

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.: 24-115890-PLN

NOTICE OF DECISION DATE: November 25, 2024

REQUEST: A Class 2 Site Plan Review, for alterations to existing pedestrian connections and a new pedestrian connection from Fabry Road SE to the Fuel Center, for properties approximately 6.44 acres in size, zoned MU-III (Mixed Use III), and located at 5660 Commercial Street SE (Marion County Assessors Map and Tax Lot number: 083W14CA / 1601 / 1600).

APPLICANT: Marcus Lima on behalf of Safeway INC

LOCATION: 5660 Commercial Street SE

FINDINGS: The findings are in the attached Decision dated November 25, 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 November 25, 2028, or this approval shall be null and void.

Case Manager: Abigail Pedersen, Planner I, apedersen@cityofsalem.net, 503-540-2309

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 **November 25, 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 118901.

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

BEFORE THE PLANNING ADMINISTRATOR OF THE CITY OF SALEM

DECISION

IN THE MATTER OF APPROVAL OF) FINDINGS & ORDER
CLASS 2 SITE PLAN REVIEW)
24-115890-PLN)
5660 COMMERCIAL STREET SE) NOVEMBER 25, 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 alterations to existing pedestrian connections and a new pedestrian connection from Fabry Road SE to the Fuel Center, for properties approximately 6.44 acres in size, zoned MU-III (Mixed Use III), and located at 5660 Commercial Street SE (Marion County Assessors Map and Tax Lot number: 083W14CA / 1601 / 1600).

PROCEDURAL FINDINGS

1. On July 26, 2024, an application for a Class 2 Site Plan Review was submitted for the property located at 5660 Commercial Street SE.
2. After the requested information was provided by the applicant, the application was deemed complete on November 13.

SUBSTANTIVE FINDINGS

1. Proposal

The proposed Class 2 Site Plan Review affects properties located at 5660 Commercial Street SE (**Attachment A**). The Class 2 Site Plan Review proposes a new pedestrian connection to Fabry Road SE to the Fuel Center as well as the widening and grading existing pedestrian connections. The proposed site plan is included as **Attachment B**.

2. City Department Comments

Development Services Division – Reviewed the proposal and indicated “Critical Tree Zones for street trees shall be identified on the site plan at the time of building permit. A permit required for any construction activities in the critical tree zone”.

Building and Safety Division – Reviewed the proposal and indicated no concerns.

Salem Fire Department – Reviewed the proposal and indicated no concerns.

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), 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, and that does not involve a land use decision or limited land use decision, as those terms are 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 exterior changes to the property. The subject properties are zoned MU-III (Mixed Use III); therefore, the proposed development is subject to the use and development standards of the MU-III (Mixed Use III) zone, SRC Chapter 535. The following is a summary of the applicable use and development standards of the MU-III zone.

Development Standards – MU-III (Mixed Use III) Zone

SRC 535.010(a) – Uses:

The permitted, special, conditional, and prohibited uses in the MU-III zone are set forth in Table 535-1.

Finding: The proposal is for exterior changes for an existing Retail Sales and Gasoline Service Station which is a Motor Vehicle Services use. Retail Sales is a permitted use in the MU-III zone. Gasoline Service Stations is a permitted kind of Motor Vehicle Services use within the MU-III zone.

SRC 535.010(b) – Continued uses – Existing, legally-established uses established prior to August 24, 2022, but which would otherwise be made nonconforming by this chapter, are hereby deemed continued uses.

- (1) Building or structures housing a continued use may be structurally altered or enlarged, or rebuilt following damage or destruction, provided such alteration, enlargement, or rebuilding complies with the standards set forth in SRC 535.015(f).
- (2) Cease of occupancy of a building or structure for a continued use shall not preclude

future use of the building or structure for that use; provided, however, conversion of the building or structure to a conforming use shall thereafter prevent conversion back to the former continued use or any other continued use.

Finding: Both the Retail Sales and Gasoline Service Station are permitted uses and there is no proposed change of use as a part of this review; therefore, this standard is not applicable.

SRC 534.010(c) – Adaptive reuse of existing industrial buildings and structures. In order to allow for greater flexibility in the use of existing industrial buildings and structures within the area shown in Figure 535-1, the adaptive reuse of industrial buildings and structures existing on August 24, 2022, is allowed as set forth in this subsection.

- (1) *Uses.* Any use within the industrial use classification that is a permitted, special, or conditional use within the General Industrial (IG) Zone shall be a permitted, special, or conditional use within an existing industrial building or structure within the area shown in Figure 535-1.
- (2) *Development standards; design review.* The exterior of the existing industrial building or structure may be altered, but shall not be enlarged. The exterior alteration shall comply with all applicable standards of the IG Zone. The exterior alteration shall not be subject to the development standards, or the design review guidelines or the design review standards, of this chapter.
- (3) *Termination.* Adaptive reuse of an existing industrial building or structure shall terminate as provided in this subsection. When the adaptive reuse of an existing industrial building or structure has terminated, the property shall thereafter only be used for uses allowed in the MU-III zone.
 - (A) Change of use to any use that is allowed in the MU-III zone shall terminate the adaptive reuse of the building or structure.
 - (B) Determination by the Building Official that the building or structure is derelict or dangerous, as defined in SRC 50.600 and 56.230, shall terminate the adaptive reuse of the building or structure.
 - (C) Substantial damage or destruction of the building or structure by any cause, to the extent that the cost of repair or restoration would exceed 60 percent of the building or structure replacement cost using new materials and conforming to the current building codes, shall terminate the adaptive reuse of the building or structure. Cost of repair or restoration, and replacement cost, shall be determined by the Building Official. The Building Official's determination is appealable as provided in SRC 20J.240 through 20J.430 for contested case proceedings.

Finding: The proposal does not include industrial buildings; therefor this standard does not apply.

SRC 535.015(a) – Lot Standards:

Lots within the MU-III zone shall conform to the standards set forth in Table 535-2.

Finding: There is no minimum lot size, lot width or lot depth for all uses in the MU-III zone. The minimum street frontage requirement for retail use is 16 feet. The existing lots comply with the minimum lot standards of the MU-III zone and no changes to the lot size or dimensions are proposed.

SRC 535.015(b) – Dwelling unit density:

Development within the MU-III zone that is exclusively residential or single-room occupancy shall have a minimum density of 15 dwelling units per acre.

Finding: The development is not residential therefore this standard does not apply.

SRC 535.015(c) – Setbacks:

Setbacks within the MU-III zone shall conform to the standards set forth in Tables 535-3 and 535-4.

Abutting Street

North: The subject property is adjacent to Fabry Road SE to the north. There is minimum 5-foot or maximum 30-foot setback for building adjacent to a street.

West: The subject property is adjacent to Commercial Street SE to the west. There is minimum 5-foot or maximum 30-foot setback for building adjacent to a street.

Finding: The proposed development does not propose new or alter the setbacks for the existing buildings or vehicle use areas; therefore, this standard is not applicable.

Interior Front, Side and Rear

East: The subject property is adjacent to an RS zone to the east. There is minimum 10 foot plus 1.5 feet for each 1 foot of building height above 15 feet, but in no case more than 50 feet setback for buildings adjacent to IC zoned property with Type C landscaping. There is a minimum 5-foot vehicle use area setback landscaped to Type A standards required adjacent to RS zoned property.

South: The subject property is adjacent to an MU-III zone to the South. There is no minimum setback for buildings adjacent to Mixed Use zoned property. There is a minimum 5-foot vehicle use area setback landscaped to Type A standards required adjacent to MU-II zoned property.

Finding: The proposed development does not propose new or alter the setbacks for the existing buildings or vehicle use areas; therefore, this standard is not applicable.

SRC 535.015(d) – Lot Coverage; Height; Building Frontage:

Buildings and accessory structures within the MU-III zone shall conform to the lot coverage, height, and building frontage standards set forth in Table 535-5.

Finding: There is no maximum lot coverage requirement for all uses in the MU-III zone and the maximum building height allowance is 70 feet. There is no proposed change in height for the existing building. This standard is met.

SRC 535.015(e) - Landscaping:

- (1) Setbacks. Setbacks, except setback areas abutting a street that provide pedestrian amenities, shall be landscaped to conform to the following standards:

- (A) The required setback abutting a street for development that is exclusively residential shall meet the standard of a minimum of one plant unit per 16 square feet of landscaped area. Landscaping shall conform to the standards set forth in SRC

chapter 807.

(B) For all other uses, 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.
- (3) Development site. A minimum of 15 percent of the development site shall be landscaped. Landscaping shall meet the Type A standard set forth in SRC chapter 807. Other required landscaping under the UDC, such as landscaping required for setbacks or vehicle use areas, may count towards meeting this requirement.
- (4) Gasoline stations. In addition to the landscaping requirements set forth in this section, gasoline stations shall be required to provide a minimum of one plant unit per 16 square feet of landscaped area. The landscaped area shall conform to the standards set forth in SRC chapter 807.

Finding: The paving of unpaved areas triggers the development site requirement to meet the minimum 15 percent landscaped to Type A standards. The gasoline station lot shall also provide a minimum of one plant unit per 16 square feet of landscaped area.

SRC 535.015(f) - Development standards for continued uses:

- (1) *Buildings.* Buildings housing a continued use and existing accessory structures may be structurally altered or enlarged, or rebuilt following damage or destruction, provided such alteration, enlargement, or rebuilding conforms to development standards in this chapter and to all other applicable provisions of the UDC; or
- (2) *Option to rebuild in same location.* Any building or structure rebuilt shall be located on the same location on the lot as the original building or structure and may be enlarged, provided the enlargement does not increase the building or structure's nonconformity to development standards set forth in this chapter and all other applicable provisions of the UDC.

Finding: The Retail Sales and Gasoline Service Stations are permitted uses; therefore, this standard is not applicable.

SRC 535.015(g) - Pedestrian-oriented design. Development within the MU-III zone, excluding development requiring historic design review and multiple family development, shall conform to the pedestrian-oriented design standards set forth in this section. Any development requiring historic design review shall only be subject to design review according to the historic design review standards or the historic design review guidelines set forth in SRC chapter 230.

- (1) Off-street parking location. New off-street surface parking areas and vehicle maneuvering areas shall be located behind or beside buildings and structures. New off-street surface parking areas and vehicle maneuvering areas shall not be located between a building or structure and a street.
- (2) Drive through location. New drive throughs shall be located behind or beside buildings and structures.
- (3) Outdoor storage. Outdoor storage of merchandise located within 50 feet of the right-of-way shall be screened with landscaping or a site-obscuring fence or wall.
- (4) Building entrances: For buildings within the maximum setback abutting a street, a primary building entrance for each building facade facing a street shall be facing the street. If a building has frontage on more than one street, a single primary building entrance on the ground floor may be provided at the corner of the building where the

streets intersect.

- (5) Ground-floor windows. For buildings within the maximum setback abutting a street, ground floor building facades facing that street shall include transparent windows on a minimum of 50 percent of the ground floor facade. The windows shall not be mirrored or treated in such a way as to block visibility into the building. The windows shall have a minimum visible transmittance (VT) of 37 percent.

Finding: This proposal does not include changes to or proposing new off-street parking, drive throughs, building entrances or ground floor windows; therefore, this standard is not applicable.

General Development Standards (SRC Chapter 800)

SRC 800.055(a) – Applicability.

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

Finding: The proposed development does not include a new or altered solid waste service area; therefore, the standards of SRC 800.055 do not apply.

SRC 800.065 – Pedestrian Access.

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

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.

Finding: The proposal does not include 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; therefore, these standards do not apply.

Off-Street Parking, Loading, and Driveways (SRC Chapter 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.

Finding: The proposal does not include adding or removing any off-street parking spaces; therefore, this standard is not applicable.

(a) *Compact parking.* Up to 75 percent of the off-street parking spaces provided on a development site may be compact parking spaces.

Finding: The proposal does not include adding or removing parking spaces or creating new compact spaces; therefore, this standard is not applicable.

(b) *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.

Finding: The proposal is not for a new development for Public Service or Industrial uses; therefore, this standard is not applicable.

(c) *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: The proposal does not include residential dwellings; therefore, this standard is not applicable.

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

(a) *General Applicability.* The off-street parking and vehicle use area development standards set forth in this section apply to:

- (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 proposal includes the paving of an unpaved area and some minor alterations to existing parking spaces; therefore, this section is applicable.

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

Finding: The proposal does not include adding new parking spaces or altering the location of parking spaces; therefore, this standard does not apply.

(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 proposal does not include adding new parking spaces or altering the location of parking spaces; therefore, this standard does not apply.

- (d) Interior Landscaping. Interior landscaping shall be provided in amounts not less than those set forth in Table 806-5. For off-street parking areas less than 5,000 square feet in size, there is no interior landscaping requirement.

Finding: The site plan indicates that the altered off-street parking areas are less than 5,000 square feet in total therefore this standard does not apply.

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

Finding: The minor alterations to some parking spaces meet the minimum dimensions, meeting this standard.

- (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 minor alterations to some of the parking spaces does not alter the access and maneuvering of the site; therefore, this standard is not applicable.

- (g) Additional Off-Street Parking Development Standards 806.035(g)-(n).

Finding: The minor alteration to some of the parking spaces does not alter the grade, surfacing, drainage and the proposal does not include a new off-street surface parking areas more than one-half acre in size; therefore, these standards have been met.

Bicycle Parking

SRC 806.045 – General Applicability.

- (a) Bicycle parking shall be provided as required under this chapter for each proposed new use or activity; any change of use or activity; or 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.

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

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

SRC 806.055 – Amount of Bicycle Parking.

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 existing uses on the site are Retail Sales and Motor Vehicle Services. Retail Sales use requires the greater of four spaces or one per 10,000 square feet for the first 50,000 square feet, plus one per 20,000 square feet for 50,000 to 100,000 square feet. The area shown for the Retail Sales use is 57,933 square feet which requires 5 bicycle parking spaces ($57,933 / 10,000 = 5$). A Motor Vehicle Services use requires one bicycle spaces per 9,000 square feet which requires. The Motor Vehicle Services use requires 0 spaces ($240/9,000=.02$). There are existing bike racks that provide ten 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 bicycle parking shall be within a convenient distance of, and clearly visible from, the primary building entrance. The bicycle parking shall be within 50 feet from the primary building entrance. This standard has been 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: The bicycle parking shall be accessible and free of obstructions and barriers, 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 bicycle parking is existing; therefore, these standards do not apply.

- (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 bicycle parking shall be placed on an existing hard surface, meeting the standard.

- (e) *Bicycle Racks.* Where bicycle parking is provided in racks, the racks may be floor, wall, or ceiling racks. Bicycle racks shall meet the following standards:

- (1) Racks must support the bicycle frame in a stable position, in two or more places without damage to 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.

Finding: The bicycle parking is existing; therefore, these standards do not apply.

Off-Street Loading Areas

SRC 806.065 – General Applicability.

- (a) 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.
- (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.

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: No additional off-street loading spaces are required since there is no proposed change of use or an increase in square footage of the buildings.

Landscaping (SRC Chapter 807)

A minimum of 15 percent of development site shall be landscaped with a minimum of 1 plant unit per 20 square feet of landscaped area. A minimum of 40 percent of the required number of plant units shall be a combination of mature trees, shade trees, evergreen/conifer trees, or ornamental trees. Plant materials and minimum plant unit values are defined in SRC Chapter 807, Table 807-2.

The property housing the gasoline station is required to provide a minimum of one plant unit per 16 square feet of landscaped area.

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

Finding: Approximately 128,620 square feet of landscape area is existing for the subject properties. Approximately of 70,763 square feet of landscaping is required to meet the 15 percent site requirement which would require a minimum of 3,538 plant units ($70,763 / 20 = 3,538$). Of the required plant units, a minimum of 1,415 plant units shall be trees ($3,538 \times 0.4 = 1,415.2$).

The gasoline station area is 50,094 square feet of landscaped area which requires 7,514 square feet to meet the minimum 15 percent landscape area ($50,094 \times .15 = 7,514$) which would require 479 plant units ($7,514 / 16 = 469.6$).

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


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.

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.



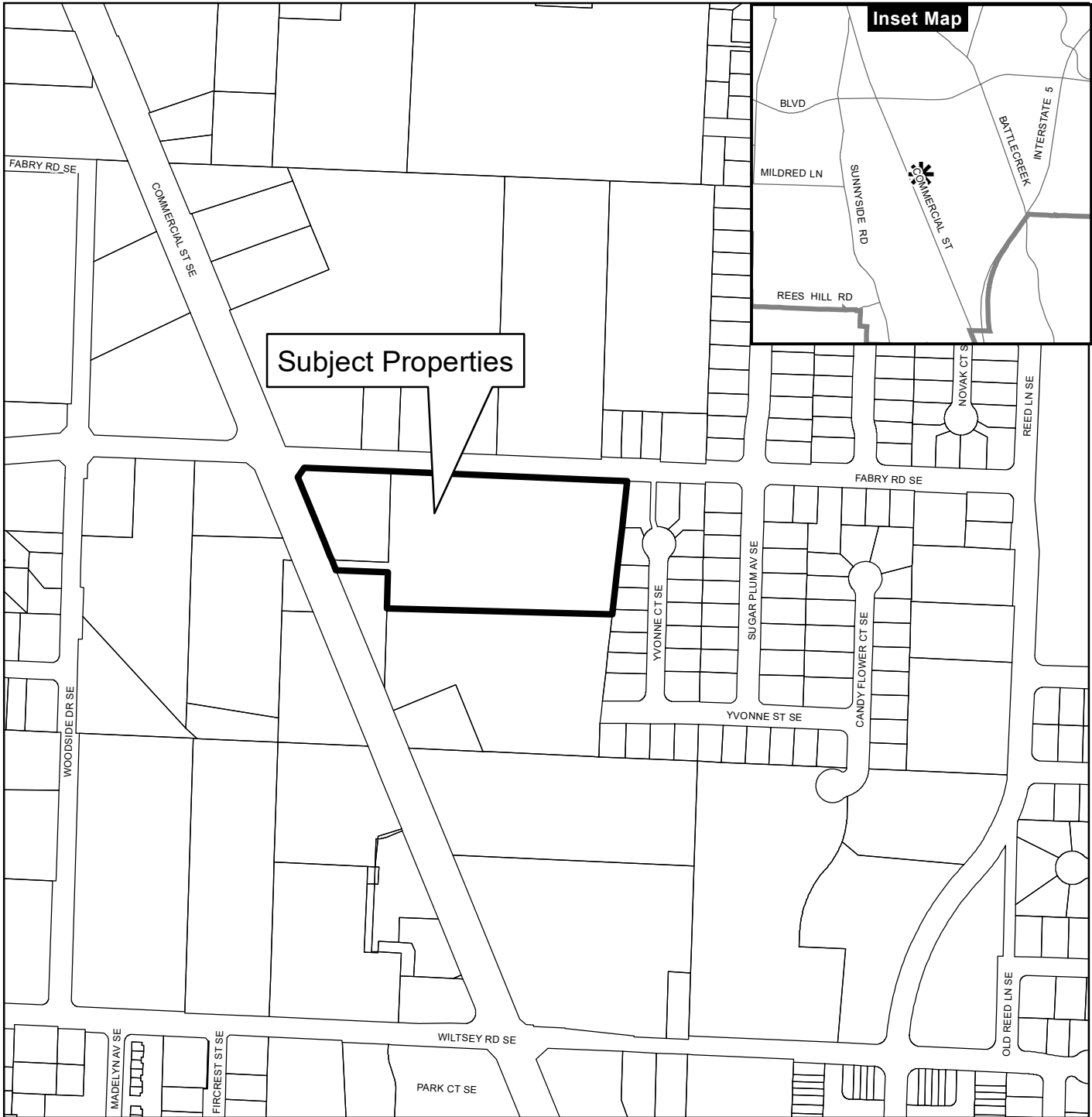
Abigail Pedersen, Planner I, on behalf of
Lisa Anderson-Ogilvie, AICP
Planning Administrator

Attachments: A. Vicinity Map
 C. Proposed Site Plan

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Vicinity Map

5660 Commercial Street SE



Legend

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

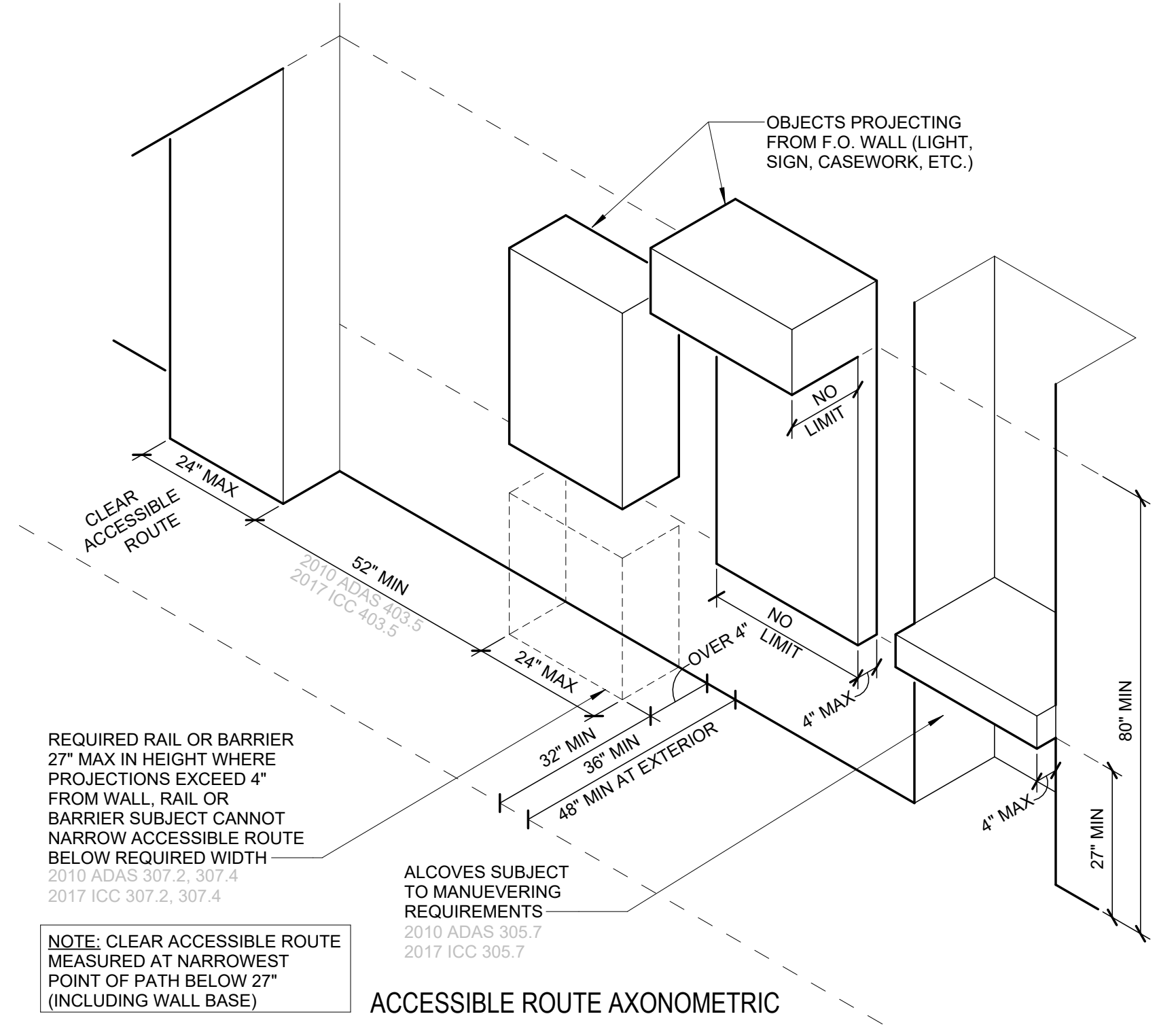
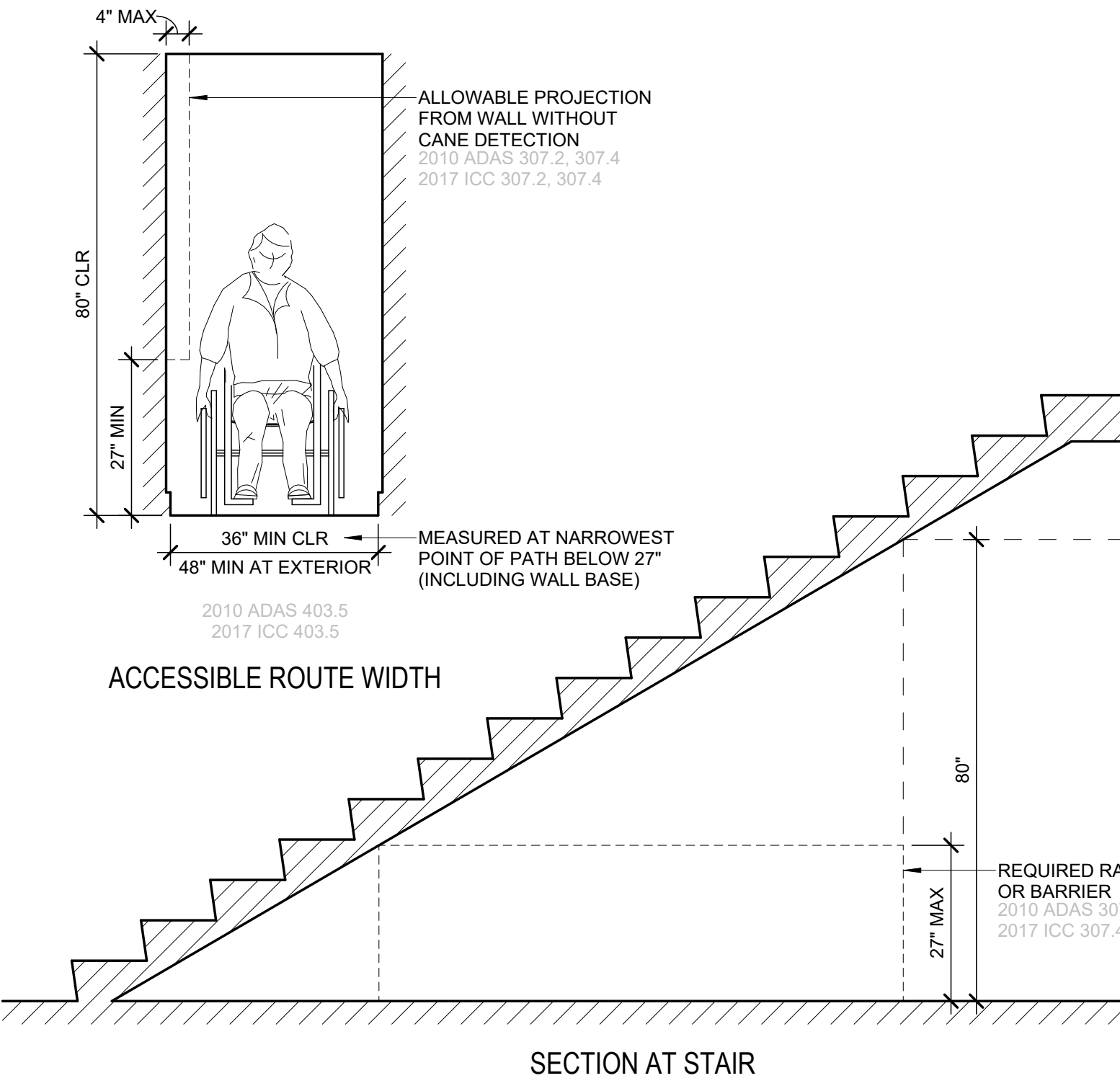
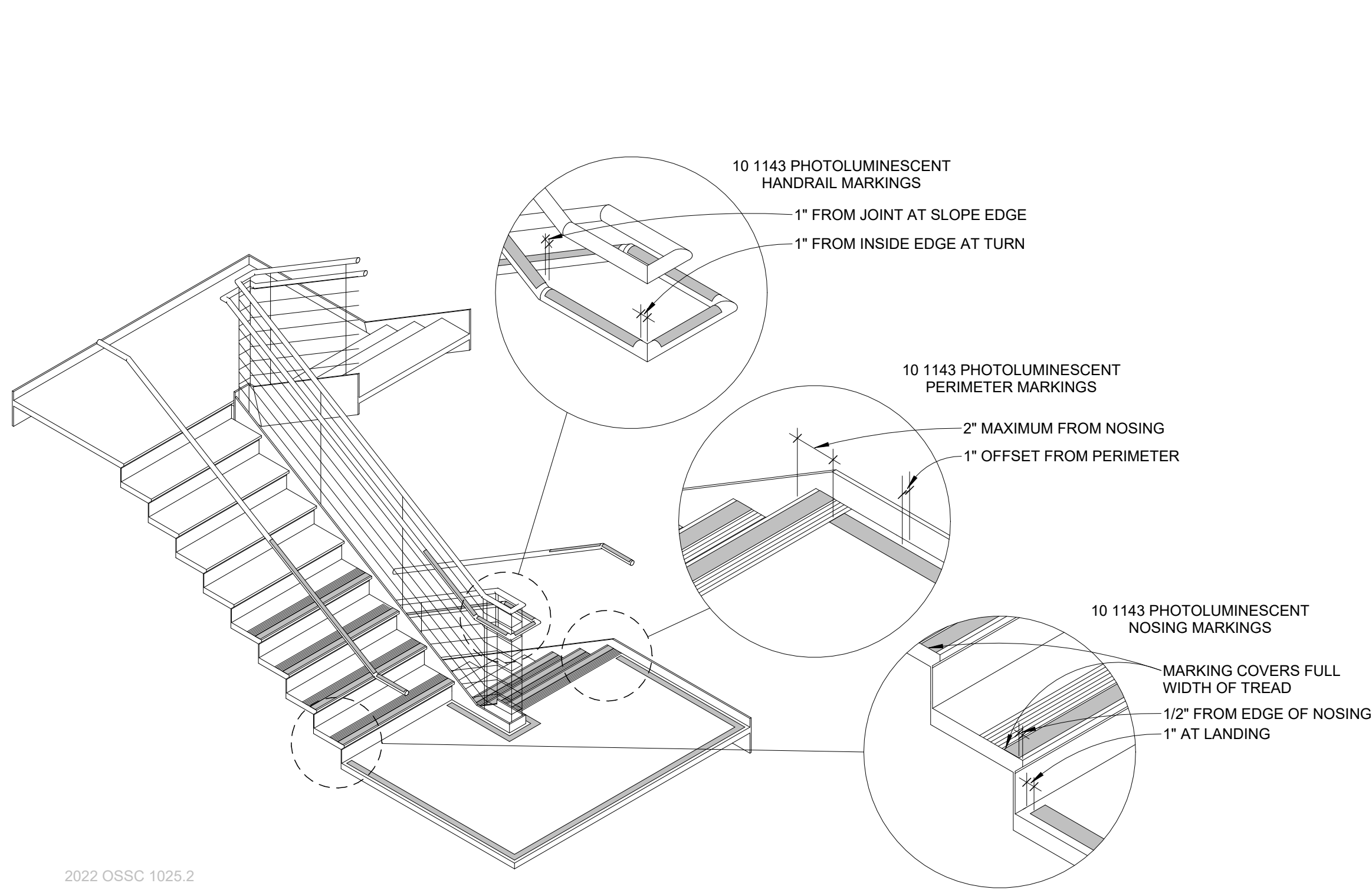
Parks

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Community Development Dept.

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ACCESSIBLE DETAILS SPECIFIC TO COMMON USE AND PUBLIC AREAS

Applicable Standards:
- 2010 ADA Standards for Accessible Design (ADAS) for areas of public accommodation
- 2021 International Building Code with Oregon Amendments ("2022 OSSC") with referenced accessibility technical standard ICC A117.1 - 2017 (per IBC Chapter 11) for public, common use and units to satisfy local building code.
- The Fair Housing Act (FHA), as Amended 1988, using the "safe harbor" of the 2018 IBC with referenced ICC A117.1 2009 for FHA Guidelines Requirements 1-7 for common use areas and units to satisfy FHA.

GENERAL ACCESSIBILITY NOTES

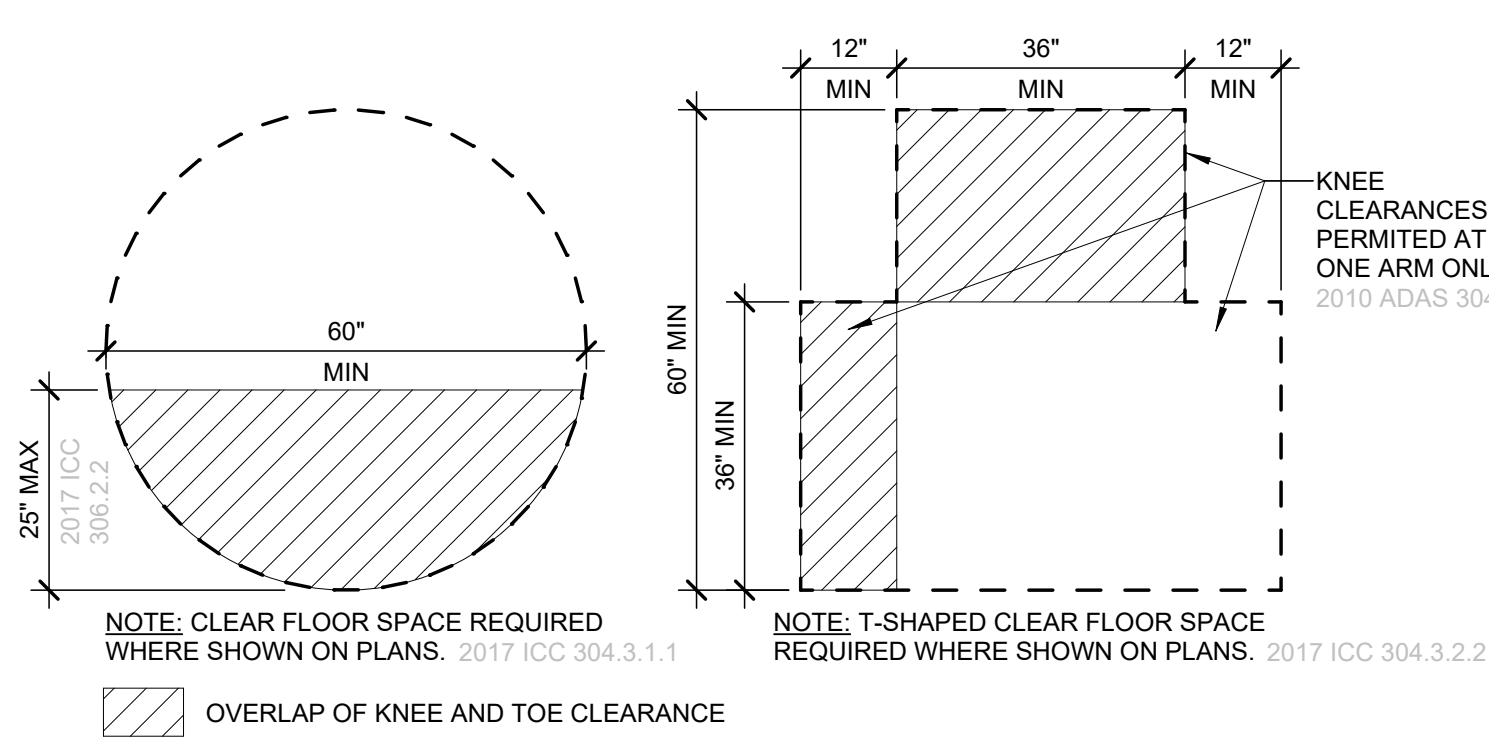
- RESIDENTIAL USE UNITS AND COMMON AREAS SHALL COMPLY WITH U.S. GOVERNMENT FAIR HOUSING ACT AND APPLICABLE STATE REGULATIONS. ALL OTHER AREAS TO COMPLY WITH AMERICANS WITH DISABILITIES ACT AND SECTIONS OF CURRENT OREGON STRUCTURAL SPECIALTY CODE.
- UNLESS NOTED OTHERWISE, ALL DIMENSIONS AND DOOR MANEUVERING CLEARANCES ON THIS SHEET ARE MEASURED FROM FACE OF FINISH, CLEAR DIMENSIONS SHOULD BE MEASURED FROM THE FACE OF BASE BOARDS, CHAIR RAILS, WAINSCOT, ETC.
- MOUNTING HEIGHTS ARE MEASURED ON THIS SHEET FROM FINISH FLOOR ELEVATION.
- VERIFY COMPONENT DIMENSIONS AND LEVELING REQUIREMENTS ARE WITHIN ALLOWABLE DIMENSIONS.
- DIMENSIONS AND CONFIGURATIONS SHOWN ARE FOR REFERENCE ONLY. ACTUAL DIMENSIONS AND CONFIGURATIONS MAY VARY. MINIMUMS AND MAXIMUMS INDICATED IN THE DOCUMENTS MAY BE MORE STRINGENT THAN THOSE DIMENSION INDICATED ON THIS SHEET. CONTRACTOR SHALL NOTIFY ARCHITECT OF ANY DIMENSIONS THAT DO NOT MEET OR EXCEED THE GUIDELINES ON THIS SHEET.
- VERIFY CLEARANCES WITH MANUFACTURER'S PRODUCT SIZES AND REQUIREMENTS TO ENSURE ACCESSIBLE CLEARANCES ARE MET.
- PROVIDE BACKING AS INDICATED FOR INSTALLED OR FUTURE GRAB BARS SHALL WITHSTAND MINIMUM 250 LBS. OF FORCE. SEE SPECIFICATIONS.
- AT ALL CASEWORK INDICATED AS REMOVABLE, EXTEND FLOOR FINISH UNDER CASEWORK AND COMPLETE FINISH OF ADJACENT WALL AND/OR CASEWORK SURFACES.

FOR REFERENCE

STATE OF OREGON COMPLIANCE
OREGON STRUCTURAL SPECIAL CODE 2022.
Section 1102.1 Design. Buildings and facilities shall be designed and constructed to be accessible in accordance with this code and ICC A117.1 (v2017 per OSSC Ch. 35).
1102.1.2 Amendments to ICC A117.1. The provisions of this section shall be considered amendments to ICC A117.1, ICC A117.1 Section 407 is not adopted, ICC A117.1 Section 408 is not adopted, ICC A117.1 Section 409 is not adopted, ICC A117.1 Section 410 is not adopted, ICC A117.1 Section 404.2.8 is deleted in its entirety and replaced, ICC A117.1 Section 406.6 is deleted in its entirety, ICC A117.1 Section 502.2, 502.5, 502.10, 502.11 are adopted, the remaining provisions of section 502 are deleted. Accessible parking is subject to ORS 447.233, ICC A117.1 Chapter 10 is adopted as noted in OSSC 1102.1.2.8.
OREGON TRANSPORTATION COMMISSION, Standards for Accessible Parking Spaces 2018.
FEDERAL COMPLIANCE (PRIVATELY FUNDED BUILDINGS)
FAIR HOUSING ACT (FHA) of 1968 with 1988 amendments included in FHA FAIR HOUSING ACT GUIDELINES, FAIR HOUSING ACT GUIDELINE Q&A SUPPLEMENT, FAIR HOUSING ACT DESIGN MANUAL v1998, as referenced by FHA, ICC/ANSI A117.1 v1988 (v1992, v1998, v2003, v2009 permitted as safe harbors when used with the FHA Guidelines per Federal Register Design and Construction Requirements; Compliance with ANSI A117.1 Standards).
Note: Portions of buildings covered by the FHA are expressly exempt from the requirements of Americans with Disabilities Act (ADA) of 1990 with 2010 amendments (per Title III Sec.36.104 Definitions, 31 of ADA 2010). Common use areas that are leaseable or available to the public at large (rather than solely for the use of residence and their guests) must comply with the requirements of ADA 2010.
Note: Buildings with Federal Assistance must comply with ADA 2010 and Section 504 of HUD which requires compliance with Uniform Federal Accessibility Standards (UFAS).

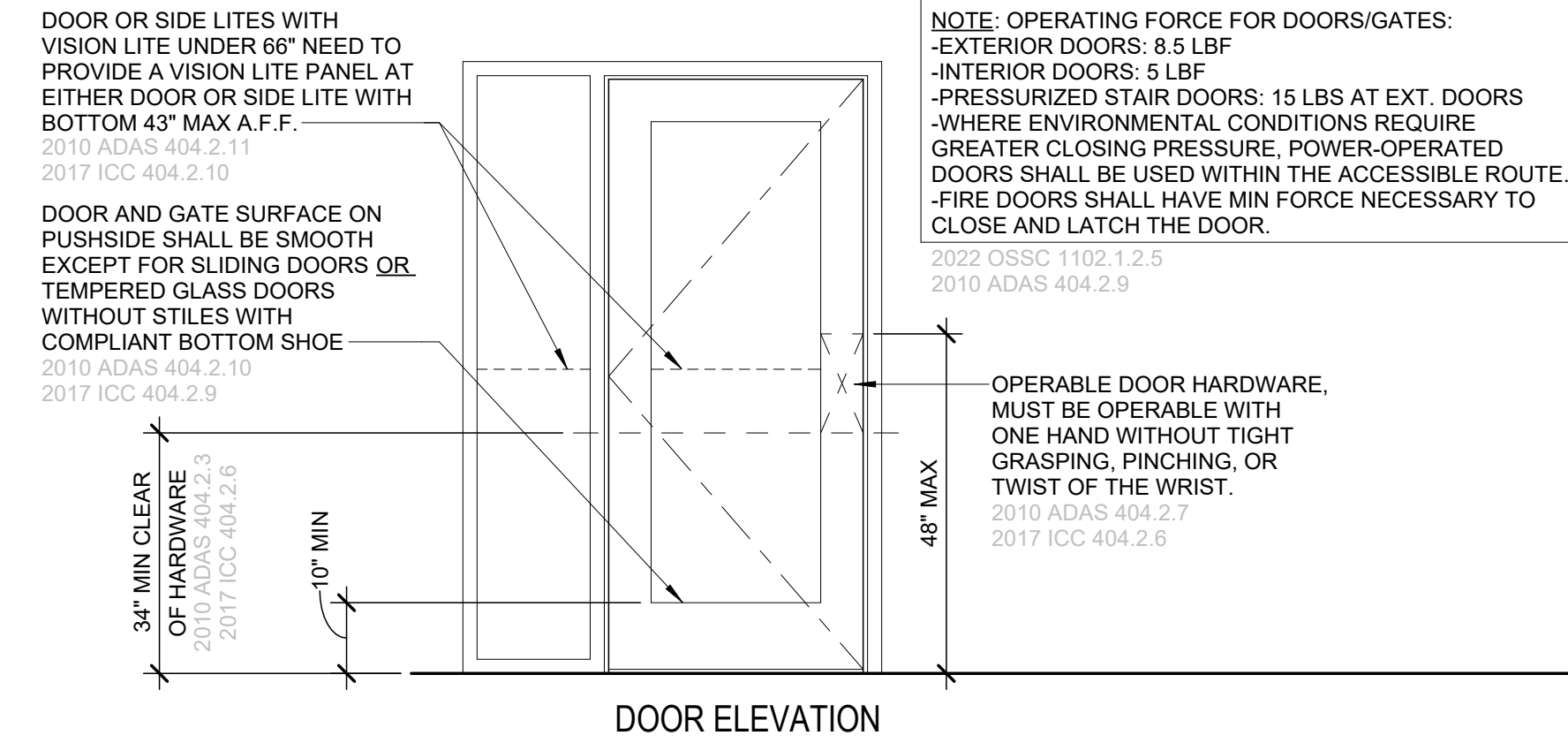
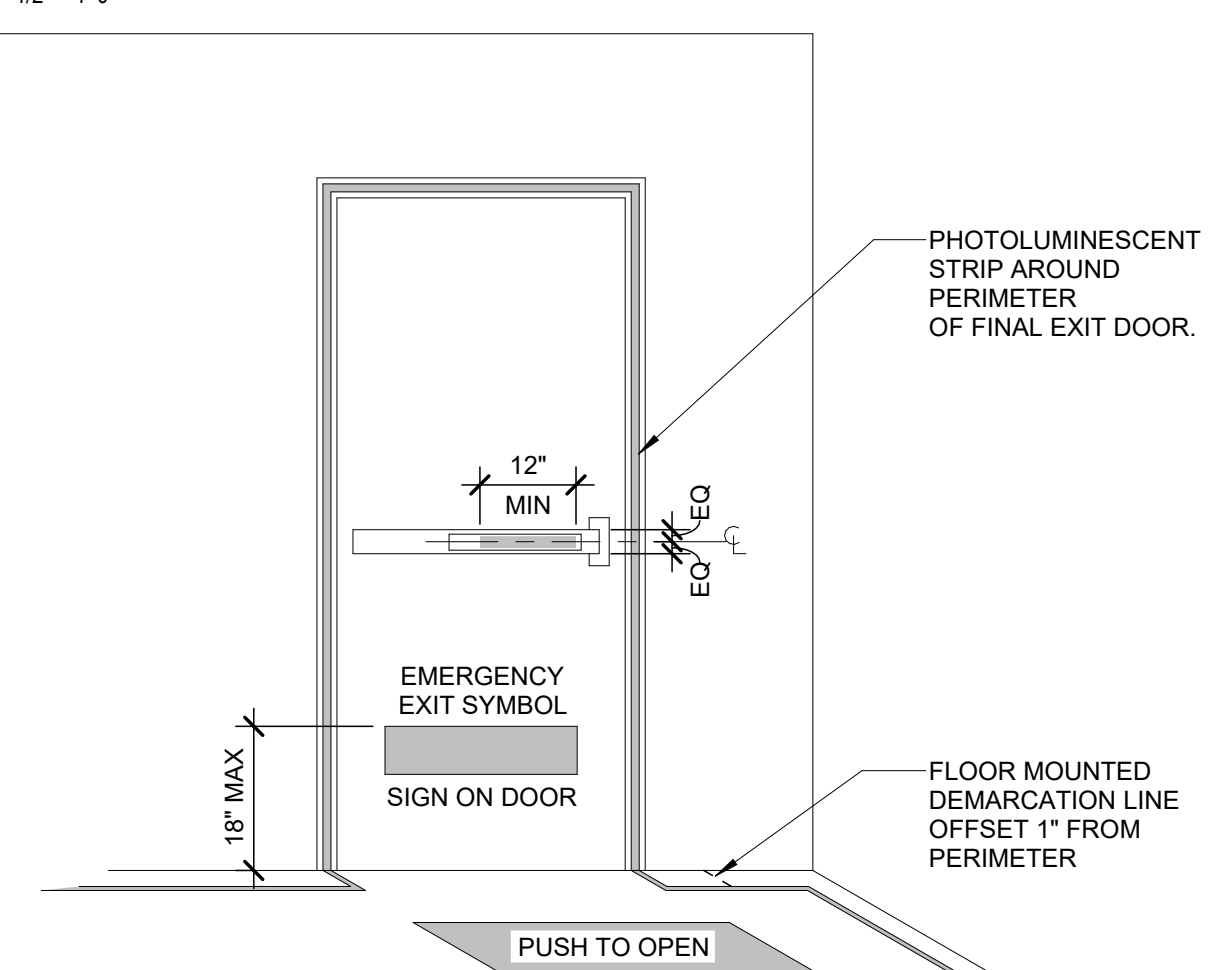
32 PHOTOLUMINESCENCE AT STAIRS - WHERE REQUIRED IN HIGH RISE BUILDINGS

3/8" = 1'-0"



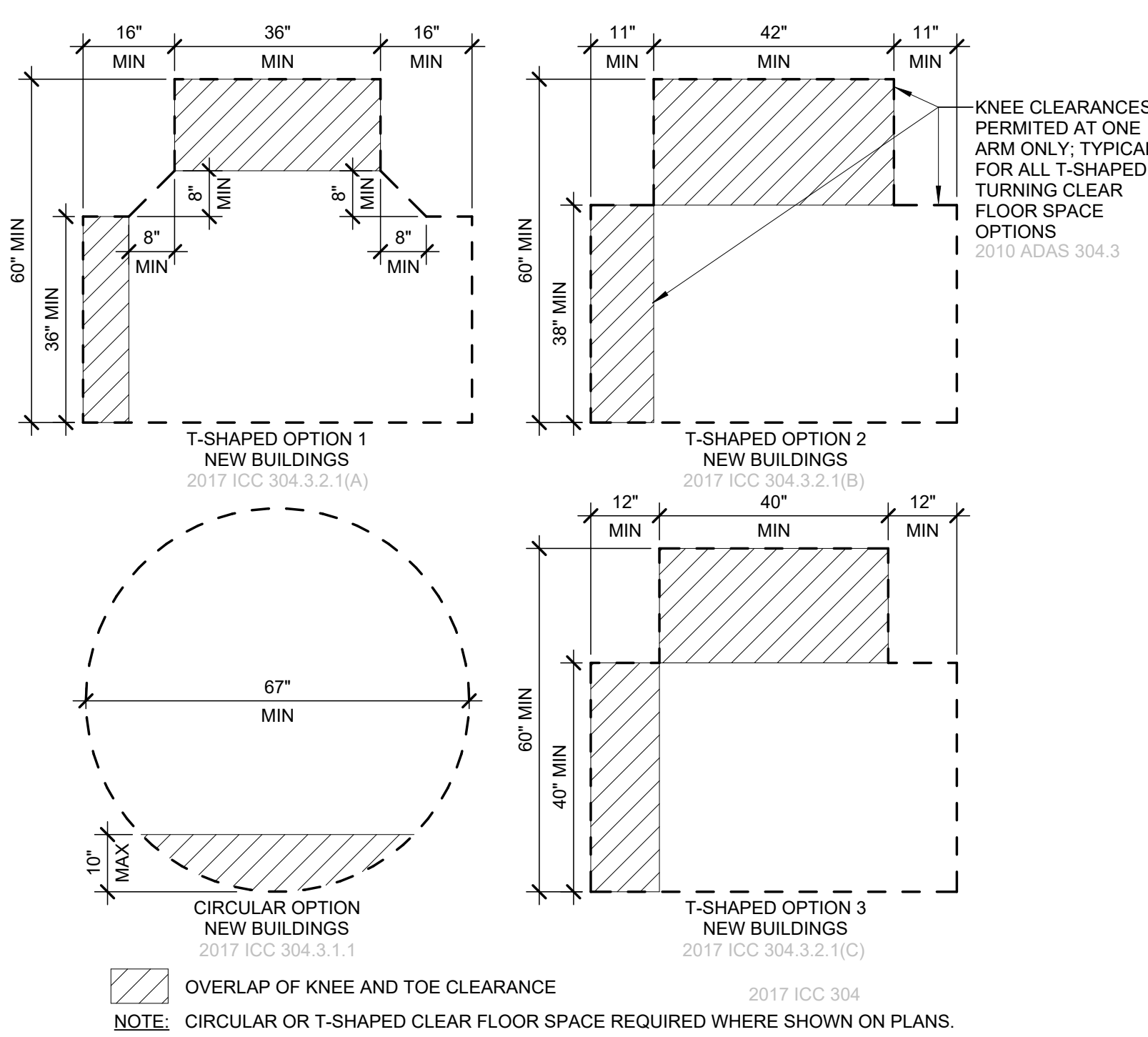
20 ACCESSIBLE ROUTE AND CANE DETECTION

1/2" = 1'-0"



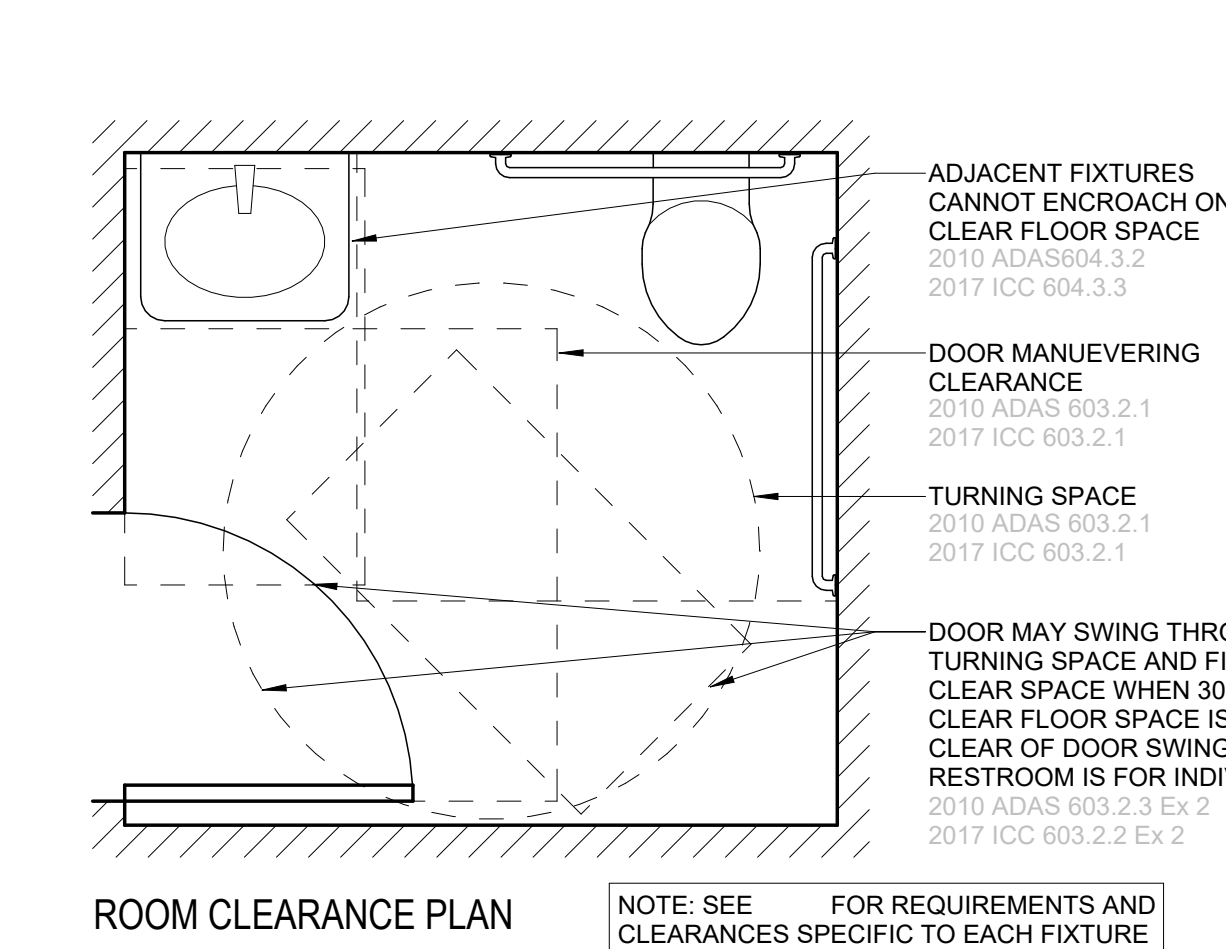
27 TURNING SPACE FLOOR CLEARANCE - EXISTING BUILDINGS

1/2" = 1'-0"



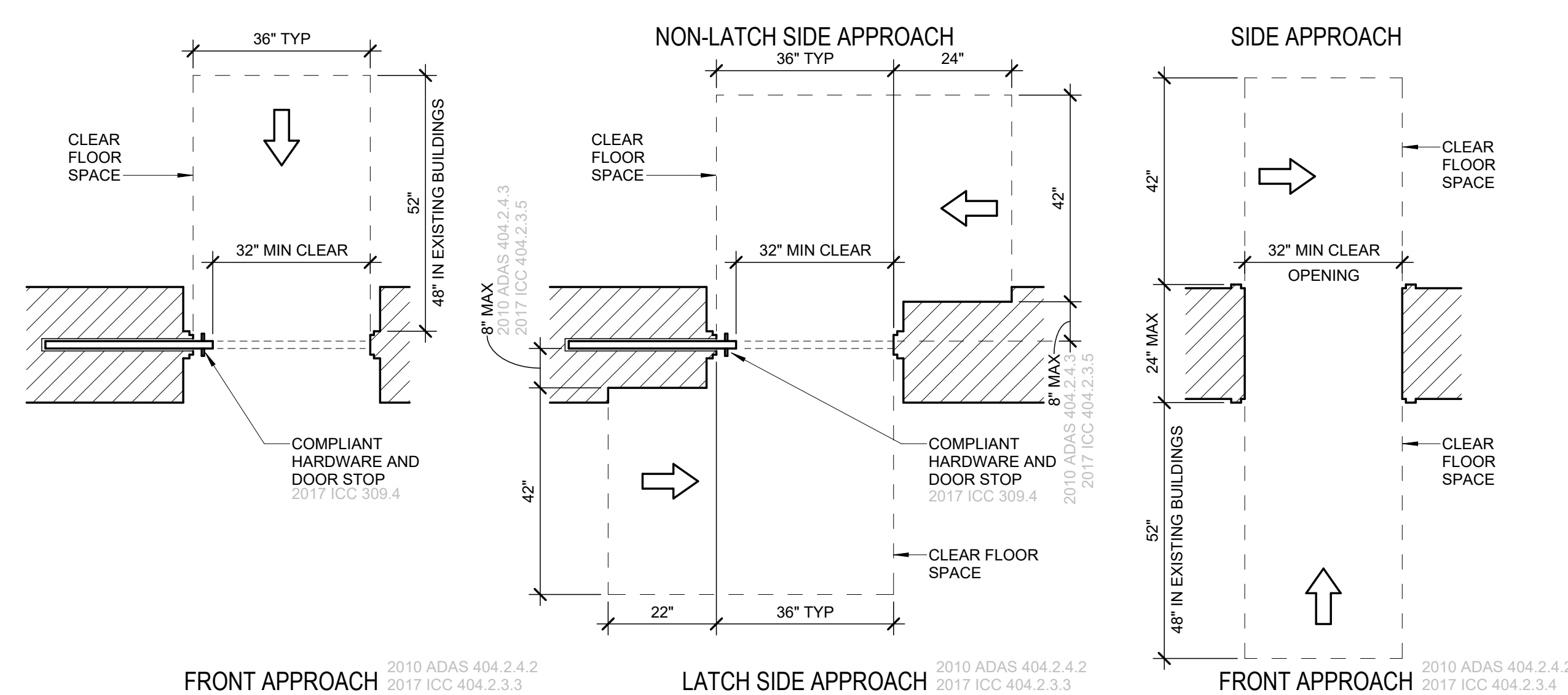
21 PHOTOLUMINESCENCE AT EXIT DOORS

1/2" = 1'-0"



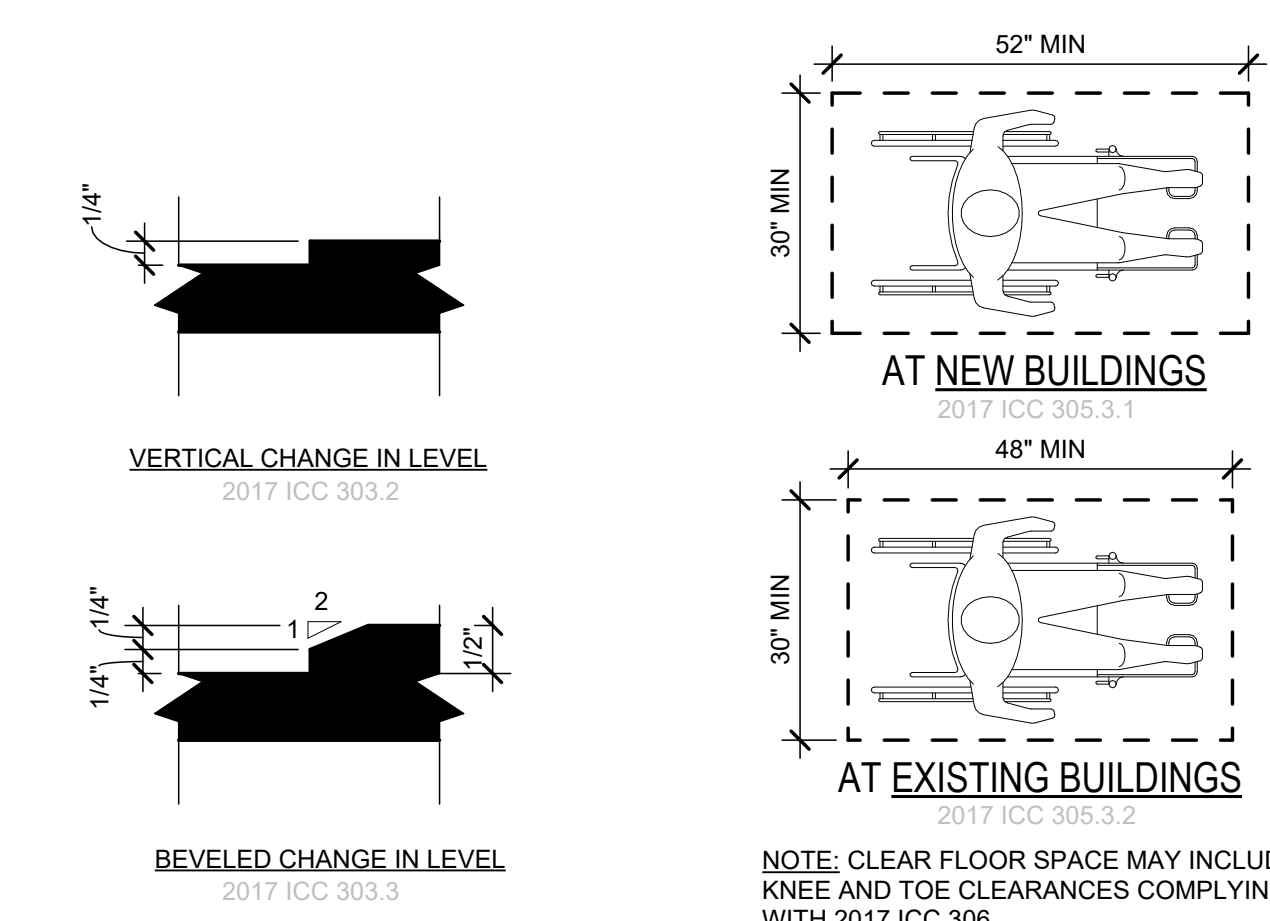
15 DOOR ELEVATION

1/2" = 1'-0"



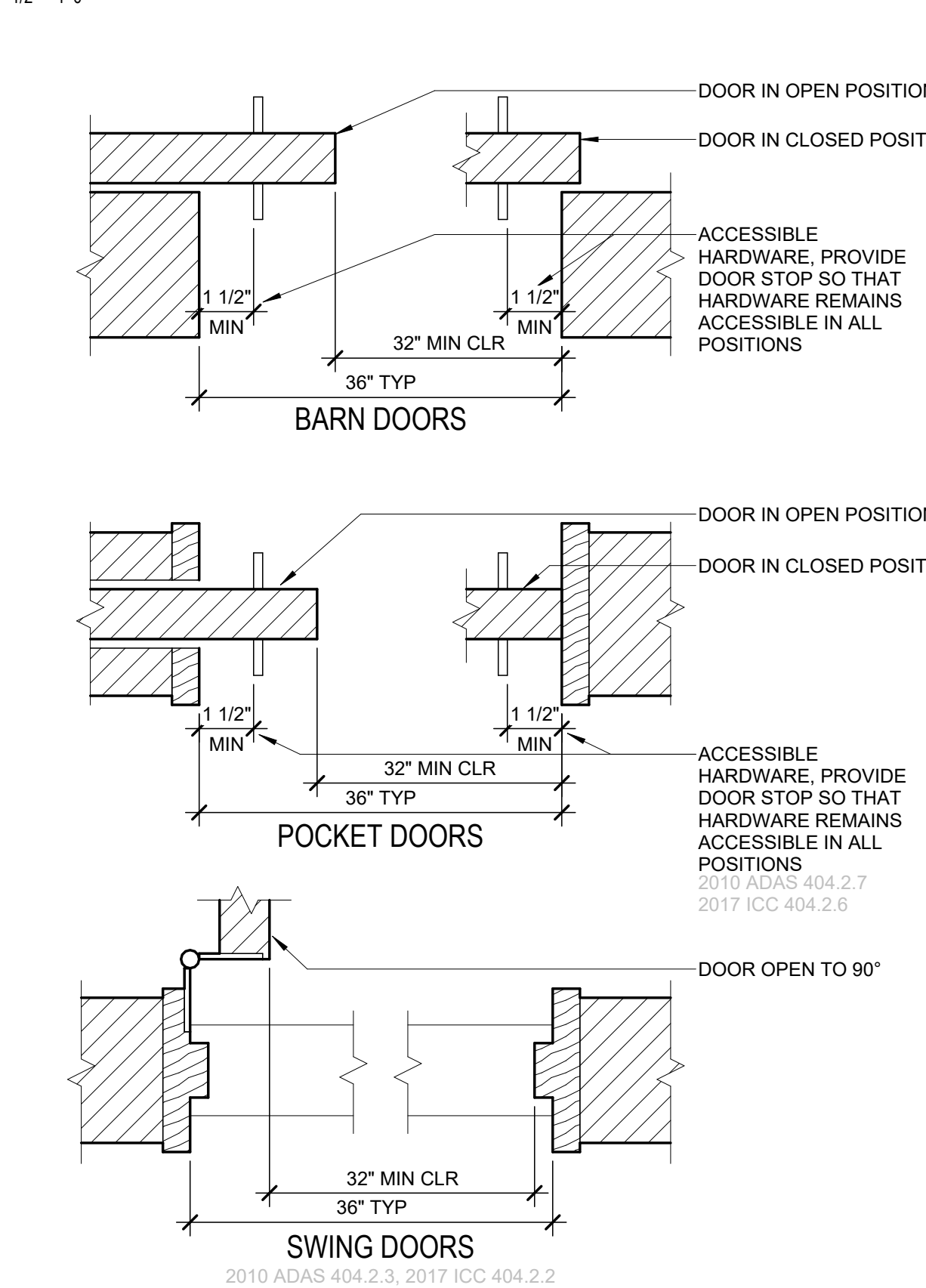
29 TURNING SPACE FLOOR CLEARANCE - NEW BUILDINGS

1/2" = 1'-0"



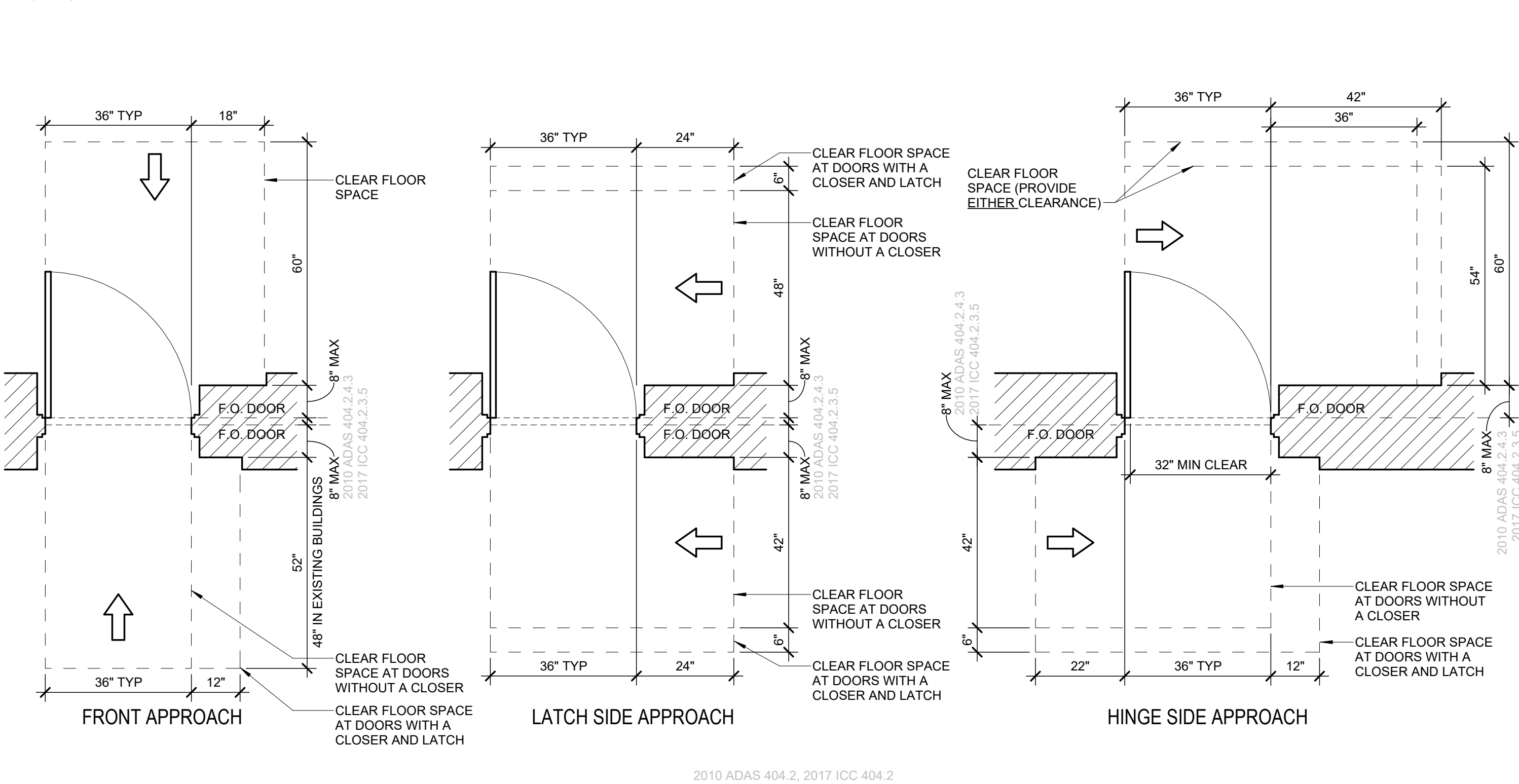
22 SINGLE OCCUPANT RESTROOM

1/2" = 1'-0"



16 MANEUVERING CLEARANCES AT POCKET/SLIDING DOORS & OPEN DOORWAYS

1/2" = 1'-0"



31 CHANGES IN LEVEL

6\"/>

30 CLEAR FLOOR SPACE

1/2\"/>

24 PASSAGE DOOR WIDTH

3\"/>

18 MANEUVERING CLEARANCES AT MANUAL SWING DOORS

1/2\"/>

1 SITE PLAN - OVERALL PROPOSED



KEYED NOTES

- ### DRAWING LEGEND



HATCH LEGEND

-
- PAINT STRIPING.

- A. ALL CONCRETE SHALL BE 4,500 PSI COMPRESSIVE STRENGTH AT 28 DAYS.
- B. ALL ASPHALT AND BASE ROCK SHALL CONFORM TO LOCAL JURISDICTION OR STATE TRANSPORTATION DEPARTMENT STANDARD SPECIFICATIONS.
- C. ALL SUBGRADE SHALL BE COMPACTED TO 86% OF MAXIMUM DRY DENSITY (MODIFIED PROCTOR).
- D. POSITIVE DRAINAGE IS TO BE MAINTAINED, SLOPING AWAY FROM BUILDINGS AT ALL TIMES.
- E. EXTERIOR LANDINGS AND AREAS WHERE A TURN IS REQUIRED ALLOW PEDESTRIAN ROUTE SLOPE SHALL NOT EXCEED 2%.
- F. ALL PROPOSED AND IMPACTED GRADES TO MATCH OR BLEND WITH EXISTING AND SURROUNDING GRADE.
- G. ALL ACCESSIBLE PARKING STALLS, ACCESSIBLE ACCESS AISLES, AND RAMP LANDINGS ARE TO BE GRADED AT 2% MAX. SLOPE. SLOPE IN ALL DIRECTIONS.
- H. ALL CURBS ARE TO HAVE A HEIGHT OF 6", UNLESS NOTED OTHERWISE.
- I. ALL SIDEWALKS AND IN-LINE ACCESSIBLE PEDESTRIAN ROUTES ARE TO BE A MAX. 5% RUNNING SLOPE AND MAX. 2% CROSS SLOPE.



 $1\frac{1}{2}'' = 1'-0''$ 

 $1\frac{1}{2}'' = 1'-0''$ 

 $1\frac{1}{2}'' = 1'-0''$

NOTE: VALUES FOR UNCOATED REINFORCING AND NORMAL WEIGHT CONCRETE WITH CLEAR SPACING $> 4d_b$, CLEAR COVER $> 4d_b$ AND MINIMUM STIRRUPS OR TIES THROUGHOUT L_d OR CLEAR SPACING $> 2d_b$ AND CLEAR COVER $> 4d_b$.

 $1\frac{1}{2}'' = 1'-0''$ 

1 1/2" = 1'-0"



1 1/2" = 1'-0"



1 1/2" = 1'-0"

Notice of Extended Payment Provision: The contract will allow the owner to make payment within 30 days after the date a billing or estimate is submitted. Notice of Alternate Billing Cycle: The contract will allow the owner to require the submission of billings or estimates in billing cycles other than 30-day cycles. Billings or estimates for the contract shall be submitted as follows: Each calendar month ending on the last day of the applicable month.

REVISIONS

1	09/09/24	LUR RESPONSE
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DATE _____

07/24/2024

PROJECT NUMBER

20237107

SCALE

As indicated

SHEET TITLE

TYPICAL PAVING DETAILS

A099