

NOTICE OF DECISION

PLANNING DIVISION
555 LIBERTY ST. SE, RM 305
SALEM, OREGON 97301
PHONE: 503-588-6173
FAX: 503-588-6005



Si necesita ayuda para comprender esta información, por favor llame 503-588-6173

DECISION OF THE PLANNING ADMINISTRATOR

CLASS 2 SITE PLAN REVIEW

APPLICATION NO.: 24-117455-PLN

NOTICE OF DECISION DATE: September 18, 2024

REQUEST: A Class 2 Site Plan Review for the removal and replacement of pavement for an existing warehousing and distribution use for a property 1.81 acres in size and zoned IG (General Industrial), located at 2711 19th Street SE (Marion County Assessor's Map and Tax Lot 073W35CD0 / 400).

APPLICANT: Conner Dempsay

LOCATION: 2711 19th Street SE

FINDINGS: The findings are in the attached Decision dated September 18, 2024.

DECISION: The **Planning Administrator APPROVED** the application based upon the submitted materials and the findings as presented in the decision.

The rights granted by the attached decision, which are effective as of the date of this decision, must be exercised by September 18, 2028, or this approval shall be null and void.

Case Manager: Quincy Miller, Planner I, qmillier@cityofsalem.net, (503) 584-4676

This decision is final; there is no local appeal process. Any person with standing may appeal this decision by filing a "Notice of Intent to Appeal" with the Land Use Board of Appeals, 775 Summer St NE, Suite 330, Salem OR 97301, **not later than 21 days after September 18, 2024**. Anyone with questions regarding filing an appeal with the Oregon Land Use Board of Appeals should contact an attorney.

The following items are submitted to the record: 1) All materials and evidence submitted by the applicant, including any applicable professional studies; and 2) All materials, evidence, and comments from City Departments and public agencies. The application materials are available on the City's online Permit Application Center at <https://permits.cityofsalem.net>. To view the materials without registering, you may use the search function and enter the permit number listed here: 24 117455.

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

**BEFORE THE PLANNING ADMINISTRATOR OF THE CITY OF SALEM
DECISION**

IN THE MATTER OF APPROVAL OF CLASS 2 SITE PLAN REVIEW 24-117455-PLN 2711 19TH STREET SE))))	FINDINGS & ORDER SEPTEMBER 18, 2024
--	------------------	--

In the matter of the application for a Class 2 Site Plan Review, the Planning Administrator, having received and reviewed the evidence and application materials, makes the following findings and adopts the following order as set forth herein.

REQUEST

A Class 2 Site Plan Review for the removal and replacement of pavement for a warehousing and distribution use for a property 1.81 acres in size and zoned IG (General Industrial), located at 2711 19th Street SE (Marion County Assessor's Map and Tax Lot 073W35CD0 / 400).

PROCEDURAL FINDINGS

1. On August 14, 2024, an application for a Class 2 Site Plan Review was submitted for property located at 2711 19th Street SE.
2. After additional requested information was provided by the applicant, the application was deemed complete on September 4, 2024.

SUBSTANTIVE FINDINGS

1. Proposal

The Class 2 Site Plan Review affects the property located at the 2711 19th Street SE (**Attachment A**). The Class 2 Site Plan Review proposes the removal and replacement of approximately 21,240 square feet of asphalt within the drive aisles of the property, along with approximately 58 square yards of "cut and patch" asphalt repair in the parking area, approximately 435 square feet of asphalt being replaced with concrete adjacent to the existing warehouse, and crack seal of the remaining parking areas. All parking areas will be restriped to match existing, with the proposed addition of four bicycle parking spaces. No changes are proposed to existing fencing or structures. The proposed development plans are included as **Attachment B**.

2. City Department Comments

Development Services— Comments from Development Services have been incorporated into this document and are also available as a separate memo.

DECISION CRITERIA FINDINGS

3. Analysis of Class 2 Site Plan Review Approval Criteria

The purpose of Site plan review is to provide a unified, consistent, and efficient means to 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.

Pursuant to SRC 220.005(b)(2), a Class 2 Site Plan Review is required for any development that requires a building permit—other than development subject to Class 1 Site Plan Review—that does not involve a land use decision or limited land use decision, as defined in ORS 197.015.

SRC 220.005(f)(2) provides that an application for Class 2 Site Plan Review shall be granted if:

(a) Only clear and objective standards which do not require the exercise of discretion or legal judgment are applicable to the application.

Finding: Only clear and objective standards apply to the proposed development. Complete findings addressing the proposal's conformance with these standards are included within the findings addressing approval criterion SRC 220.005(f)(2)(B) below. This approval criterion is met.

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

Finding: The proposal includes removal and replacement of pavement and the addition of bicycle parking, with no modifications proposed to the existing structures or fence, for an existing *warehousing and distribution* use. The subject property is zoned IG (General Industrial); therefore, the proposed development is subject to the use and development standards of the IG zone, SRC Chapter 554. The following is a summary of the applicable use and development standards of the IG zone.

Development Standards – IG (General Industrial) Zone:

SRC 554.005(a) – Uses:

The permitted, special, conditional, and prohibited uses in the IG zone are set forth in Table 554-1.

Finding: The existing use of *warehousing and distribution* is a permitted use in the IG zone. There is no proposed change of use.

SRC 554.010(a) – Lot standards:

There is no minimum lot area, lot width or lot depth for all uses in the IG zone. The minimum street frontage requirement for non-residential use is 16 feet.

Finding: The existing lots comply with the minimum lot standards of the IG zone and no changes are proposed to the lot size or dimensions.

SRC 554.010(b) – Setbacks:

Setback requirements for buildings, accessory structures, and off-street parking and vehicle use areas within the IG zone are established under SRC 554.010(b) – Table 554-3 and Table 554-4. Setbacks are measured from the property line or special setback, whichever is greater.

Finding: There are no proposed modifications to the existing structures on the property, and no proposed changes to the layout of the off-street parking and vehicle-use areas. Therefore, this standard is not applicable.

SRC 554.010(c) – Lot coverage & height:

There is no maximum lot coverage requirement in the IG zone. The maximum building height allowance is 70 feet.

Finding: There are no proposed modifications to the existing structures on the property, and no proposed changes to the layout of the off-street parking and vehicle-use areas. Therefore, this standard is not applicable.

SRC 554.010(d) - Landscaping:

- (1) Setbacks. Required setbacks shall be landscaped. Landscaping shall conform to the standards set forth in SRC chapter 807.
- (2) Vehicle use areas. Vehicle use areas shall be landscaped as provided under SRC chapters 806 and 807.

Finding: No improvements, other than repairs, are proposed that would modify the existing setbacks or layout of the existing vehicle use areas. Therefore, this standard is not applicable.

General Development Standards SRC 800

SRC 800.050 – Fences, walls, hedges, gates, and retaining walls.

Unless otherwise provided under the UDC, the standards set forth in this section shall apply to fences, walls, hedges, gates, and retaining walls in all zones. Where screening is required under the UDC in the form of a fence, wall, or hedge, it shall meet the standards set forth in SRC chapter 807, in addition to the standards set forth in this section.

Finding: The existing fence is an eight-foot-tall galvanized chain-link fence with barbed wire. No modifications to the existing fence or additional fencing are proposed, therefore, this standard is not applicable.

SRC 800.055(a) – Applicability.

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

Finding: The existing trash compactor is to remain in place, and no new receptacles are proposed. Therefore, this standard is not applicable.

SRC 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.

Finding: The proposed development includes pavement replacement within the vehicle use area and pavement repair within the off-street parking area, therefore, pedestrian access standards are applicable.

SRC 800.065(a)(1) – Pedestrian connection between entrances and streets.

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

Finding: The property is abutting a private, shared-access easement. The property does not abut any streets; therefore, this standard is not applicable.

SRC 800.065(a)(2) – Connection between buildings on 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.

Finding: Although there are multiple buildings on the development site, the existing garage as marked on the site plan is used primarily for storage and is not intended for human occupancy. Therefore, a pedestrian connection between the existing warehouse and existing garage is not required and the standard is met.

SRC 800.065(a)(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 as provided in this subsection.

Finding: The off-street parking area is less than 25,000 square feet, and there is no proposed modification to the layout of the parking spaces. Therefore, this standard is not applicable.

SRC 800.065(a)(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.

Finding: There are no existing or planned paths or trails identified in the Salem TSP or the Salem Comprehensive Parks System Master Plan that pass through the development site. Therefore, this standard is not applicable.

SRC 800.065(a)(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.

Finding: A vehicular connection is provided from the development site to abutting properties via the private shared-access easement. However, the use of *warehousing and distribution* is an Industrial use, which is exempt from requiring pedestrian connections between abutting properties. Therefore, the standard is not applicable.

SRC 800.065(b) – Design and materials.

Required pedestrian connections shall be in the form of a walkway or may be in the form of a plaza.

- (1) Walkways shall conform to the following:
 - (A) 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.

Finding: No pedestrian pathways are required; therefore, this standard is not applicable.

Off-Street Parking, Loading, and Driveways SRC 806

SRC 806.015 – Amount off-street parking.

- (a) *Maximum off-street parking.* Except as otherwise provided in this section, and unless otherwise provided under the UDC, off-street 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 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.

Finding: As the off-street parking area is only being repaired and not being modified, these standards are not applicable.

SRC 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.

(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.

Finding: The replacement of pavement as part of the proposed development affects the drive aisles within the loading areas of the site only. The off-street parking area is being repaired and restriped to match existing; therefore, this standard is not applicable.

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

Finding: The off-street parking area is not being modified; therefore, this standard is not applicable.

- (c) *Perimeter Setbacks and Landscaping.* Perimeter setbacks shall be required for off-street parking and vehicle use areas abutting streets, abutting interior front, side, and rear property lines, and adjacent to buildings and structures.

Finding: The off-street parking area is not being modified; therefore, this standard is not applicable. Vehicle storage areas within the IG zone are also exempt from perimeter setbacks per SRC 806.035(c)(1)(A)(ii).

- (d) *Interior Landscaping.* Vehicle use areas greater than 5,000 square feet in size require interior landscaping. Interior landscaping shall be provided in amounts not less than those set forth in Table 806-5.

Finding: The off-street parking area is not being modified; therefore, this standard is not applicable.

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

Finding: The off-street parking area is not being modified; therefore, this standard is not applicable.

- (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 806-7.

Finding: The off-street parking area is not being modified; therefore, this standard is not applicable.

Bicycle Parking

SRC 806.045 – General Applicability.

- (a) 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.

Finding: The proposal includes pavement replacement and restriping; therefore, the standards are applicable.

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

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

Finding: The proposed bike parking is located on the same development site as the use or activity it serves. This standard has been met.

SRC 806.055 – Amount of 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.

Finding: The site has a total of 16,054 square feet of building area used for warehousing and distribution. The *warehousing and distribution* use requires the greater of four bicycle parking spaces, or one space per 10,000 square feet for the first 50,000 square feet; therefore, the minimum required bicycle parking is four spaces. The applicant's site plan indicates the addition of four new bicycle parking spaces, meeting the standard.

SRC 806.060 - Bicycle Parking Development Standards.

Bicycle parking areas shall be developed and maintained as set forth in this section.

(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.

Finding: The site plan indicates the proposed bicycle parking is within 50 feet of a primary entrance; therefore, this standard is met.

(b) Access. 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.

Finding: As shown on the site plan, the bicycle parking area has direct access to the primary building entrance free of obstruction or barrier. There are also no obstructions between the proposed bicycle parking area and the shared-access easement, meeting the standard.

(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 a minimum four-foot-wide access aisle. Access aisles serving bicycle parking spaces may be located within the public right-of-way.

Finding: The applicant's site plan indicates the addition of four new bicycle parking spaces located near the proposed building, meeting the development standards of SRC 806.060. This standard has been 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.

Finding: The proposed bicycle parking spaces are proposed to be located on a hard surface material; therefore, the standard is met.

Off-Street Loading Areas

SRC 806.065 – General Applicability.

Off-street loading areas shall be provided and maintained for each proposed new use or activity; 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; or any intensification, expansion, or enlargement of a use or activity.

SRC 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.

SRC 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.

Finding: A *warehousing and distribution use* with a floor area between 5,000 to 100,000 square feet is required to provide one loading space. The existing loading zones and off-street parking areas are not being altered as part of the proposed development; therefore, this standard is not applicable.

Development Services Findings

SRC Chapter 200 (Urban Growth Management): SRC Chapter 200 (Urban Growth Management) requires issuance of an Urban Growth Preliminary Declaration (UGA) prior to development of property located outside the City's Urban Service Area.

Finding: The subject property is located inside the Urban Service Area and adequate facilities are available. No Urban Growth Area permit is required.

SRC Chapter 601 (Floodplain): Development in the floodplain shall be regulated to preserve and maintain the capability to the floodplain to convey the flood water discharges and to minimize danger to life and property.

Finding: The subject property is designated on the Federal Emergency Management Agency (FEMA) floodplain maps as a Zone "AE" floodplain. Development within the floodplain requires a floodplain development permit and is subject to the requirements of SRC Chapter 601, including elevation of new structures to a minimum of one foot above the base flood elevation. The tentative plan does not include construction of new structures in the designated floodplain area.

SRC Chapter 802 (Public Improvements): Pursuant to SRC 802.015 all development shall be served by city utilities that are designed and constructed according to all applicable

provisions of the Salem Revised Code (SRC) and the Public Works Design Standards (PWDS).

Finding: The water, sewer, and storm infrastructure are available within surrounding streets/areas and appear to be adequate to serve the proposed development. At time of building permit review, the applicant shall Design and construct all utilities (sewer, water, and storm drainage) according to the PWDS and to the satisfaction of the Public Works Director. Construction plans shall be approved and secured per SRC Chapter 77 prior to building permit issuance, and the improvements shall be completed and accepted to the satisfaction of the Public Works Director prior to occupancy.

SRC Chapter 71 – Stormwater: The proposed development is subject to SRC Chapter 71 and the revised Public Works Design Standards (PWDS) as adopted in Administrative Rule 109, Division 004.

Finding: The applicant shall be required to design and construct a storm drainage system in compliance with SRC Chapter 71 and PWDS at the time of development. The application shall provide an evaluation of the connection to the approved point of discharge for new areas of impervious surface per SRC 71.075. The applicant's engineer submitted a statement demonstrating that the proposed pavement replacement constitutes the definition of a maintenance activity under SRC Chapter 70 and does not require green stormwater infrastructure management.

SRC Chapter 803 (Street and Right-of-way Improvements): Pursuant to SRC 803.025, except as otherwise provided in this chapter, right-of-way width and pavement width for streets and alleys shall conform to the standards set forth in Table 803-1 (Right-of-way Width) and Table 803-2 (Pavement Width). In addition, SRC 803.040 requires dedication of right-of-way for, and construction or improvement of, boundary streets up to one-half of the right-of-way and improvement width specified in SRC 803.025 as a requirement for certain development.

Finding: The subject property does not have frontage on a public street. The subject property is served by a shared access easement that provides a connection to 19th Street SE for the subject property through adjacent properties. 19th Street SE is fully developed and meets the right-of-way width and pavement width standards pursuant to the Salem TSP; therefore, no additional street improvements are required as a condition of the proposed development.

SRC 804 (Driveway Approaches): Development standards for Driveway Approaches are established in SRC chapter 804 to ensure safe, orderly, and efficient movement of vehicles from the public way to private property.

Finding: The development site is served by an existing driveway approach onto 19th Street SE. The existing driveway approach serving the site meets applicable sections of SRC Chapter 804 and does not warrant modification.

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

enforcement of appropriate mitigation measures. SRC Chapter 809 establishes requirements for notification of DSL when an application for development is received in an area designated as a wetland on the official wetlands map.

Finding: According to the Salem-Keizer Local Wetland Inventory (LWI) the subject property does not contain any mapped wetland areas or hydric soils.

SRC Chapter 810 (Landslide Hazards): The City's landslide hazard ordinance (SRC Chapter 810) establishes standards and requirements for the development of land within areas of identified landslide hazard susceptibility.

Finding: According to the City's adopted landslide hazard susceptibility maps and SRC Chapter 810 (Landslide Hazards), there are mapped 2-point landslide hazard areas on the subject property. The applicant submitted a statement demonstrating the proposal does not include a regulated activity under SRC Chapter 810. Therefore, the requirements in SRC Chapter 810 are not applicable to the development and no additional information is required.

4. Conclusion

Based on the conformance with the preceding requirements, the Planning Administrator certifies that the proposed Class 2 Site Plan Review is in conformance with the UDC and the approval criteria provided in SRC 220.005(f)(2), provided compliance occurs with any applicable items noted above.

Please Note: Findings included in this decision by the direction of the Salem Fire Department are based on non-discretionary standards. Fire Code related findings are intended to inform the applicant of the clear and objective Fire Prevention Code standards of SRC Chapter 58 that will apply to this development proposal on application for building permit(s). Additional or different Fire Prevention Code standards may apply based on the actual building permit application submitted.

If a building permit application has not already been submitted for this project, please submit a copy of this decision with your building permit application for the work proposed.

IT IS HEREBY ORDERED

The proposed Class 2 Site Plan Review is consistent with the provisions of SRC Chapter 220 and is hereby **APPROVED** subject to the applicable standards of the Salem Revised Code and the findings contained herein.



Quincy Miller, Planner I, on behalf of
Lisa Anderson-Ogilvie, AICP
Planning Administrator

Attachments: A. Vicinity Map
 B. Proposed Site Plan

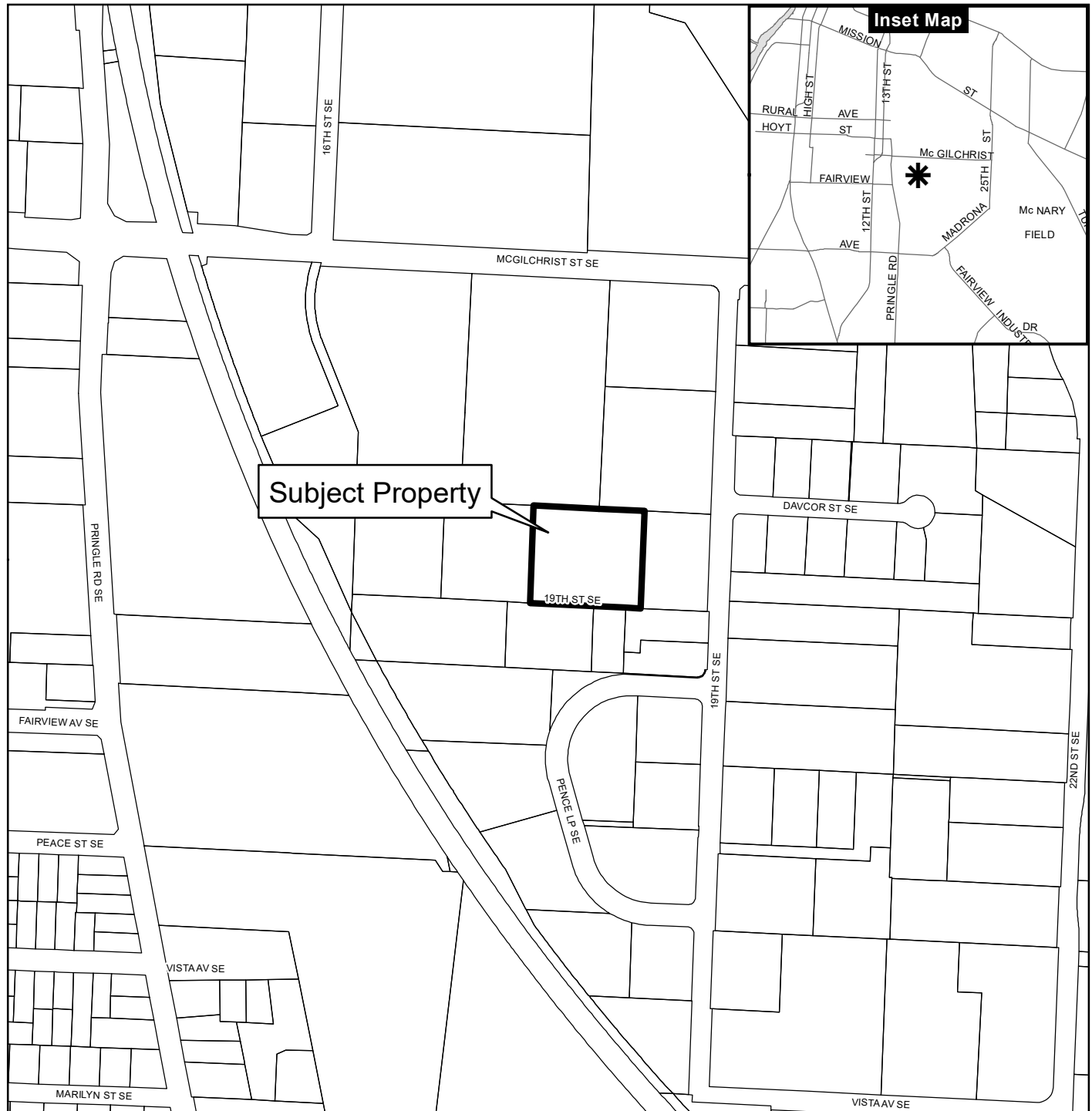
\\commdev\CDGroup\CD\PLANNING\Quincy_NetworkFolder\PLN-Permits\Site
117455_DraftDecision_V2.docx

Plan








Review\In-Progress\24-117455\24-

Vicinity Map

2711 19th Street SE



Legend

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

0 100 200 400 Feet



CITY OF Salem
AT YOUR SERVICE
Community Planning and Development

This product is provided as is, without warranty. In no event is the City of Salem liable for damages from the use of this product. This product is subject to license and copyright limitations and further distribution or resale is prohibited.

2024 PAVING IMPROVEMENTS PLANS

FOR

PROJECT RESOURCE LIST:

PEPSICO, INC.
7701 LEGACY DRIVE
PLANO, TX 75024
TEL: (800) 352-4477

KIMLEY-HORN AND ASSOCIATES, INC.
4201 WINFIELD ROAD, SUITE 600
WARRENVILLE, IL 60555
TEL: (630) 487-5550

CONTACT: PHILIP R. KAUFMAN
PROJECT MANAGER
TEL: (630) 487-3425
EMAIL: PHILIP.KAUFMAN@KIMLEY-HORN.COM



N.T.S.

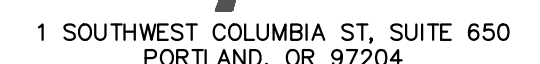


NOTE:
THE EXACT LOCATION OF UTILITIES SHOWN IN THIS PLAN SET ARE UNKNOWN.
THE CONTRACTOR SHALL FIELD VERIFY ALL LOCATIONS AND DEPTHS OF
EXISTING UTILITIES (IN CONFLICT WITH PROPOSED IMPROVEMENTS) BY CALLING
811 AT LEAST 3 WORKING DAYS PRIOR TO STARTING ANY EXCAVATION.



SHEET NO.:	DESCRIPTION:
C0-00	COVER SHEET
C0-01	EXISTING CONDITIONS
C1-00	SITE PLAN
C2-00	CONSTRUCTION DETAILS
C2-01	PAVEMENT CORING INFORMATION
C3-00	GENERAL NOTES

1. CONTRACTOR TO COMPLETE WORK IN A MANNER TO MINIMIZE DISRUPTION TO OPERATIONS PARKING AND ACCESS.
2. CONTRACTOR TO FULLY INFORM THE OWNER PRIOR TO COMMENCING WORK. CONTRACTOR WILL BE RESPONSIBLE TO PROVIDE CONSTRUCTION STATUS UPDATES AND SUBMIT CLOSURE SCHEDULES TO OWNER.
3. CONTRACTOR TO PROVIDE BARRICADES AND PROPER TRAFFIC CONTROL AT ALL TIMES DURING CONSTRUCTION TO ENSURE THE SAFETY OF ALL INDIVIDUALS PRESENT ON SITE.



NO.	DATE	REVISIONS	BY	<div>KHA PROJECT</div> <div>268548019</div> <div>DATE</div> <div>04/01/2024</div> <div>SHEET NUMBER</div> <div>C0-00</div>
1	08/13/24	ROUND 1 COMMENTS	CJK	
2	08/13/24	Class 2 Site Plan Review	CLD	

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

THIS PLAN SET IS BASED ON AUTOCAD FILES OBTAINED BY KIMLEY-HORN AND ASSOCIATES, INC. FROM PEPSICO, INC.

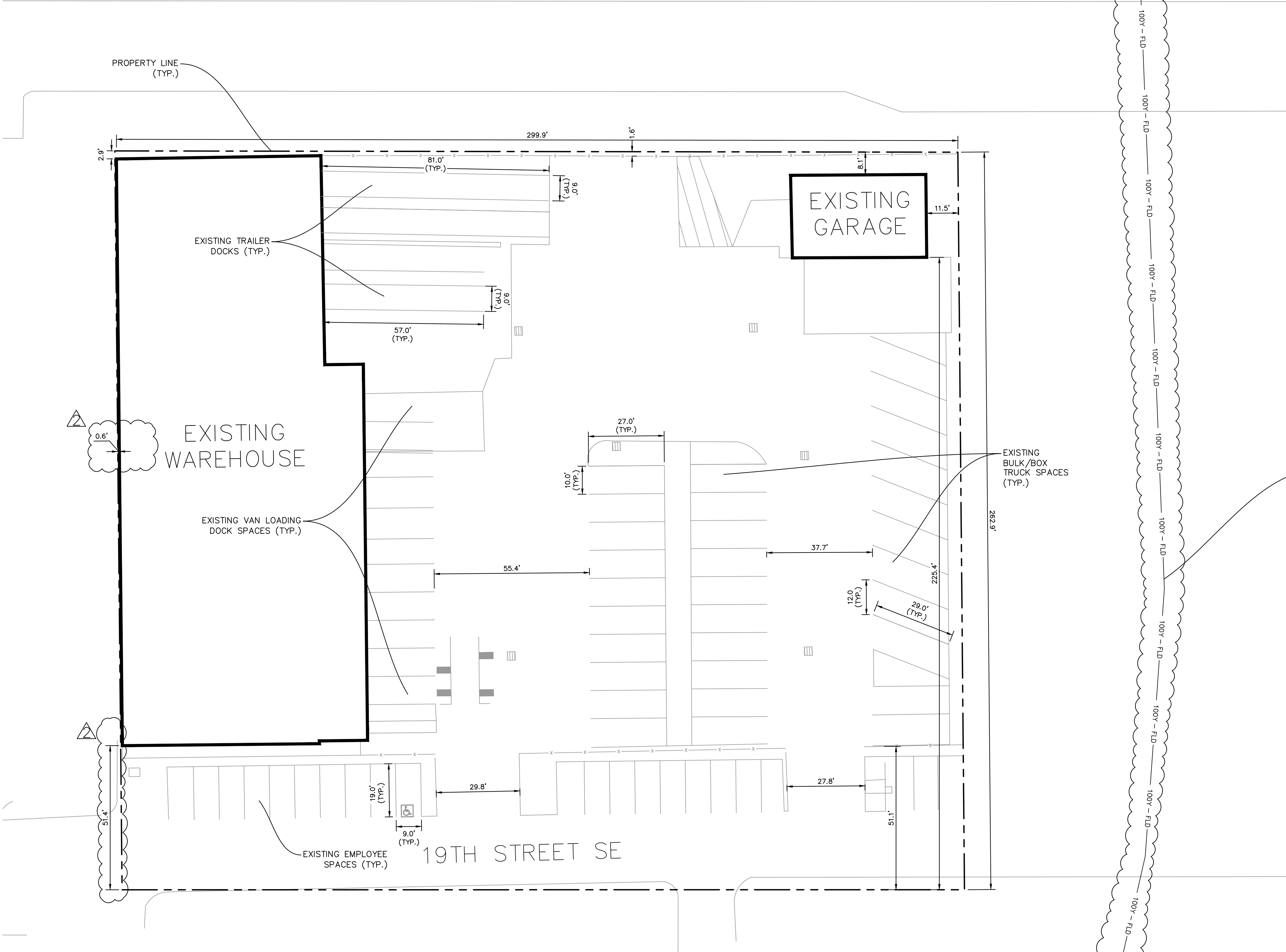
DRAWING RECEIVED ON: OCTOBER 11, 2023

THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE EXISTING INFORMATION SHOWN ON THESE PLANS IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR WILL BE RESPONSIBLE FOR FIELD VERIFYING EXISTING SITE CONDITIONS BEFORE COMMENCING CONSTRUCTION. THE CONTRACTOR MUST ALSO CALL 811 AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES.

EXISTING CONDITIONS LEGEND

PROPERTY LINE

EXISTING GALVANIZED CHAIN LINK FENCE



SITE SUMMARY		
TOTAL LOT AREA	1.81 AC	
EXISTING ACCESSIBLE PARKING SPACES REQUIRED	1 SPACE	
EXISTING ACCESSIBLE PARKING SPACES PROVIDED	1 SPACE	
EXISTING EMPLOYEE PARKING SPACES PROVIDED	22 SPACES	
EXISTING BULK/BOX TRUCK PARKING SPACES PROVIDED	41 SPACES	
EXISTING TRAILER PARKING/DOCK SPACES PROVIDED	9 SPACES	
EXISTING BICYCLE PARKING SPACES	0 SPACES	



FRITO-LAY
2711 19th STREET SE
SALEM, OR 97302-1503

SHEET NUMBER
C0-01

EXISTING CONDITIONS

KHA PROJECT
268548019

DATE
04/01/2024

SCALE AS SHOWN

DESIGNED BY
CLD

DRAWN BY
CLD

CHECKED BY
WAD

Kimley»Horn

© 2024 KIMLEY-HORN AND ASSOCIATES, INC.
1 SOUTHWEST COLUMBIA ST, SUITE 650, PORTLAND, OR 97204
WWW.KIMLEY-HORN.COM

ROUND 1 COMMENTS
08/13/24 CLK

CLASS 2 SITE PLAN REVIEW
06/29/24 CLD

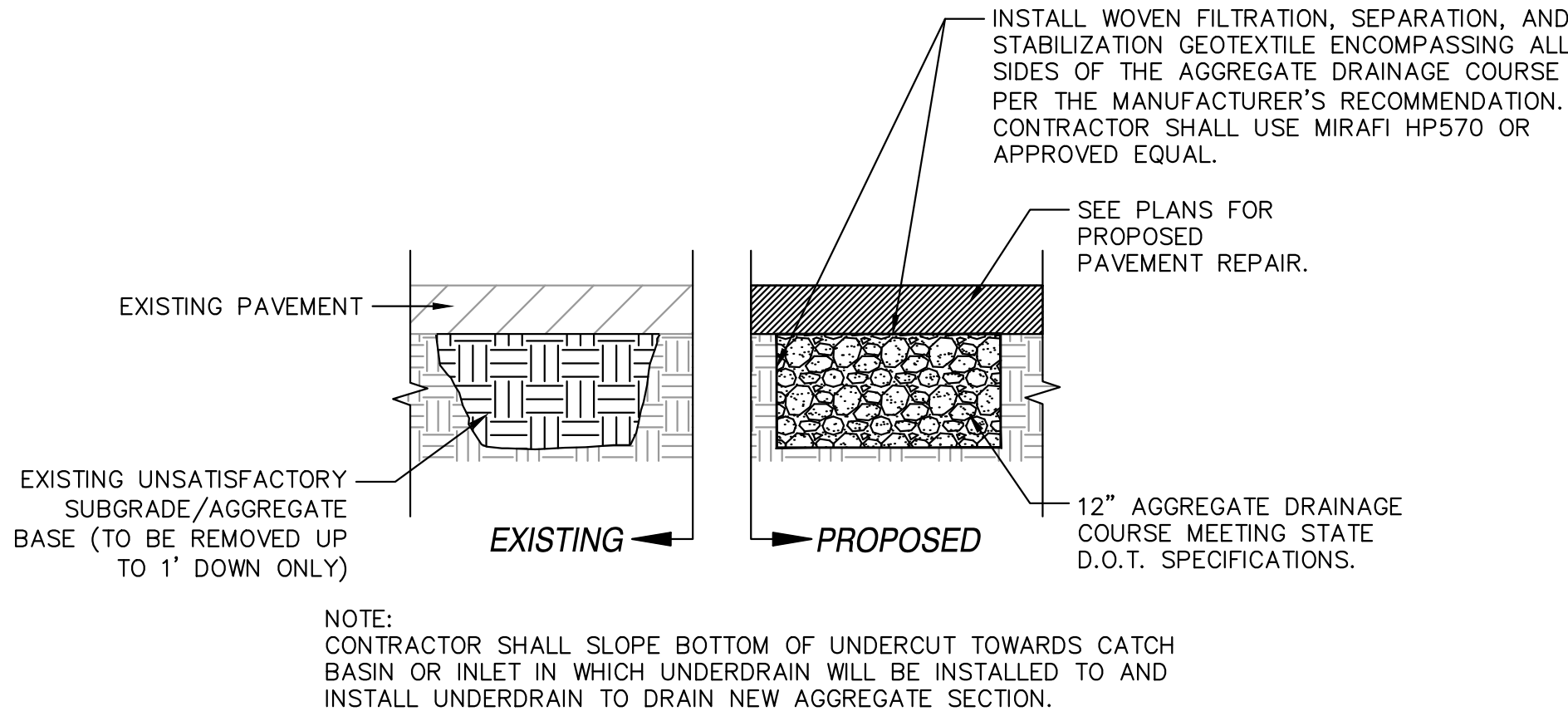
NO.

REVISIONS

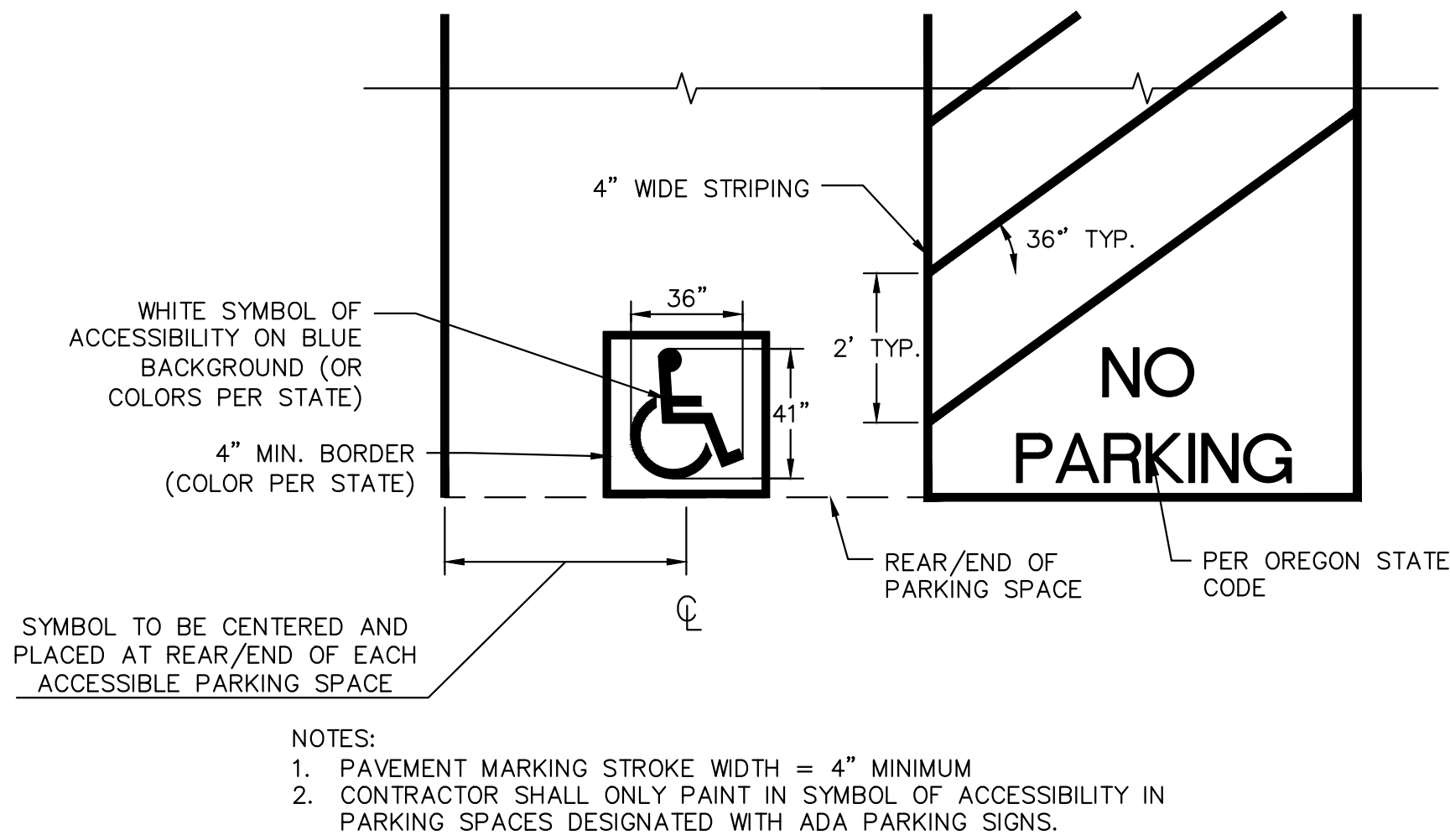
DATE

BY

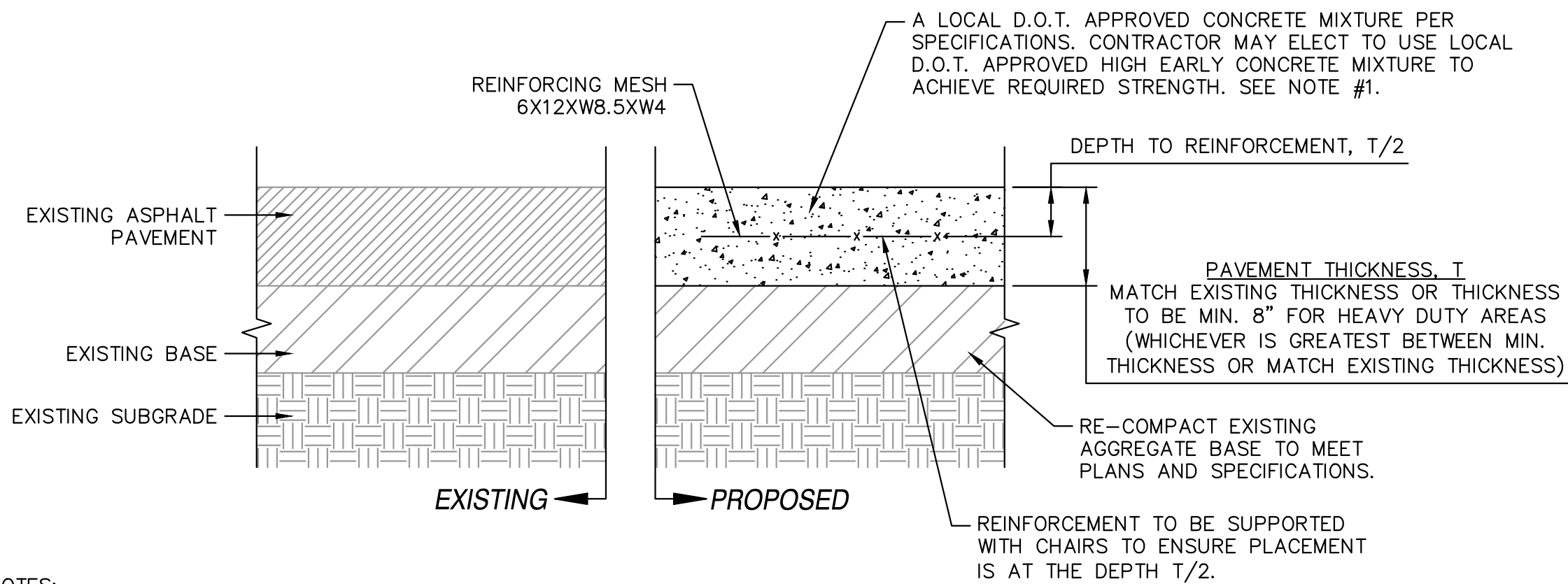
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



DETAIL
MISCELLANEOUS IMPROVEMENTS - SUBGRADE/AGGREGATE BASE UNDERCUT **MI-SUB**

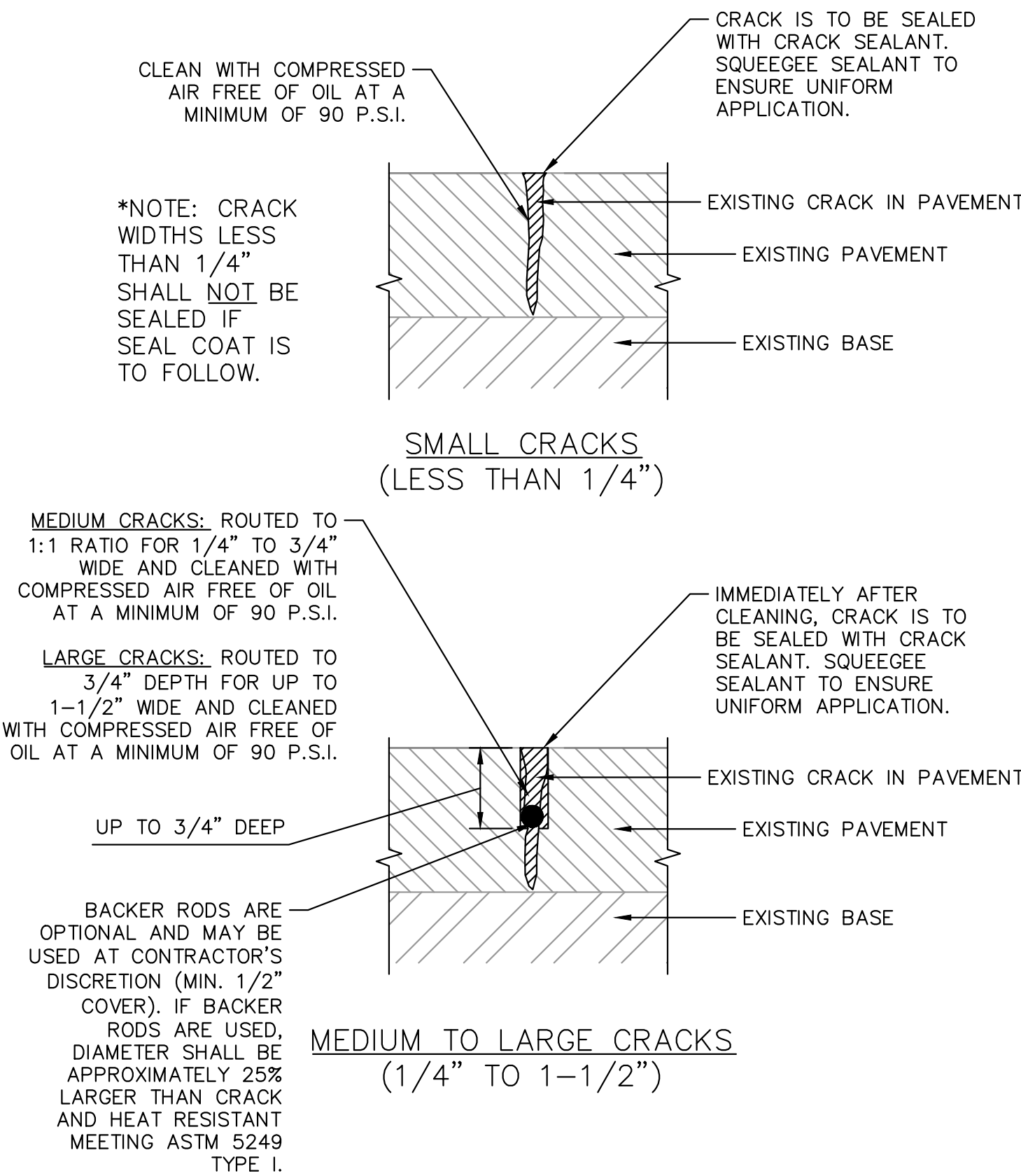


DETAIL
MISCELLANEOUS IMPROVEMENTS - ADA SYMBOL WITH BACKGROUND **MI-SYM**

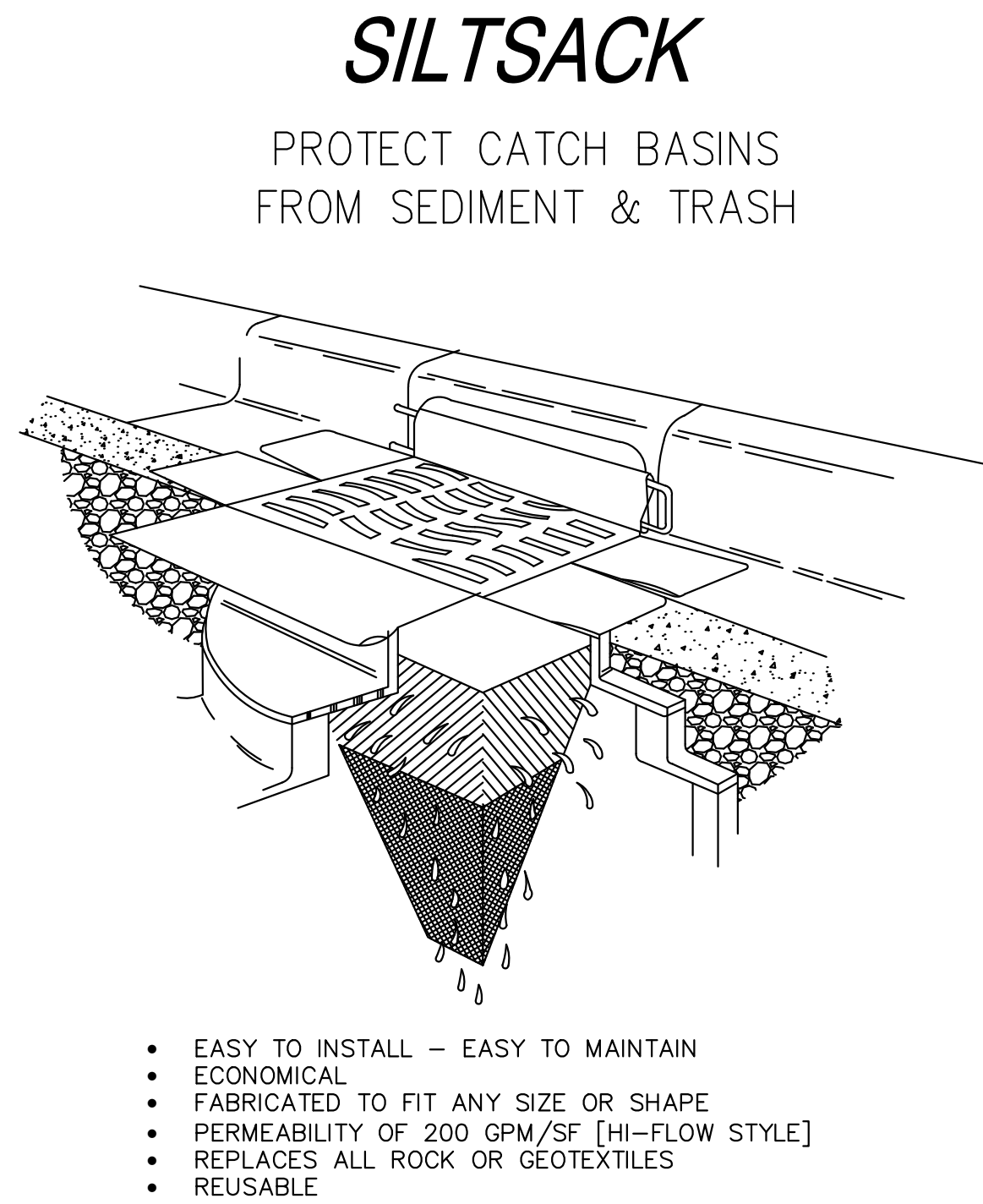


- NOTES:
1. IT SHALL BE REQUIRED TO USE A HIGH EARLY STRENGTH CONCRETE MIXTURE FOR SECTIONS OF PAVEMENT TO BE REPLACED AT HIGH PRIORITY DRIVE LANES THAT CANNOT BE PHASED OR DETOURED WITHOUT DISRUPTION OF OPERATIONS, AND ONLY THOSE LOADING ZONE AREAS THAT CANNOT BE SHIFTED TO ANOTHER DOOR LOCATION. IN ALL CASES, THE CONTRACTOR SHALL COORDINATE ALL CONCRETE REPAIR WORK WITH THE OWNER OR ENGINEER.
 2. IF AGGREGATE BASE COURSE IS NOT PRESENT CONTRACTOR TO NOTIFY ENGINEER OF RECORD IMMEDIATELY.
 3. EXISTING AGGREGATE BASE SHALL BE RE-COMPACTED TO 95% AS DETERMINED BY THE MODIFIED PROCTOR TEST (ASTM D-1557). MATERIALS TESTING AGENCY TO INSPECT PREPARED AGGREGATE BASE PRIOR TO PLACEMENT ON CONCRETE TO ENSURE COMPLIANCE WITH PROJECT PLANS AND SPECIFICATIONS.
 4. REFER TO TYPICAL JOINTS FOR CONCRETE SLAB REPAIR DETAIL ON THIS SHEET FOR LOCATION AND TYPE OF JOINTS TO BE INSTALLED AROUND THE PERIMETER OF THE CONCRETE REPLACEMENT. DOWELS/REINFORCEMENT TO BE INSTALLED PER DETAILS ON THIS SHEET.
 5. CONTRACTOR TO COORDINATE WITH OWNER ON TEST STRIP AS NEEDED TO MATCH EXISTING COLORED CONCRETE AS CLOSE AS POSSIBLE TO EXISTING.

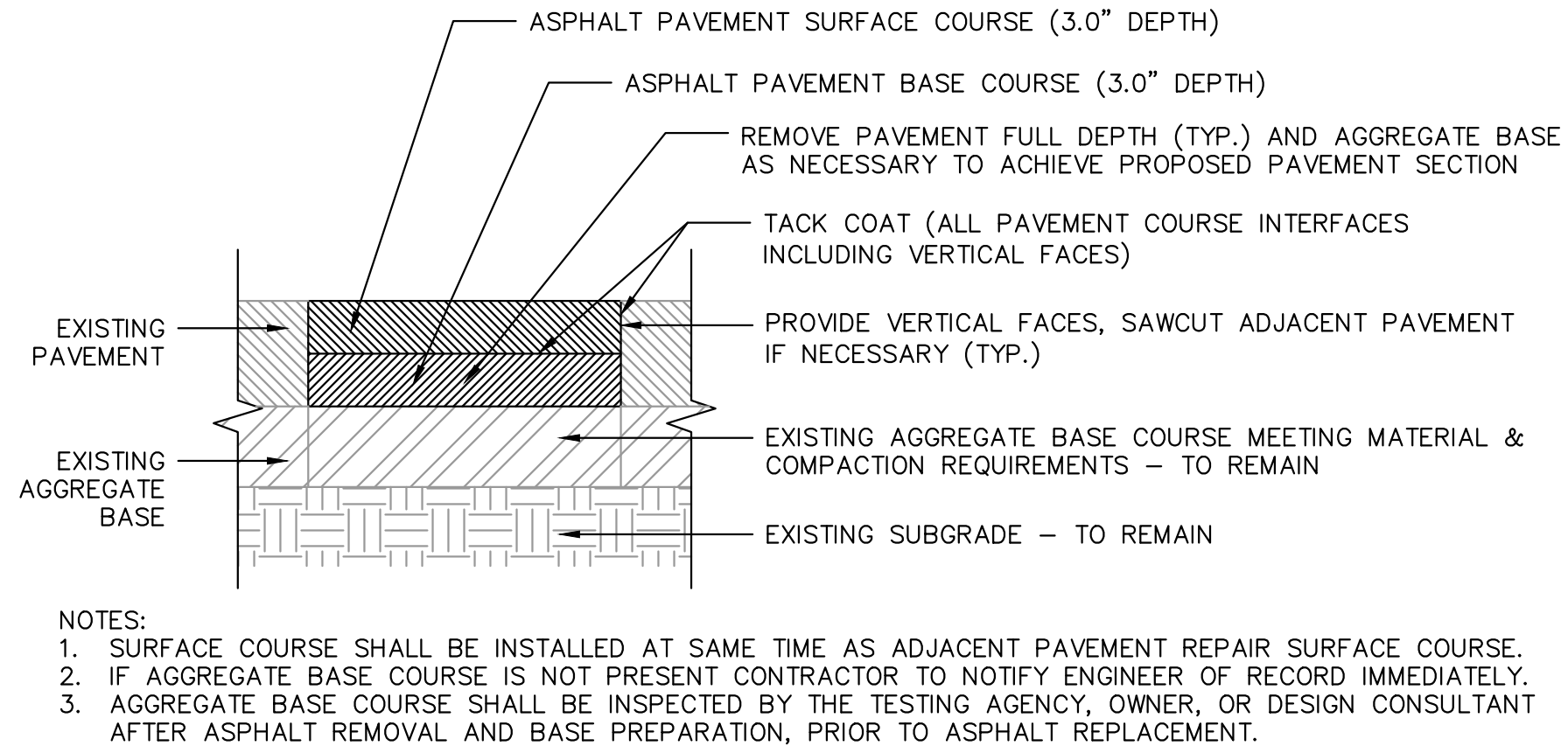
DETAIL
CONCRETE PAVEMENT - REMOVE ASPHALT AND REPLACE WITH CONCRETE PAVEMENT **CP-RA**



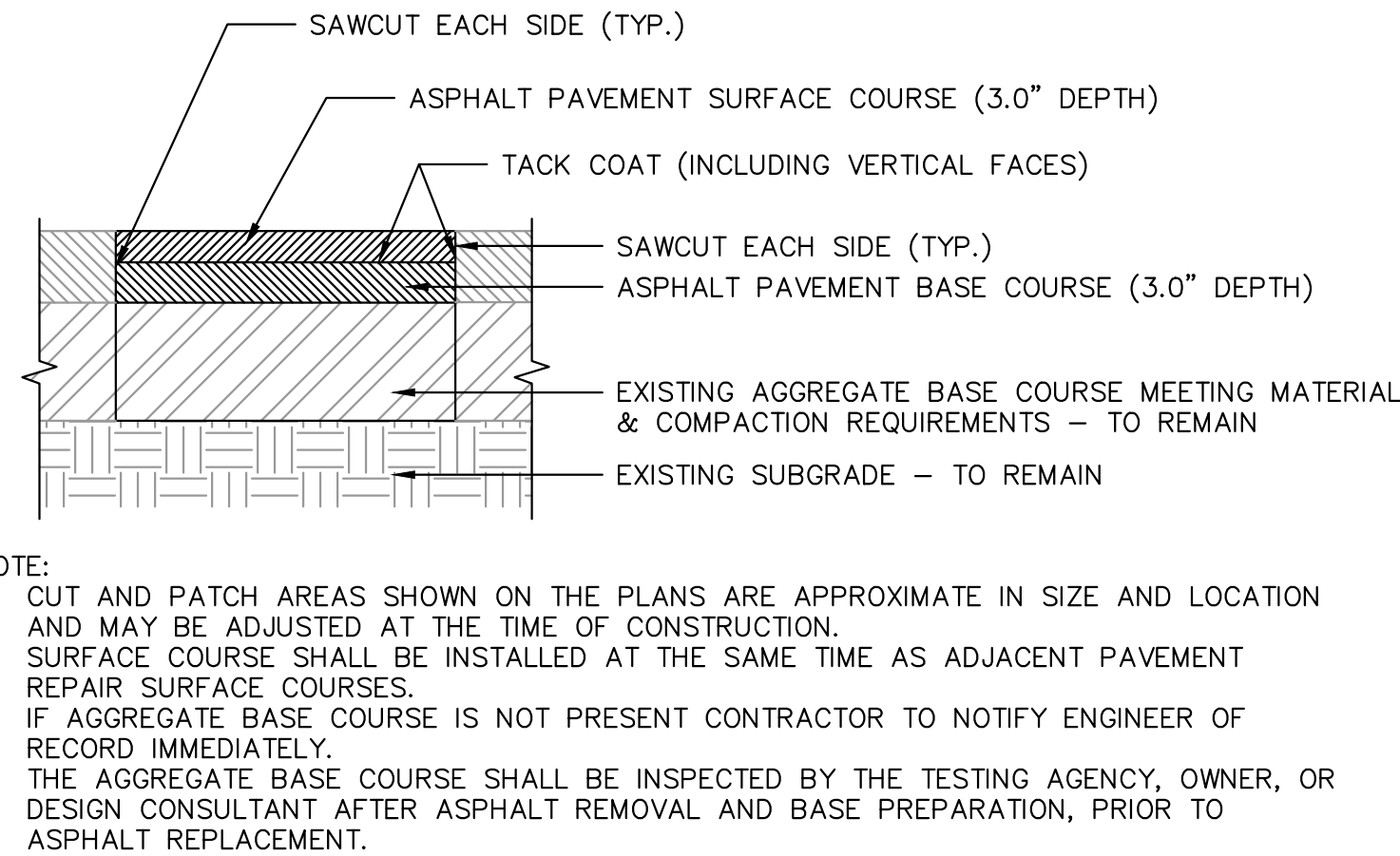
DETAIL
ASPHALT PAVEMENT - CRACK SEAL **AP-CS**



DETAIL
SILT SACK (OR APPROVED EQUAL)



DETAIL
ASPHALT PAVEMENT - 6.0\"/>



DETAIL
ASPHALT PAVEMENT - 6.0\"/>

FRITO-LAY 2711 19th STREET SE SALEM, OR 97302-1503	SHEET NUMBER C2-00	CONSTRUCTION DETAILS				<div><div>Kimley»Horn</div><div>© 2024 KIMLEY-HORN AND ASSOCIATES, INC. 1 SOUTHWEST COLUMBIA ST, SUITE 650, PORTLAND, OR 97204 WWW.KIMLEY-HORN.COM</div></div>	1 ROUND 1 COMMENTS 08/13/24 CLK				08/29/24 CLK
		2 CLASS 2 SITE PLAN REVIEW									
						NO.	REVISIONS	DATE	BY		

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

GENERAL NOTES

1.

ALL WORK SHALL COMPLY WITH THE REQUIREMENTS OF THE PROJECT PLANS AND SPECIFICATIONS. WHERE THE CONTRACTOR DETERMINES A CONFLICT EXISTS, THE CONTRACTOR SHALL NOTIFY THE ENGINEER AND ALLOW THE ENGINEER SUFFICIENT TIME TO ADDRESS THE CONFLICT. FAILURE TO NOTIFY THE ENGINEER WILL NOT CAUSE THE OWNER ADDITIONAL EXPENSES FOR NOTED CONFLICTS.
2.

ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH CURRENT O.S.H.A. CODES AND STANDARDS. NOTHING INDICATED ON THESE PLANS SHALL RELIEVE THE CONTRACTOR FROM COMPLYING WITH APPROPRIATE SAFETY REGULATIONS.
3.

ALL ACCESSIBLE SITE FEATURES SHALL BE CONSTRUCTED TO MEET THE CURRENT STANDARDS SET FORTH IN THE LATEST AMERICANS WITH DISABILITIES ACT (ADA).
4.

THE CONTRACTOR SHALL REFER TO AND COMPLY WITH THE PROJECT BID DOCUMENTS FOR ALL WORK. THE CONTRACTOR SHOULD BE FAMILIAR WITH THE EXISTING SITE CONDITIONS AND THE PROPOSED PLANS. ANY EXISTING CONDITION FOUND IN CONFLICT WITH THE PROPOSED SCOPE OF WORK MUST BE IMMEDIATELY REPORTED TO THE ENGINEER AND OWNER TO ADDRESS.
5.

THE CONTRACTOR SHALL VERIFY THAT THE DESIGN PLANS AND SPECIFICATIONS ARE CURRENT AND HAVE BEEN APPROVED BY THE OWNER AND ALL APPLICABLE PERMIT-ISSUING AGENCIES. ALL ITEMS CONSTRUCTED BY THE CONTRACTOR PRIOR TO RECEIVING FINAL APPROVAL AND/OR PERMITS THAT REQUIRE ADJUSTMENT OR REPLACEMENT, SHALL BE COMPLETED AT THE SOLE EXPENSE OF THE CONTRACTOR.
6.

THE CONTRACTOR IS CAUTIONED THAT THE EXISTING INFORMATION SHOWN ON THESE PLANS ARE BASED ON CAD FILES AND NOT FROM FIELD MEASUREMENTS. THE ENGINEER DOES NOT GUARANTEE THE COMPLETENESS OR ACCURACY OF THE INFORMATION SHOWN ON THE PLANS. THE CONTRACTOR WILL BE RESPONSIBLE FOR FIELD VERIFYING EXISTING SITE CONDITIONS.
7.

ALL CONSTRUCTION OPERATIONS MUST BE DONE IN SUCH A MANNER AS TO PROTECT ALL ADJACENT EXISTING BUILDINGS, PAVEMENTS, LANDSCAPING AND OTHER SITE ELEMENTS. THIS INCLUDES USING SMALLER EQUIPMENT OR CONTROLLING ACCESS ROUTES FOR EQUIPMENT TO ELIMINATE DAMAGE TO SITE PAVEMENTS. ANY EXISTING ELEMENTS DAMAGED DURING CONSTRUCTION MUST BE REPAIRED TO THE OWNER'S SATISFACTION AT THE SOLE EXPENSE OF THE CONTRACTOR.
8.

THE CONTRACTOR SHALL PROVIDE FOR THE CONTINUOUS OPERATION OF EXISTING FACILITIES WITHOUT INTERRUPTION DURING CONSTRUCTION UNLESS SPECIFICALLY AUTHORIZED OTHERWISE BY THE OWNER.
9.

THE CONTRACTOR'S STAGING AND MATERIAL STORAGE AREAS MUST BE COORDINATED WITH THE OWNER. ALL SUCH AREAS AND CONSTRUCTION METHODS MUST BE DONE IN SUCH A MANNER AS TO AVOID INTERFERENCE WITH THE OWNER'S OPERATIONS AND CUSTOMER ACCESS.
10.

THE CONTRACTOR SHALL MAKE APPLICATION FOR, OBTAIN AND HAVE IN POSSESSION ALL NECESSARY PERMITS REQUIRED TO COMPLETE THE WORK PRIOR TO THE START OF CONSTRUCTION.
11.

THE CONTRACTOR SHALL CONFINE ACTIVITIES TO THE PROJECT SITE UNDER DEVELOPMENT, EXISTING RIGHTS-OF-WAY, AND EASEMENTS AS APPLICABLE. THE CONTRACTOR SHALL NOT TRESPASS UPON ANY OTHER PRIVATE PROPERTY WITHOUT THE WRITTEN CONSENT OF THE RESPECTIVE PROPERTY OWNER.
12.

THE CONTRACTOR SHALL CLEAN UP ALL DEBRIS AND MATERIALS RESULTING FROM OPERATIONS AND RESTORE ALL SURFACES, STRUCTURES, DITCHES AND OTHER SITE ELEMENTS TO THEIR ORIGINAL CONDITION AND THE SATISFACTION OF THE OWNER.
13.

THE CONTRACTOR WILL BE RESPONSIBLE FOR PROVIDING A LICENSED MATERIALS TESTING AGENCY, SUPPORTED BY A REGISTERED PROFESSIONAL ENGINEER, TO PROVIDE ONSITE INSPECTION AND VERIFY IN THE FIELD THAT ALL MIX DESIGNS ARE IN COMPLIANCE WITH THE PLANS AND SPECIFICATIONS AND THAT ALL BACKFILL AND PAVEMENT HAS BEEN PLACED WITH THE PROPER NUMBER OF LAYERS AND THICKNESS AND COMPACTED IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS.
14.

EMPLOYMENT OF A MATERIALS TESTING AGENCY SHALL NOT RELIEVE THE CONTRACTOR OF OBLIGATIONS TO PERFORM THE WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS. THE CONTRACTOR SHALL COORDINATE AND PROVIDE 48 HOUR NOTICE TO THE MATERIALS TESTING AGENCY PER SPECIFICATION FOR INSPECTION OF WORK.
15.

REPORTS, CERTIFICATIONS, MATERIAL CHECKS AND FIELD TESTS SHALL BE COMPLETED DAILY AND A COPY OF THE RESULTS SHOULD BE EMAILED TO THE PROJECT ENGINEER DAILY.
16.

IF IN THE OPINION OF THE ENGINEER, THE WORK DOES NOT MEET THE TECHNICAL OR DESIGN REQUIREMENTS STIPULATED FOR THE WORK, THE CONTRACTOR SHALL MAKE ALL NECESSARY ADJUSTMENTS FOR APPROVAL AT THEIR SOLE EXPENSE. THE CONTRACTOR SHALL MAKE NO DEVIATIONS FROM THE CONTRACT DOCUMENTS WITHOUT SPECIFIC WRITTEN APPROVAL OF THE ENGINEER OR OWNER.
17.

THE CONTRACTOR SHALL CERTIFY THAT THE PAVEMENT AND ALL RELATED WORK HAS BEEN INSTALLED IN ACCORDANCE WITH THE CONTRACT DOCUMENTS. CERTIFICATIONS SHALL BE EMAILED TO THE PROJECT ENGINEER. IF REQUIRED, THE CONTRACTOR SHALL BE RESPONSIBLE TO MAKE ANY CHANGES IN THE FIELD FOR COMPLIANCE WITH THE CONTRACT DOCUMENTS AT HIS SOLE EXPENSE.
18.

THE CONTRACTOR SHALL BE RESPONSIBLE TO CERTIFY THAT PROPER SUBGRADE AND TRENCH BACKFILL COMPACTION HAS BEEN OBTAINED BY THE SUBCONTRACTORS UNDER THEIR SUPERVISION.
19.

IF THE CONTRACTOR'S OPERATIONS ARE SHOWN TO NEGATIVELY IMPACT THE OWNER'S USE OF THE SITE, THE OWNER AND/OR THE ENGINEER SHALL PROVIDE 24-HOUR NOTICE TO THE CONTRACTOR TO MODIFY THEIR OPERATIONS TO THE OWNER'S SATISFACTION.

SITE INFRASTRUCTURE NOTES

1.

THE CONTRACTOR SHALL NOTIFY ALL UTILITY OWNERS BY CALLING 811 AT LEAST 72 HOURS BEFORE ANY EXCAVATION (EXCLUDING WEEKENDS AND HOLIDAYS) TO REQUEST EXACT FIELD LOCATION AND STAKING OF UTILITIES. IF NO NOTIFICATION IS GIVEN AND DAMAGE RESULTS, SAID DAMAGE WILL BE REPAIRED AT THE SOLE EXPENSE OF THE CONTRACTOR. THE CONTRACTOR SHALL NOTIFY THE OWNER OF THE UTILITY IMMEDIATELY UPON BREAK OR DAMAGE TO ANY UTILITY LINE OR APPURTENANCE THEREOF. WHEN HIS OPERATIONS MAY REQUIRE AN INTERRUPTION OF THE UTILITY SERVICE OR POTENTIALLY CAUSE DAMAGE TO THE UTILITY INVOLVED, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANY/OWNER PRIOR TO CONSTRUCTION.
2.

IF EXISTING UTILITY LINES ARE ENCOUNTERED THAT CONFLICT IN LOCATION WITH PROPOSED CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
3.

ALL UTILITY MANHOLE COVERS, VALVES, BOXES, FITTINGS AND/OR OTHER UTILITY APPURTENANCES THAT ARE AT THE SURFACE OF PAVEMENTS TO BE REPLACED OR REPAIRED SHALL BE ADJUSTED FLUSH WITH THE NEW SURFACE SO AS NOT TO BE COVERED WITH PAVEMENT OR CAUSE A TRIPPING HAZARD.
4.

IN THE EVENT THAT EXISTING UTILITY SERVICES ARE TO BE INTERRUPTED OR IMPACTED BY NECESSARY CONSTRUCTION OPERATIONS, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO GIVE PRIOR NOTIFICATION TO THE RESPECTIVE OWNER/UTILITY COMPANY AND ALL SERVICE USERS TO BE AFFECTED BY THE SERVICE INTERRUPTION. ALL SERVICE INTERRUPTIONS SHALL BE PERFORMED AT OFF-PEAK HOURS, WHEN POSSIBLE, TO MINIMIZE ANY INCONVENIENCE TO THE AFFECTED PARTIES.
5.

ALL EXISTING UTILITIES AND SITE INFRASTRUCTURE, INCLUDING BUT NOT LIMITED TO, LIGHT POLES, BOLLARDS, WATER MAINS, FIELD TILES, SEWERS, AND UTILITY SERVICE LINES SHALL BE PROTECTED BY THE CONTRACTOR DURING CONSTRUCTION. DAMAGED INFRASTRUCTURE SHALL BE REPAIRED TO ITS ORIGINAL CONDITION AT THE SOLE EXPENSE OF THE CONTRACTOR.

SITE ACCESS/TRAFFIC CONTROL NOTES

1.

ALL TRAFFIC CONTROLS ON THIS PROJECT SHALL ADHERE TO THE REQUIREMENTS OF THE AGENCY HAVING JURISDICTION. ALL SIGNS, SUPPORTS, BARRICADES AND OTHER REQUIRED MATERIALS SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), CURRENT EDITION, AND SHALL BE PROVIDED AND INSTALLED BY THE CONTRACTOR.
2.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ALL REQUIRED PLANS TO RECEIVE APPROVAL FROM THE LOCAL GOVERNING AGENCY FOR THE PROPER INSTALLATION OF NECESSARY TRAFFIC CONTROLS AND WORK AREA PROTECTION AS APPLICABLE.
3.

TRAFFIC CONTROLS SHALL BE INSTALLED PRIOR TO THE COMMENCEMENT OF ANY WORK REQUIRING SUCH MATERIALS. THEY SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION AND SHALL REMAIN IN PLACE UNTIL THE CONCLUSION OF WORK.
4.

PROPER SIGNING AND BARRICADING SHALL BE PROVIDED BY THE CONTRACTOR. IF IN THE OPINION OF THE ENGINEER OR OWNER, ADDITIONAL SIGNS AND BARRICADES, INCLUDING LANTERNS AND/OR HIGH RISE WARNING DEVICES, ARE NEEDED TO MAINTAIN OPERATIONS, SUCH CONTROLS SHALL BE PROVIDED AT THE SOLE EXPENSE OF THE CONTRACTOR.
5.

THE CONTRACTOR SHALL NOTIFY THE OWNER AND ENGINEER DAILY AND WEEKLY OF THE PROJECT SCHEDULE. ACCESS SHALL BE MAINTAINED AT ALL TIMES TO THE PROPERTIES ADJOINING THE CONSTRUCTION SITES, INCLUDING ROADWAYS PERMANENTLY OR TEMPORARILY CLOSED TO THROUGH TRAFFIC. ACCESS TO PRIVATE PROPERTIES MAY BE RESTRICTED TEMPORARILY FOR THE INSTALLATION OF A SPECIFIC UTILITY OR CONSTRUCTION ACTIVITY. IN THIS EVENT, THE PROPERTY OWNER SHALL BE CONTACTED BY THE CONTRACTOR AT LEAST TWENTY-FOUR (24) HOURS IN ADVANCE OF THE RESTRICTION AND SHALL BE GIVEN THE TIME AND DURATION OF THE RESTRICTION, IN NO EVENT SHALL ACCESS BE DENIED OVERNIGHT OR FOR MORE THAN EIGHT (8) CONSECUTIVE HOURS. IF TEMPORARY ACCESS IS AFFORDED NEAR EXCAVATIONS, SUCH ACCESS SHALL BE CLEARLY DELINEATED AND ADEQUATE MEASURES TAKEN AS REQUIRED TO INSURE ADEQUATE, SAFE ACCESS. ACCESS TO PROPERTIES SHALL BE MAINTAINED AT ALL TIMES, WHERE MULTIPLE DRIVEWAYS ARE PRESENT. AT LEAST ONE SHALL REMAIN OPEN FOR ACCESS AT ALL TIMES. WHERE ONLY ONE DRIVEWAY IS PRESENT, WORK SHALL PROGRESS SUCH THAT ONLY ONE-HALF OF THE DRIVEWAY IS RESTRICTED OR AN ALTERNATE ACCESS SHALL BE PROVIDED IF THE ENTIRE SECTION IS CLOSED. PARTIAL CLOSURE SCHEDULES SHALL BE SUBMITTED TO THE BUSINESS PROPRIETOR AT LEAST TWENTY-FOUR (24) HOURS IN ADVANCE OF THE STARTING TIME AND FOR THE DURATION OF CLOSURE.
6.

THE CONTRACTOR SHALL BE RESPONSIBLE TO NOTIFY ALL GOVERNING AGENCIES, AND EMERGENCY RESPONSE PROVIDERS, INCLUDING FIRE AND POLICE DEPARTMENTS, BY PHONE OR IN WRITING, BEFORE THE BEGINNING OF HIS OPERATIONS SO THAT THESE AGENCIES MAY PLAN THEIR OPERATIONS IN CONSIDERATION OF THE CONSTRUCTION ZONE AND RELATED ACTIVITIES.
7.

FIRE DEPARTMENT ACCESS SHALL BE MAINTAINED AT ALL TIMES.
8.

THE ENGINEER, OWNER, CITY AND STATE SHALL NOT BE HELD LIABLE FOR ANY CLAIMS RESULTING FROM ACCIDENTS OR DAMAGES CAUSED BY THE CONTRACTOR'S FAILURE TO COMPLY WITH TRAFFIC AND PUBLIC SAFETY REGULATIONS DURING THE CONSTRUCTION PERIOD.

GRADING NOTES

1.

THE CONTRACTOR SHALL CONFIRM THAT THE FINAL PAVEMENT GRADES WILL NOT CREATE A PONDING WATER CONDITION (I.E. A LOW SPOT OR PAVEMENT SLOPES LESS THAN 1%) OR SLOPES IN EXCESS OF 5%. THE CONTRACTOR SHALL ADVISE ENGINEER IMMEDIATELY IF ONE OF THESE SITUATIONS WILL OCCUR.
2.

"SKIN PATCHING" WILL NOT BE PERMITTED FOR THE REPAIR OF WATER PONDING AREAS. AT A MINIMUM, A 1" THICK MILL AND REPLACE SHOULD BE USED FOR THE REPAIR OF THESE AREAS AS NECESSARY.
3.

THE CONTRACTOR IS RESPONSIBLE FOR CONTROLLING STORM WATER RUNOFF DURING CONSTRUCTION OPERATIONS. OF PARTICULAR CONCERN WILL BE THE TIME PERIOD AFTER THE SITE HAS BEEN STRIPPED AND NOT YET RESTORED, BUILT UPON, OR PAVED. THE CONTRACTOR MUST INSTALL OR CONSTRUCT APPROPRIATE TEMPORARY SOIL EROSION AND SEDIMENTATION CONTROL MEASURES TO PROTECT ADJACENT PROPERTIES.
4.

CONTRACTOR IS MADE AWARE THAT ANY PAVEMENT WORK WITHIN AND 5 FEET SURROUNDING ADA PARKING AREAS SHALL HAVE A MAXIMUM SLOPE OF 2 PERCENT IN ANY DIRECTION. THE ENGINEER WILL INDICATE THE LOCATION OF THESE AREAS ON THE PLANS WHICH MUST BE CORRECTED AS PART OF THE NEW RESURFACING PROJECT.

PAVING CONSTRUCTION NOTES

1.

PAVING CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH THE LOCAL, STATE DEPARTMENT OF TRANSPORTATION, AND/OR OTHER PERMITTING AGENCIES HAVING JURISDICTION AS APPLICABLE. WHERE THESE PLANS DIFFER FROM THE STANDARD DETAILS OR SPECIFICATIONS OF ANY GOVERNING AGENCY, THE AGENCY'S REQUIREMENTS SHALL GOVERN.
2.

REMOVE ANY EXISTING TOPSOIL, VEGETATION, TREES AND OTHER DELETERIOUS MATERIALS TO EXPOSE THE SUBGRADE SOIL. TREE ROOTS SHALL BE COMPLETELY REMOVED.
3.

EXCAVATE TO THE DEPTH OF THE FINAL SUBGRADE ELEVATION TO ALLOW FOR GRADE CHANGES AND THE PLACEMENT OF THE RECOMMENDED PAVEMENT SYSTEM.
4.

WHERE FULL-DEPTH PAVEMENT RESTORATION IS CALLED FOR ON THE PLANS, THE TOP 12 INCHES OF THE EXPOSED SUBGRADE SHALL BE COMPACTED TO A DENSITY NO LESS THAN 95 PERCENT OF THE MAXIMUM DRY DENSITY AS DETERMINED BY THE MODIFIED PROCTOR (ASTM D 1557-91).
5.

WHERE FULL-DEPTH PAVEMENT RESTORATION IS CALLED FOR ON THE PLANS, THE FINAL SUBGRADE SHALL BE THOROUGHLY PROOF ROLLED UNDER THE OBSERVATION OF THE MATERIALS TESTING AGENCY. LOOSE OR YIELDING AREAS WHICH CANNOT BE MECHANICALLY STABILIZED SHALL BE REMOVED AND REPLACED WITH ENGINEERED FILL OR AS DICTATED BY FIELD CONDITIONS UNDER THE APPROVAL OF THE ENGINEER AND/OR OWNER.
6.

WHERE PARTIAL-DEPTH PAVEMENT RESTORATION IS CALLED FOR ON THE PLANS, THE AGGREGATE BASE SHALL BE COMPACTED TO A DENSITY NO LESS THAN 95 PERCENT OF THE MAXIMUM DRY DENSITY AS DETERMINED BY THE MODIFIED PROCTOR (ASTM D 1557-91). THE BASE SHALL EXTEND A MINIMUM OF 1 FOOT BEYOND THE PAVED EDGE.
7.

CONSTRUCTION TRAFFIC SHALL BE MINIMIZED ON THE NEW PAVEMENT. IF CONSTRUCTION TRAFFIC IS ANTICIPATED ON THE PAVEMENT STRUCTURE, THE PLACEMENT OF THE FINAL LIFT SHALL BE DELAYED UNTIL THE MAJORITY OF THE CONSTRUCTION ACTIVITIES HAVE BEEN COMPLETED. THIS ACTION WILL ALLOW REPAIR OF LOCALIZED FAILURE, IF ANY DOES OCCUR, AS WELL AS REDUCE LOAD DAMAGE ON THE PAVEMENT SYSTEM. THE CONTRACTOR IS RESPONSIBLE FOR REPAIR TO ANY DAMAGED SECTION RESULTING FROM CONSTRUCTION ACTIVITY AT THE SOLE EXPENSE OF THE CONTRACTOR.
8.

ANY CONCRETE CURB DISTURBED AND/OR CALLED OUT TO BE REPLACED DURING CONSTRUCTION SHOULD BE REPLACED TO MATCH THE EXISTING PROFILE OF THE CURB AND GUTTER. CONTRACTOR SHALL REVERSE GUTTER PANS, WHERE REQUIRED, TO PREVENT WATER PONDING AND/OR ENTRAPMENT AGAINST THE CURB.
9.

WHERE A PROPOSED CURB AND GUTTER SECTION IS ADJACENT TO AN ADA RAMP, DROP CURB HEIGHT TO MAXIMUM 1/4" ACROSS THE RAMP OPENING.
10.

PLACE EXPANSION JOINT AND JOINT SEALANT WHERE NEW CONCRETE PAVEMENT OR WALKS ABUT BUILDING WALLS (PROPOSED OR EXISTING), CURB, OR EXISTING CONCRETE PAVEMENT.
11.

ANY CUT AND PATCH AREAS SHOWN ON THESE PLANS ARE APPROXIMATE IN SIZE AND LOCATION AND MAY BE ADJUSTED AT THE TIME OF CONSTRUCTION. IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO FIELD VERIFY CUT AND PATCH AREAS SHOWN AND COMPLETE THE ENTIRE SCOPE OF WORK AT NO INCREASE IN LUMP SUM PRICE.
12.

THE CONTRACTOR SHALL REMOVE EXISTING PAVEMENT IN A MANNER WHICH DOES NOT ADVERSELY AFFECT THE SURROUNDING AREAS OF THE SITE. ANY NEEDED REPAIRS DUE TO DAMAGE DONE DURING REMOVAL OPERATIONS TO SURROUNDING AREAS SHALL BE AT THE SOLE EXPENSE OF THE CONTRACTOR AND TO THE SATISFACTION OF THE OWNER.
13.

THE SUBGRADE SHALL BE INSPECTED BY THE MATERIALS TESTING AGENCY AFTER PAVEMENT REMOVAL AND PRIOR TO REPLACEMENT. SUBGRADE UNDERCUTTING SHALL BE PERFORMED AT THE REQUEST OF THE TESTING AGENCY, OWNER, OR ENGINEER AND WILL BE PAID AS A SEPARATE ITEM, UNLESS SPECIFICALLY CALLED OUT FOR ON THE PLANS.
14.

WHERE SECTIONS OF EXISTING PARKING LOTS AND/OR INTERNAL ROADWAYS ARE TO BE MODIFIED, THE CONTRACTOR SHALL PROVIDE ALL FINISHED PAVEMENT MARKINGS, INCLUDING INFORMATIONAL AND DIRECTIONAL MARKINGS, SUCH THAT THEY MATCH THE EXISTING MARKING TYPE, COLOR, PATTERN AND LOCATION. THE CONTRACTOR MUST TAKE FIELD MEASUREMENTS AND ESTABLISH CONTROLS IN THE FIELD PRIOR TO REMOVING OR COVERING THE EXISTING MARKINGS IN ORDER TO REPLACE THEM. NOT ALL EXISTING PAVEMENT MARKINGS THAT ARE TO BE RE-ESTABLISHED MAY BE SHOWN ON THE PROJECT PLANS. REFER TO THE PROJECT PLANS FOR AREAS OF PAVEMENT MARKINGS THAT ARE TO BE MODIFIED FROM THE EXISTING LAYOUT. CONTRACTOR SHALL INSTALL NEW PAVEMENT MARKINGS IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS. NOTIFY THE ENGINEER PRIOR TO NEW MARKINGS BEING PLACED IF ANY CONFLICTS ARE FOUND WITH THE EXISTING MARKINGS. CONTRACTOR SHALL INCLUDE COSTS TO PROVIDE ALL MARKINGS.
15.

WHERE AREAS OF PARKING LOTS WILL BE REOPENED FOR CUSTOMER USE PRIOR TO FINAL PAVEMENT MARKINGS BEING INSTALLED, THE CONTRACTOR SHALL PROVIDE TEMPORARY STRIPING FOR THE CENTERLINE OF THE PARKING BAY IN ORDER TO ASSIST DRIVERS TO PARK IN THE INTENDED ALIGNMENT ALONG THE BAY.

NIGHT TIME WORK

1.

ANY NIGHT TIME OR AFTER DARK WORK SHALL BE APPROVED BY THE OWNER AND LOCAL AGENCIES HAVING JURISDICTION.
2.

CONTRACTOR SHALL SUPPLY AMPLE LIGHTING TO PERFORM THE NIGHT TIME WORK. LIGHTING SHALL BE SHIELDED FOR ADJACENT PROPERTIES AND ROADWAYS.
3.

ALL NIGHT TIME WORK SHALL BE SCHEDULED 24 HOURS IN ADVANCE WITH THE OWNER.

DEMOLITION NOTES

1.

THE CONTRACTOR SHALL PROTECT EXISTING WALKS, PAVEMENT, CURBS, GUTTERS, WALLS, FENCES, SIGNS, GATES, LANDSCAPING AND TREES TO REMAIN DURING CONSTRUCTION.
2.

THE CONTRACTOR SHALL FIELD-VERIFY THE LOCATION OF ALL UTILITIES ON SITE PRIOR TO ANY CONSTRUCTION WORK. DAMAGE TO ANY UTILITIES DURING CONSTRUCTION SHALL BE REPAIRED AT THE SOLE EXPENSE OF THE CONTRACTOR.
3.

THE CONTRACTOR SHALL STAGE CONSTRUCTION OPERATIONS SO AS TO NOT IMPEDE FACILITY ACCESS AND OPERATIONS.
4.

DISPOSAL OF MATERIALS REMOVED FROM THE SITE IS THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL DISPOSE OF ALL MATERIALS IN A TIMELY MANNER AND IN ACCORDANCE WITH ALL GOVERNING AGENCY REGULATIONS. BURYING DEBRIS ON THE SUBJECT SITE IS PROHIBITED.
5.

EQUIPMENT AND MATERIALS USED IN CONSTRUCTION OPERATIONS SHALL BE STORED AND STOCKPILED IN ACCORDANCE WITH ALL GOVERNING AGENCY REGULATIONS AND AT THE DIRECTION OF THE OWNER OR THE ENGINEER.
6.

IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO MAINTAIN THE CLEANLINESS OF THE SITE THROUGHOUT THE PROJECT. THE CONTRACTOR SHALL CLEAN UP ANY DEBRIS ON SITE RESULTING FROM CONSTRUCTION OPERATIONS.
7.

THE USE OF EXPLOSIVES SHALL NOT BE PERMITTED.
8.

ALL NECESSARY RESTORATION WORK SHALL BE COMPLETED AT THE SOLE EXPENSE OF THE CONTRACTOR.
9.

THE CONTRACTOR SHALL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS OF THE JOB SITE, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING PERFORMANCE OF THE WORK. THIS REQUIREMENT WILL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS. ANY CONSTRUCTION OBSERVATION BY THE ENGINEER OF THE CONTRACTOR'S PERFORMANCE IS NOT INTENDED TO INCLUDE REVIEW OF THE ADEQUACY OF THE CONTRACTOR'S SAFETY MEASURES IN, ON OR NEAR THE CONSTRUCTION SITE. ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH CURRENT O.S.H.A. CODES AND STANDARDS. NOTHING INDICATED ON THESE PLANS SHALL RELIEVE THE CONTRACTOR FROM COMPLYING WITH APPROPRIATE SAFETY REGULATIONS.

SOIL EROSION AND SEDIMENTATION CONTROL NOTES

1.

THE CONTRACTOR SHALL PROVIDE AND MAINTAIN ALL SOIL EROSION AND SEDIMENTATION CONTROL MEASURES IN ACCORDANCE WITH THE REQUIREMENTS OF ALL GOVERNING AGENCIES' ENVIRONMENTAL STANDARDS.
2.

CONTRACTOR SHALL TAKE ALL APPROPRIATE MEASURES TO KEEP ON-SITE SOIL EROSION SEDIMENT FROM ENTERING ADJACENT PARKING AREA AND INSURE THAT THE PARKING AREA IS KEPT CLEAN.
3.

ALL SOIL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE AND PRIOR TO ANY LAND DISTURBANCE AND/OR DEMOLITION.
4.

ALL SOIL EROSION AND SEDIMENTATION CONTROL MEASURES ARE TO BE INSPECTED A MINIMUM OF ONCE PER WEEK AND/OR WITHIN 24 HOURS AFTER A RAIN EVENT. ALL SOIL EROSION AND SEDIMENTATION CONTROL MEASURES ARE TO BE MAINTAINED AND REPAIRED IMMEDIATELY AS NECESSARY.
5.

SOIL EROSION AND SEDIMENTATION CONTROL MEASURES MAY HAVE TO BE ALTERED AT VARIOUS STAGES DURING CONSTRUCTION TO ACCOMMODATE ACTUAL SITE CONDITIONS.
6.

THE CONTRACTOR IS RESPONSIBLE FOR CLEANING AND REMOVING ANY MUD/DEBRIS TRACKING FROM THE STREETS AND SIDEWALKS DURING THE SAME DAY OF OCCURRENCE.
7.

ALL WASH WATER (PAVING TRUCKS, VEHICLE CLEANING, EQUIPMENT CLEANING, ETC.) SHALL BE DISPOSED OF IN AN APPROPRIATE MANNER THAT PREVENTS CONTACT BETWEEN THESE MATERIALS AND STORM WATER THAT IS DISCHARGED FROM THE SITE.
8.

RUBBISH, TRASH, GARBAGE, LITTER OR OTHER SUCH MATERIALS SHALL BE DEPOSITED INTO SEALED CONTAINERS. MATERIALS SHALL BE PREVENTED FROM LEAVING THE PREMISES THROUGH THE ACTION OF WIND OR STORMWATER DISCHARGE.
9.

SUFFICIENT OIL AND GREASE ABSORBING MATERIALS AND FLOTATION BOOMS SHALL BE MAINTAINED ON SITE OR READILY AVAILABLE TO CONTAIN AND CLEAN-UP FUEL OR CHEMICAL SPILLS AND LEAKS.
10.

DUST ON THE SITE SHALL BE CONTROLLED BY SPRAYING WATER ON DRY AREAS OF THE SITE OR BY OTHER APPROVED MEANS THROUGHOUT ALL CONSTRUCTION OPERATIONS. WATERING TRUCKS SHALL BE USED AS NEEDED. THE USE OF MOTOR OILS AND OTHER PETROLEUM BASED OR TOXIC LIQUIDS FOR DUST SUPPRESSION OPERATIONS IS PROHIBITED.
11.

THE CONTRACTOR SHALL FOLLOW ALL LOCAL AND STATE SOIL EROSION ORDINANCES TO INSURE THAT NO ON-SITE SOIL EROSION SEDIMENT LEAVES THE CONSTRUCTION SITE. ANY SOIL EROSION SEDIMENT OR CONSTRUCTION DEBRIS WHICH IS FOUND OFF-SITE SHALL BE PROMPTLY REMOVED AT CONTRACTOR'S SOLE EXPENSE.

RESTORATION NOTE

1.

RESTORE ALL NON-PAVED AREAS WITH 3" OF CLEAN TOPSOIL AND SPECIFIED SEED MIX. PLACE MULCH IN ALL SEEDED AREAS. ON SLOPES IN EXCESS OF 10 HORIZONTAL TO 1 VERTICAL PLACE NORTH AMERICAN GREEN DS150 MULCH BLANKET IMMEDIATELY AFTER SEEDING. USE METAL STAPLES PER MANUFACTURERS RECOMMENDATIONS TO HOLD MATTING IN PLACE.
2.

RESTORE ALL CONCRETE SIDEWALKS, ADA RAMPS AND/OR OTHER PEDESTRIAN ACCESS ITEMS SO THAT ACCESS IS NOT RESTRICTED FOR MORE THAN 24 HOURS.
3.

CONTRACTOR SHALL PROVIDE TEMPORARY ADA PARKING STALLS, RAMPS, AND/OR OTHER ACCESSIBLE ROUTES AT ALL TIMES THAT PERMANENT ADA ITEMS ARE RESTRICTED.

FRITO-LAY

2711 19th STREET SE

SALEM, OR 97302-1503

GENERAL NOTES

KHA PROJECT

268548019

DATE

04/01/2024

SCALE AS SHOWN

DESIGNED BY CLD

DRAWN BY CLD

CHECKED BY WAD

Kimley»Horn

© 2024 KIMLEY-HORN AND ASSOCIATES, INC.
1 SOUTHWEST COLUMBIA ST, SUITE 650, PORTLAND, OR 97204
WWW.KIMLEY-HORN.COM

ROUND 1 COMMENTS

CLASS 2 SITE PLAN REVIEW

06/13/24 CLK

06/29/24 CLK

1

2

NO.

REVISIONS

DATE

BY