

Salem Take 5 Written statement for Site plan review

Dec. 5th, 2024

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Description of Proposal - The subject site is currently undeveloped with no existing structures, landscaping, or parking and is one tax lot totaling approximately 0.64 acres in size. The property is currently zoned as CR. There will be on-site parking, landscaping, enclosed trash collection facilities, and drive-thru lane for motor vehicle services. Vehicular access to the site will be provided from Lancaster Dr NE. New sidewalks have been added to connect pedestrians from Lancaster Dr NE to the site. The building and parking are setback towards the interior of the lot.

Criteria. An application for Class 3 site plan review shall be granted if all of the following criteria are met:

(A) The application meets all applicable standards of the UDC

Responses -

- There are no lot area standards dictated by the City of Salem as such for CR zone per Table 522-2. Lot A area is 13,359 SF (0.31 Acres)
- There are no lot width standards dictated by the City of Salem as such for CR zone per Table 522-2. The average width of Lot A is 88.5 FT.
- There are no lot depth standards dictated by the City of Salem as such for CR zone per Table 522-2. Average depth of Lot A is 151.19 FT.
- Proposed lots A and B have direct street frontage on Lancaster Dr NE more than the minimum requirement of 16 FT per Table 522-2.
- All buildings have a min. of 5FT setback per Table 522-3.
- Per Table 522-4, setback with mixed-use zone and commercial zone has vehicle-use areas setback as minimum 5 FT and Landscaping and screening shown is per Type A.

- Per Table 522-5, there isn't a maximum lot coverage standard for buildings and accessory structures such as Trash Enclosures. Proposed height for oil-change building and Trash Enclosure is less than 50 FT allowed per development code.
- All setbacks and vehicle use areas will be landscaped. Per Sheet A1.2, more than 15% of the development site will be landscaped.
- No screening is required for Type A landscaping. A permanent underground or drip irrigation system with an approved backflow prevention device shall be provided for all landscaped areas
- Trash Enclosure will not have any roof. We are instead applying for a Trash Area Management Plan Application. The solid waste receptacles will be placed on a 4" th. concrete pad. The Trash and the Recycled containers face each other. The containers are screened with 6' tall vinyl fence slats. A 4" curb at the concrete floor of Trash Enclosure is built 12" inside the perimeter of the outside walls of the Trash Enclosure. The vehicle operation area is more than 45 feet long and 15 feet wide.
- The pedestrian access is well established with sidewalks connecting the Primary building through Trash Enclosure all the way to the existing public sidewalk.
- Vision clearance areas have been identified on Sheet A1.2 per Section 805.005 (b) (1) (B).
- 3 parking stalls are allowed per Table 806-1. We have proposed 5 parking stalls as shown on Sheet A1.2 and also applied for a Class 2 adjustment. 3.75 compact parking stalls are allowed and we have provided 2 parking stalls which is less than the allowed requirement. Standard parking spaces shown are 9 feet wide and 19 feet deep. Compact parking spaces are 8 feet wide and 15 feet deep. A minimum maneuvering depth of 24 feet has been provided. Bumper guards or wheel barriers will be installed so that vehicles do not project into required setbacks and landscaping areas. Directional signage and pavement markings have been added.
- 1 Bicycle parking stall has been provided on a bicycle rack on the sidewalk adjacent to the building.

(B) The transportation system provides for the safe, orderly, and efficient circulation of traffic into and out of the proposed development, and negative impacts to the transportation system are mitigated adequately;

Responses - Lancaster Dr NE abuts the subject property to the east. It is a '**major arterial**' that serves the area and provides for safe and efficient traffic circulation into and out of the property.

The nearest mass transit service near the site is provided via Bus Route 11 to the east of the site. The transportation network in the area is already established.

There are no negative impacts from the interior parking areas and driveways entering the Lancaster Dr NE.

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

Responses - Lancaster Dr NE abuts the subject property to the east. Parking areas and driveways have been designed to facilitate safe and efficient movement of vehicles, bicycles, and pedestrians. It is an easy free-flowing drive-thru oil change experience from the driveway through the alleys to the buildings and back to the driveways and out of the proposed site. Pedestrians have direct connections to the existing public sidewalk.

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

Responses - Public facilities and services such as gas, water and sanitary sewer are available to serve the site. The site plan illustrates the location of the public utility lines.

All these utility plans will be submitted to the Public Works Department. The Public Works Department will be reviewing the project to determine the public facility construction and other requirements necessary to serve the development. All conditions of approval related to city infrastructure will be met at the time of development.