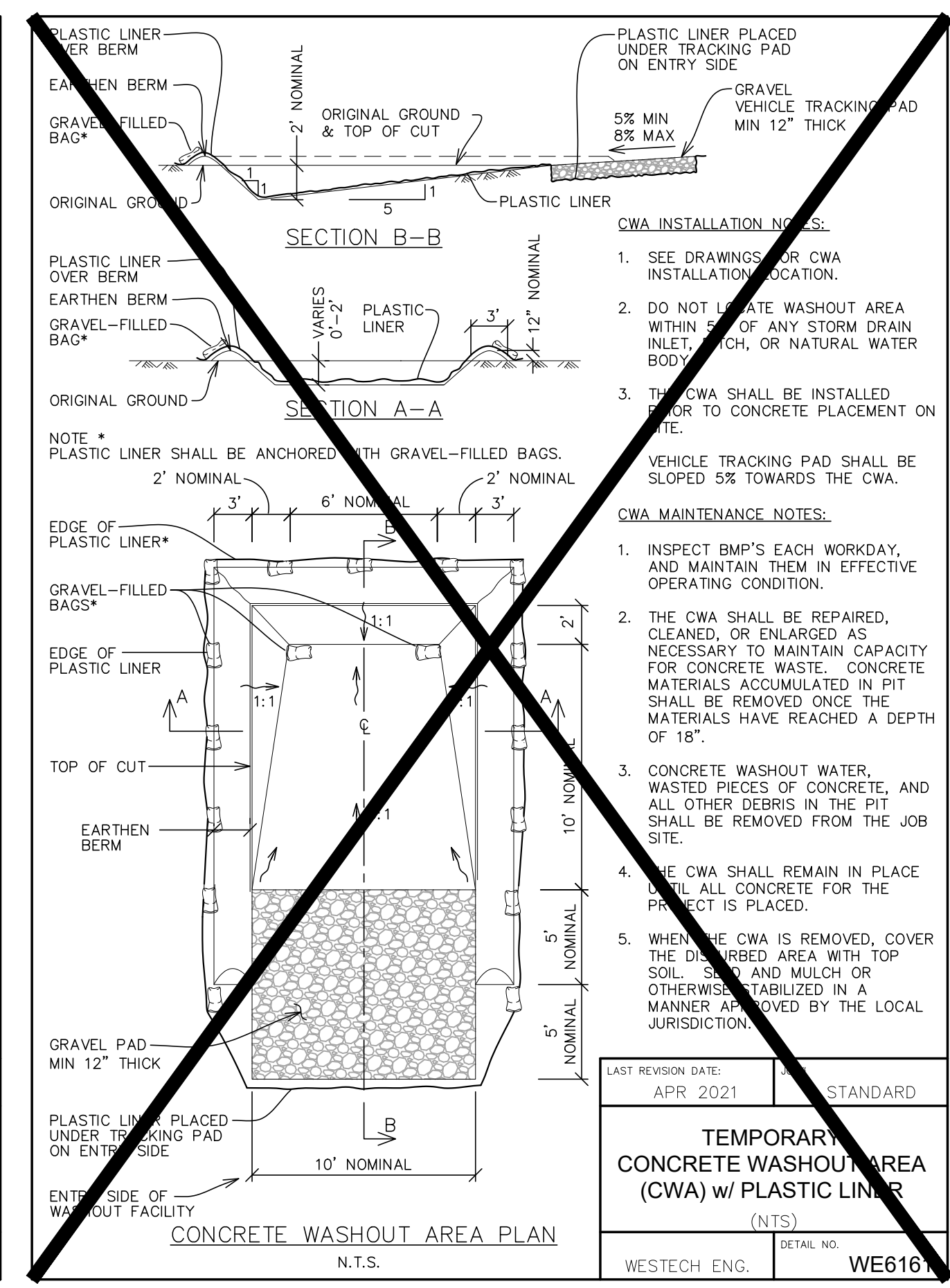
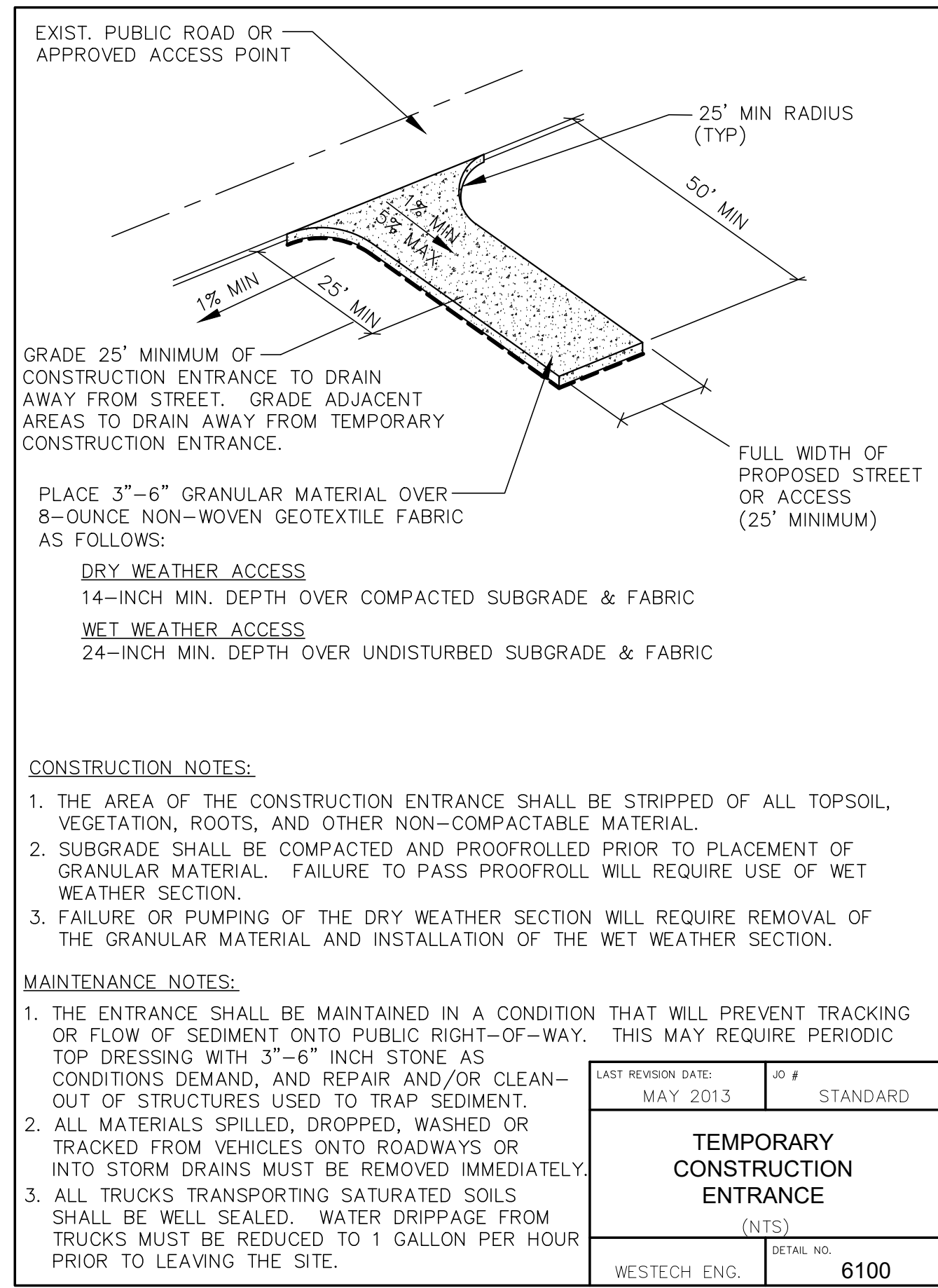
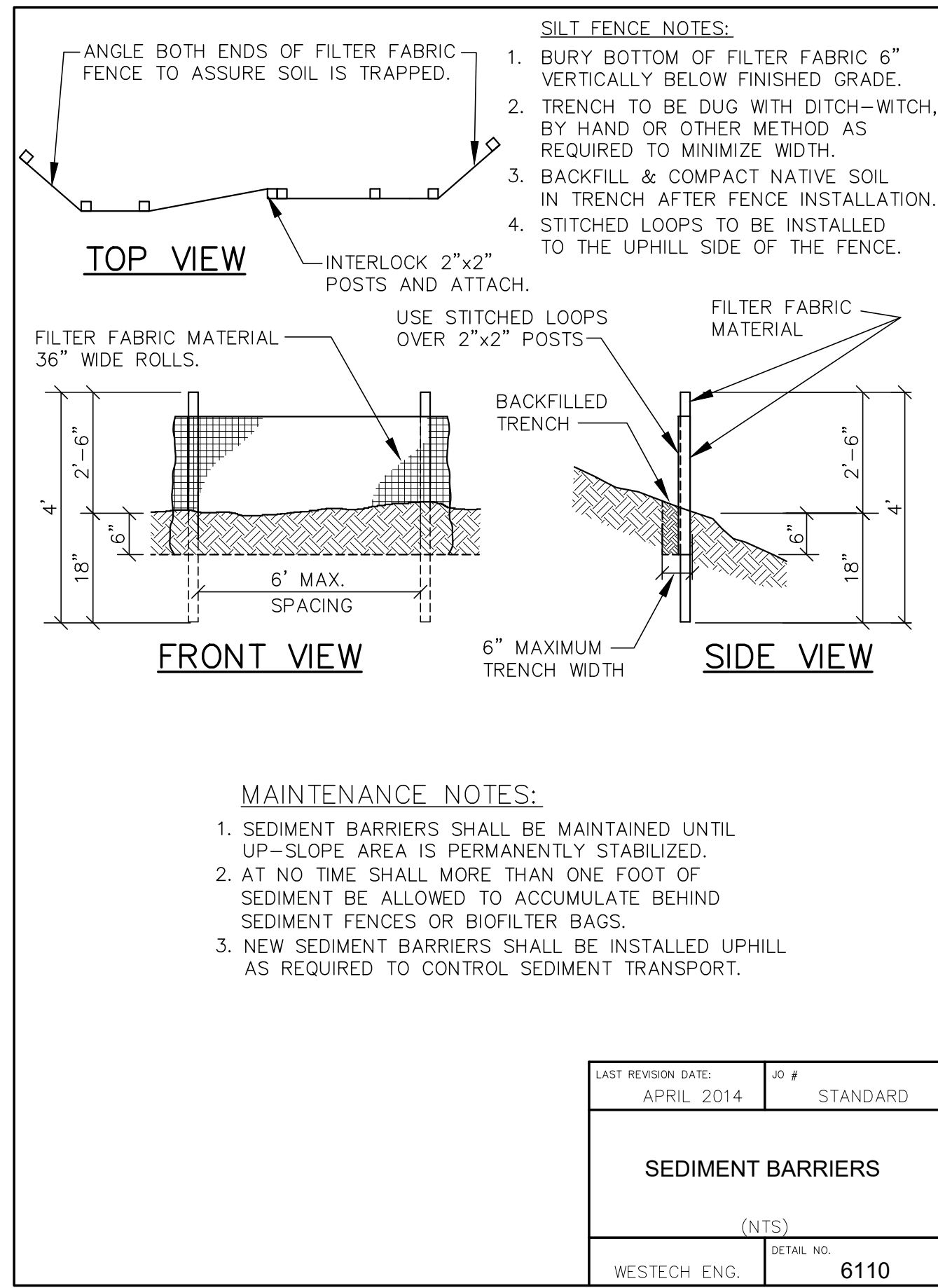
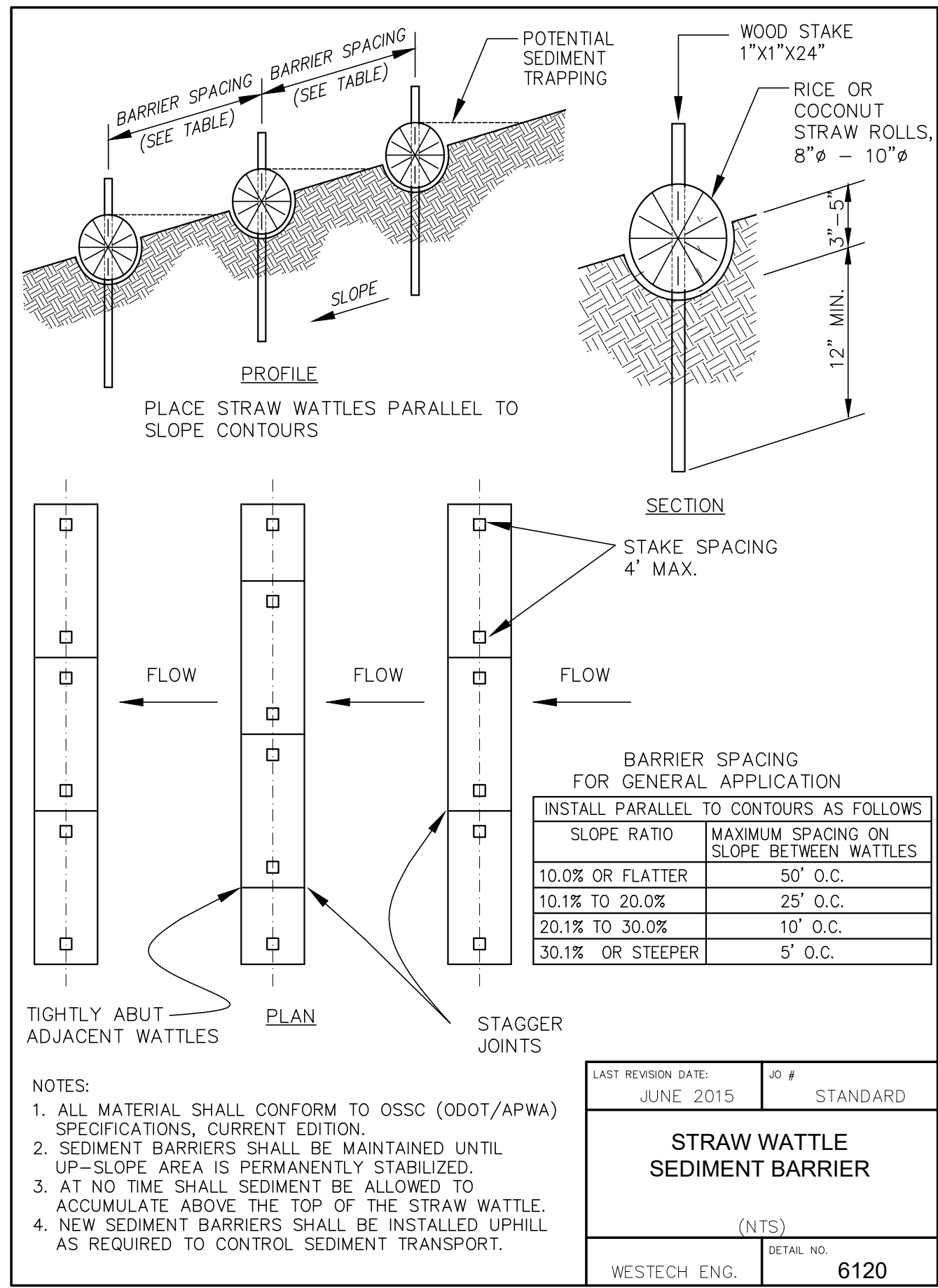
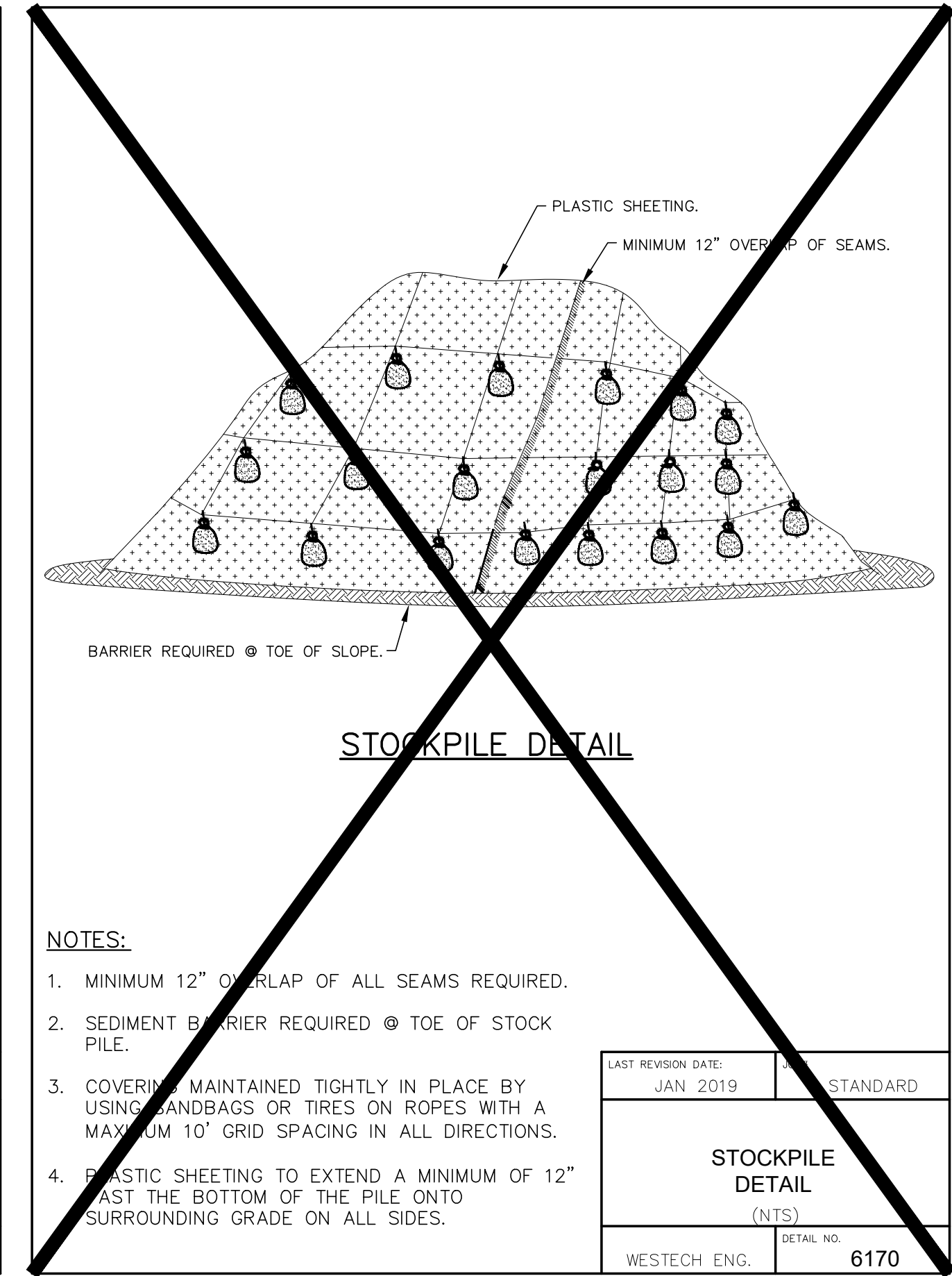
(g) INACTIVE CONSTRUCTION PERIODS AND POST-CONSTRUCTION

- (1). Should work cease in any area for 14 days, the inactive area must be stabilized with appropriate soil stabilization BMPs.
(2). All temporary erosion prevention and sediment control facilities shall be removed by the contractor within 30 days after permanent landscaping/vegetation is established.
(3). Temporary grass cover measures must be fully established by October 15 or other cover measures (i.e., erosion control blankets with anchors, one-inch of straw mulch, six mil HDPE plastic sheet, etc.) shall be in place over all disturbed soil areas until April 30.
(4). Permanent erosion control vegetation on all embankments and disturbed areas shall be re-established as soon as construction is completed.

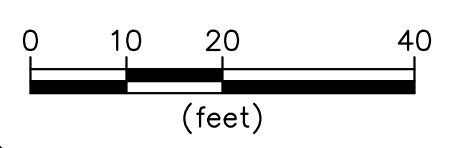
(h) SPECIFICATIONS

- (1). Soil preparation. Topsoil should be prepared according to the landscape plans, if available, or recommendations of the grass seed supplier.
(2). Seeding. Erosion control grass seed mix shall be as follows: Dwarf grass mix (low height, low maintenance) consisting of dwarf perennial ryegrass (80 percent by weight), creeping red fescue (20 percent by weight).
(3). Grass seed shall be fertilized at a rate of ten pounds per 1,000 square feet with 16-16-16 slow release type fertilizer. Disturbed areas within 50 feet of water bodies and wetlands must use a non-phosphorous fertilizer.

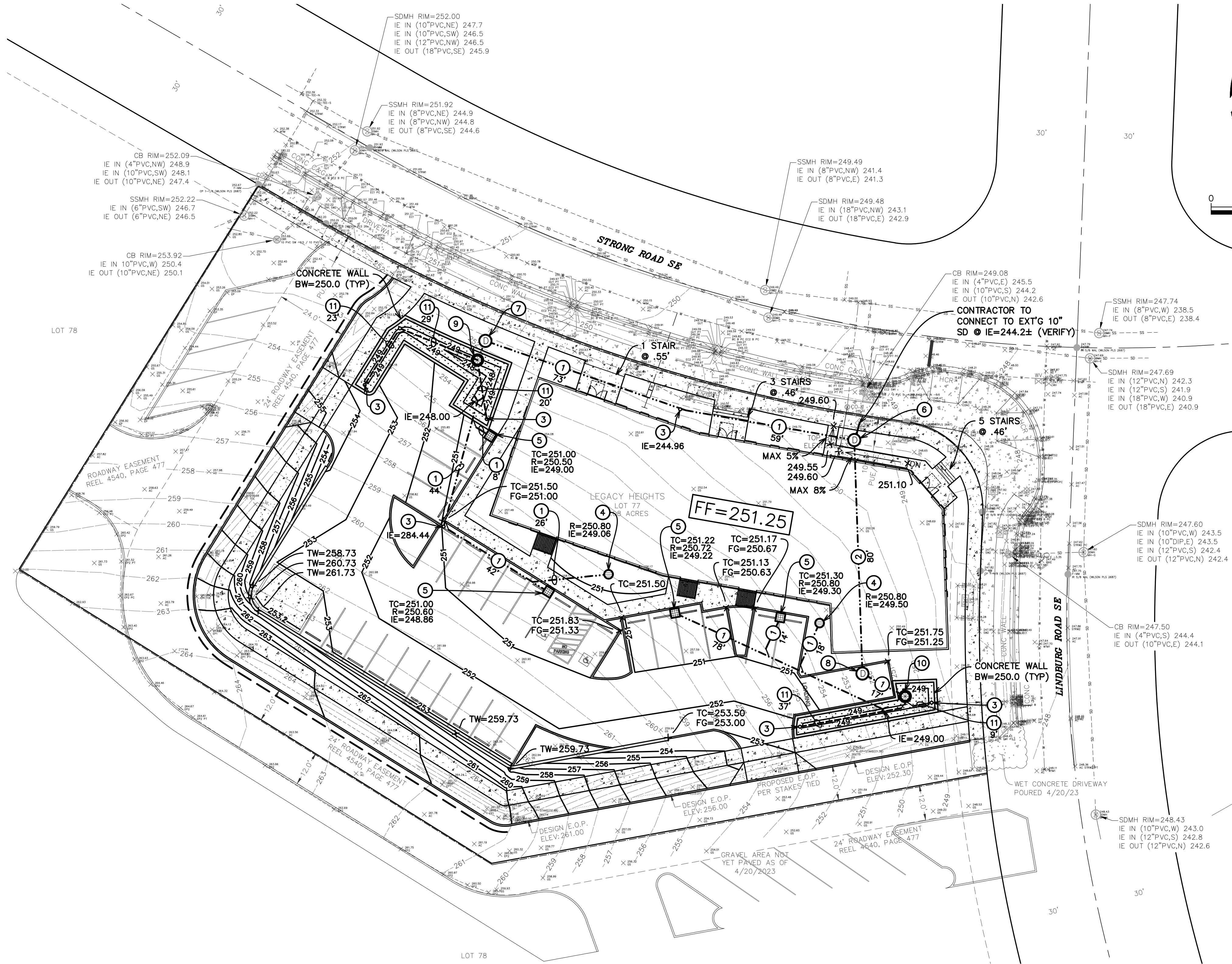








DRAINAGE KEY CALLOUTS	
①	6"SD, L=SEE PLAN, S=1% MIN
②	8"SD, L=SEE PLAN, S=0.5% MIN
③	SDCO, IE=SEE PLAN
④	AREA DRAIN, SEE PLAN FOR INFO
⑤	SDCB, SEE PLAN FOR INFO
⑥	SDMH R=249.20 8" IE IN (S)=244.37 6" IE IN (W)=244.37 10" IE OUT (N)=244.27
⑦	SDMH R=251.30 6" IE IN (SW)=245.79 6" IE OUT (SE)=245.69
⑧	SDMH R=251.50 6" IE IN (SE)=244.60 8" IE OUT (N)=244.58
⑨	BEEHIVE FLOW CONTROL #1 SEE C6.0 R=250.90 6" IE OUT (N)=244.40
⑩	BEEHIVE FLOW CONTROL #2 SEE C6.0 R=250.90 6" IE OUT (SE)=244.65
⑪	6" PERF PIPE, L=SEE PLAN





RENEWALS: 6/30/2024  
IN THE EVENT CONFLICTS ARE  
DISCOVERED BETWEEN THE ORIGINAL  
SIGNED AND SEALED DOCUMENTS  
PREPARED BY THE ARCHITECTS AND/OR  
THEIR CONSULTANTS, AND ANY COPY OF  
THE DOCUMENTS TRANSMITTED BY MAIL,  
FAX, ELECTRONICALLY OR OTHERWISE,  
THE ORIGINAL SIGNED AND SEALED  
DOCUMENTS SHALL GOVERN.

PROJECT #3492.0000.0  
DATE: 01/24  
DRAWN BY: AK  
CHECKED BY: JW

REVISIONS:

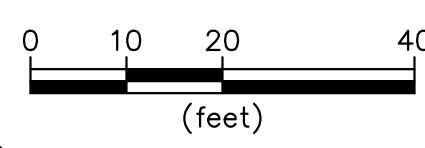
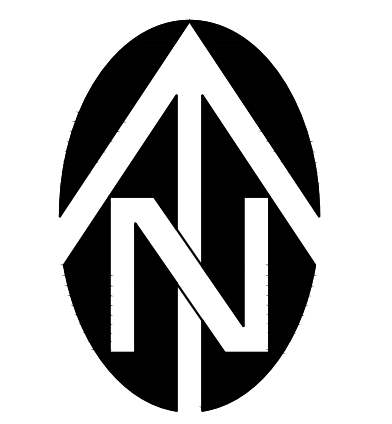
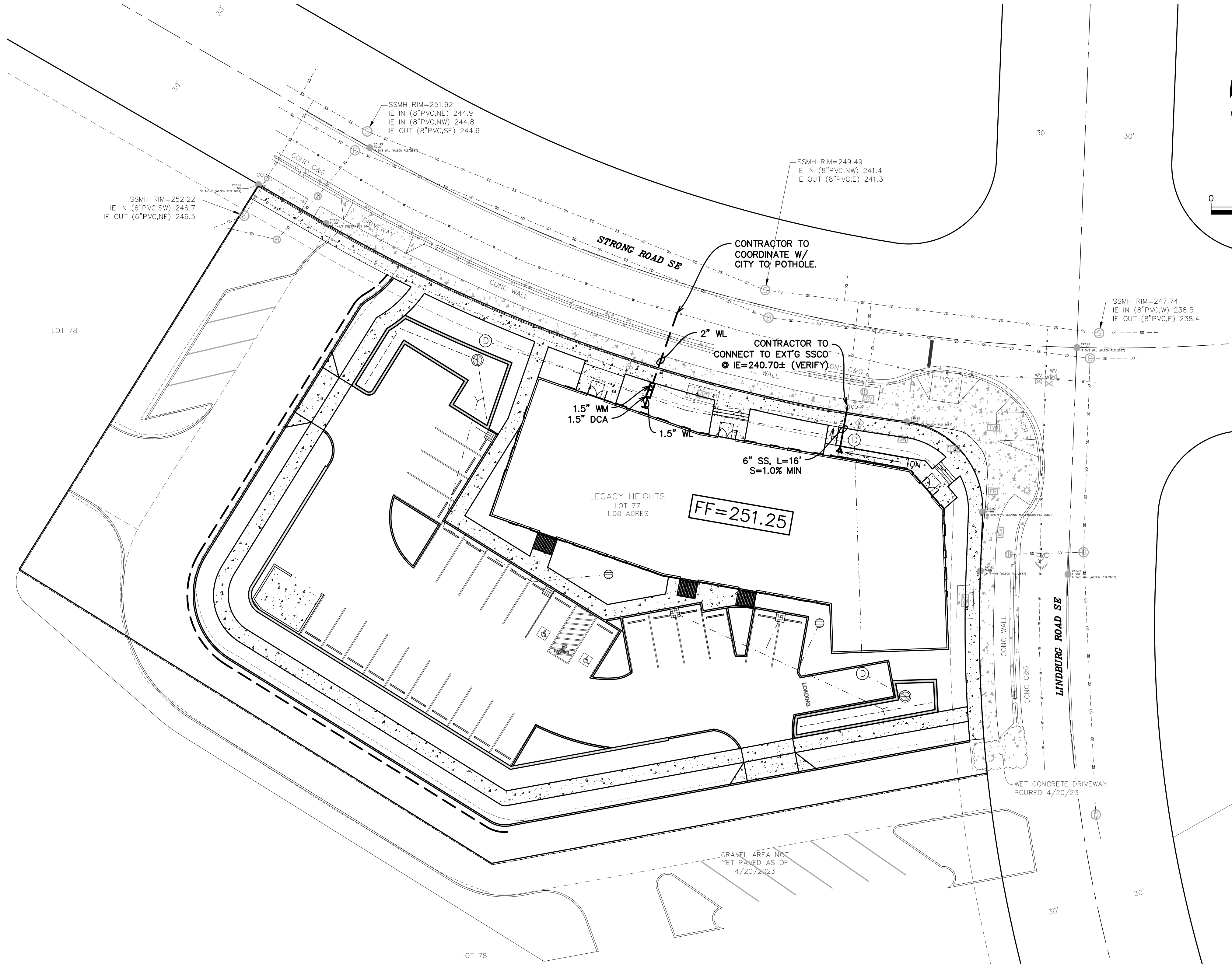
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E-mail: westtech@westtech-eng.com



**NEW RETAIL BUILDING:**  
**STRONG RD SE**  
**SALEM, OR**  
**STRONG RD SE & LINDBURG RD SE**

SHEET:  
**C3.0**  
UTILITY PLAN



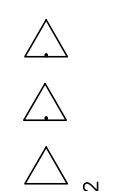




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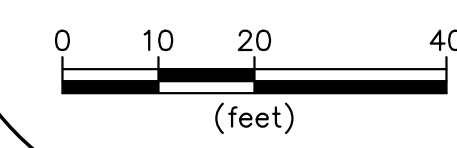
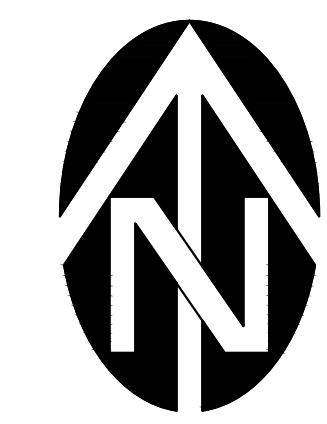


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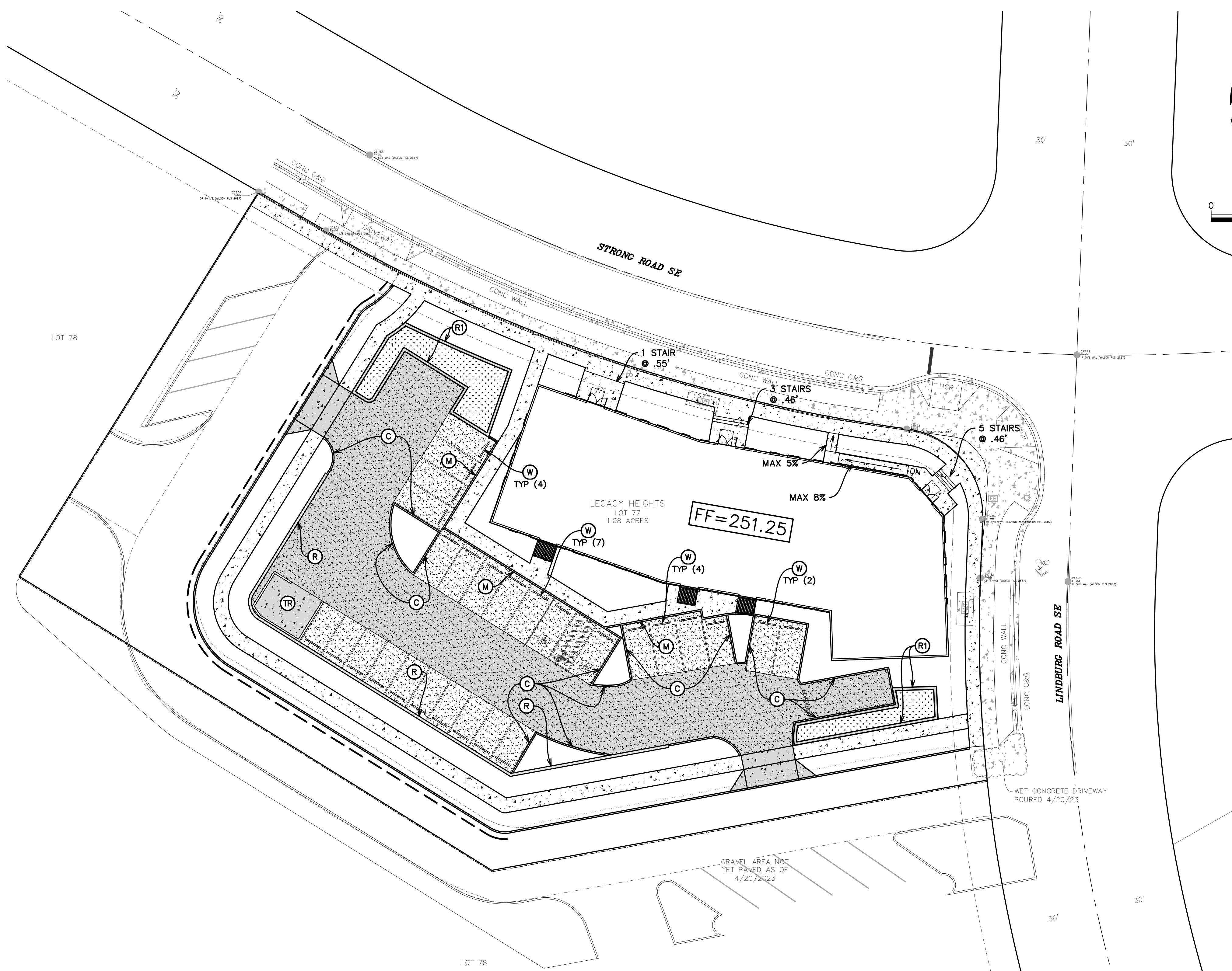


**NEW RETAIL BUILDING:**  
**STRONG RD SE**  
**SALEM, OR**  
**STRONG RD SE & LINDBURG RD SE**

SHEET:  
**C4.0**  
SURFACING PLAN



SURFACING LEGEND	
	LIGHT DUTY ASPHALT 3" OF DENSE LEVEL II HMAC OVER 9" OF COMPACTED 1"-0 OVER APPROVED SUBGRADE
	HEAVY DUTY ASPHALT 4" OF DENSE LEVEL II HMAC OVER 12" OF COMPACTED 1"-0 OVER APPROVED SUBGRADE
	PEDESTRIAN CONCRETE 4" OF PCC OVER 2" OF COMPACTED 1"-0 OVER APPROVED SUBGRADE
	HEAVY DUTY CONCRETE 8" OF PCC OVER 4" OF COMPACTED 1"-0 OVER APPROVED SUBGRADE
(C)	TYPE 'C' CURB
(M)	MONOLITHIC CURB & SIDEWALK
(R)	RETAINING WALL, SEE STRUCTURAL PLANS
(R1)	CAST IN PLACE CONCRETE RETAINING WALL SEE STRUCTURAL PLANS
(T)	TRUNCATED DOMES
(TR)	TRASH AREA, SEE ARCH FOR DETAILS
(W)	WHEELSTOPS

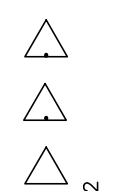




RENEWS: 6/30/2024  
IN THE EVENT CONFLICTS ARE DISCOVERED BETWEEN THE ORIGINAL SIGNED AND SEALED DOCUMENTS PREPARED BY THE ARCHITECTS AND/OR THEIR CONSULTANTS, AND ANY COPY OF THE DOCUMENTS TRANSMITTED BY MAIL, FAX, ELECTRONICALLY OR OTHERWISE, THE ORIGINAL SIGNED AND SEALED DOCUMENTS SHALL GOVERN.

PROJECT # 3492.0000.0  
DATE: 01/24  
DRAWN BY: AK  
CHECKED BY: JW

REVISIONS:



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: westtech@westtech-eng.com

**NEW RETAIL BUILDING:**  
**STRONG RD SE**  
**SALEM, OR**  
**STRONG RD SE & LINDBURG RD SE**

SHEET:  
**C6.0**  
CONSTRUCTION  
DETAILS

REFERENCE COS STD PLAN 246 FOR BEEHIVE GRATE, FRAME, WIRE ROPE, AND U-BOLT REQUIREMENTS

RIM ELEVATION = E

DESIGN STORM PEAK WSE = D

WQ PEAK WSE = C

INV EL = F

12" MIN

OPTIONAL EXTERIOR ORIFICE TURN-DOWN TO BE GALVANIZED STEEL OR SIMILAR APPROVED MATERIAL. TURN DOWN TO BE GROUDED IN PLACE WITH NON-SHRINK GROUT INTO CORED HOLE. TURN-DOWN TO HAVE PIPE JOINT ON EXTERIOR OF STRUCTURE.

TOP OF GSI MEDIA

3" MIN

ORIFICE DIA. = G

LOW FLOW ORIFICE DIA. = B

OUTLET PIPE

INV EL = H

INLET PIPE

INV EL = A

24" MIN SUMP

PVC PERF PIPE UNDERDRAIN (SEE NOTE 1)

REFERENCE COS STD. PLAN 205 FOR STRUCTURE REQUIREMENTS

SUMP EL = I

**TYPICAL SECTION**  
NTS

DATA TO BE COMPUTED BY DESIGN ENGINEER	
A=	248.00
B=	6"
C=	249.22
D=	249.80
E=	250.00
F=	246.16
G=	0.9"
H=	244.40
I=	242.40

#1

**GENERAL NOTES**

1. A CAPPED, SOLID WALL, PVC CLEANOUT SHALL BE PLACED AT THE END OF THE UNDERDRAIN. OVERFLOWS SHALL NOT DRAIN VIA THE UNDERDRAIN.
2. REFERENCE ORIFICE MEASUREMENT TABLE ON COS STANDARD PLAN 251E FOR ORIFICE SIZE REQUIREMENTS.

**CITY OF SALEM DEPARTMENT OF PUBLIC WORKS**

STANDARD PLAN BEEHIVE INLET CONTROL

APPROVED	<i>[Signature]</i>	6/8/2021	DRAWN BY	KLA	4/2021	<b>NO.251D</b>
	CITY ENGINEER	DATE	CHECKED BY	JDL	4/2021	

REFERENCE COS STD PLAN 246 FOR BEEHIVE GRATE, FRAME, WIRE ROPE, AND U-BOLT REQUIREMENTS

RIM ELEVATION = E

DESIGN STORM PEAK WSE = D

WQ PEAK WSE = C

INV EL = F

12" MIN

OPTIONAL EXTERIOR ORIFICE TURN-DOWN TO BE GALVANIZED STEEL OR SIMILAR APPROVED MATERIAL. TURN DOWN TO BE GROUDED IN PLACE WITH NON-SHRINK GROUT INTO CORED HOLE. TURN-DOWN TO HAVE PIPE JOINT ON EXTERIOR OF STRUCTURE.

TOP OF GSI MEDIA

3" MIN

ORIFICE DIA. = G

LOW FLOW ORIFICE DIA. = B

OUTLET PIPE

INV EL = H

INLET PIPE

INV EL = A

24" MIN SUMP

PVC PERF PIPE UNDERDRAIN (SEE NOTE 1)

REFERENCE COS STD. PLAN 205 FOR STRUCTURE REQUIREMENTS

SUMP EL = I

**TYPICAL SECTION**  
NTS

DATA TO BE COMPUTED BY DESIGN ENGINEER	
A=	249.00
B=	6"
C=	251.65
D=	249.87
E=	249.89
F=	245.58
G=	0.6"
H=	244.65
I=	242.40

#2

**GENERAL NOTES**

1. A CAPPED, SOLID WALL, PVC CLEANOUT SHALL BE PLACED AT THE END OF THE UNDERDRAIN. OVERFLOWS SHALL NOT DRAIN VIA THE UNDERDRAIN.
2. REFERENCE ORIFICE MEASUREMENT TABLE ON COS STANDARD PLAN 251E FOR ORIFICE SIZE REQUIREMENTS.

**CITY OF SALEM DEPARTMENT OF PUBLIC WORKS**

STANDARD PLAN BEEHIVE INLET CONTROL

APPROVED	<i>[Signature]</i>	6/8/2021	DRAWN BY	KLA	4/2021	<b>NO.251D</b>
	CITY ENGINEER	DATE	CHECKED BY	JDL	4/2021	