Site Plan Review and Adjustments

Submittal Date:	March 2025
Submitted To:	City of Salem Planning Department
Project Location:	Lot 1 of Kuebler Village Subdivision
Applicant(s):	Mosaic Development Services
Applicant's Land Use Representative:	Britany Randall of BRAND Land Use Britany@brandlanduse.com

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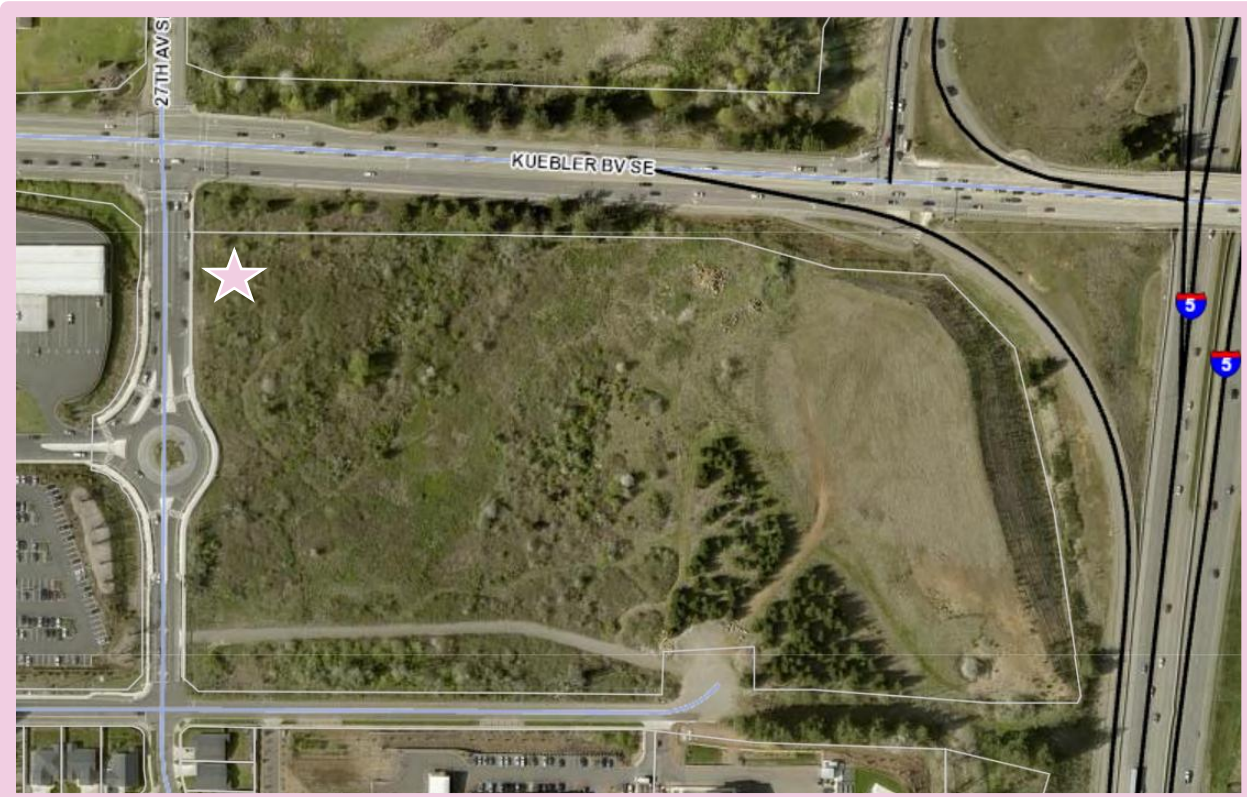
Aerial View of Subject Property and Existing Development



Section 1: Property Background and Request

The applicant, Mosaic Development Services, is presenting a Class 3 Site Plan Review and Adjustments for the first phase of development within the Kuebler Village Subdivision. The first phase encompasses area A1 and includes a US Market and fueling station with 8 pumps and 16 fueling positions. When the subdivision is platted, the subject site will be .99 acres in size and is zoned Mixed Use III. Site improvements proposed include a robust pedestrian network leading to future internal phases of the subdivision and to the public sidewalk. Preliminary landscape plans are included demonstrating the site plan, as proposed, will exceed the minimum 15 percent site landscaping (6,458 square feet) by providing 7,169 square feet.

Section 2: Existing Conditions

The development site is approximately 24.43 acres in size and is described as Marion County Assessor Map and Tax Lot 083W12C002201, a Marion County Tax Map is included within the exhibits list identifying the subject properties.

The site is located within corporate City limits of the City of Salem. The Salem Area Comprehensive Plan (SACP) map has a designation for the property of "Mixed Use". The properties are located outside of the City's Urban Service Area (USA). The applicant previously obtained approval of an Urban Growth Area Development Permit (23-120317-PLN).

The Comprehensive Plan designations of surrounding properties include:

North: Across Kuebler Boulevard SE, COM "Commercial"

South: MU "Mixed Use"

East: MU "Mixed Use"

West: Across 27th Avenue SE, COM "Commercial"

The subject property is zoned MU-III (Mixed Use-III). Surrounding properties are zoned as follows:

North: Across Kuebler Boulevard, CR (Retail Commercial)

South: MU-III (Mixed Use-III)

East: MU-III (Mixed Use-III)

West: Across 27th Avenue SE, CR (Retail Commercial)

Section 3: Findings Applicable to Administrative Procedures

Section 300.310 – Neighborhood Association Contact

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

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

(b) *Applicability.*

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

Applicant's Findings: *As mentioned previously, Table 300-2 requires neighborhood association contact for the applications. The applicant's representative prepared a letter and sent it to the*

chair and land use chair of the neighborhood association. The letter was sent via email. The email and the letter are included with this submittal.

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

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

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

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

(c) *Process.* Prior to submitting a land use application requiring neighborhood association contact, the applicant shall contact the City-recognized neighborhood association(s) whose boundaries include, or are adjacent to, the subject property via e-mail or mailed letter. The e-mail or mailed letter shall:

(1) Be sent to the chair(s) and land use chair(s) of the applicable neighborhood association(s) prior to submitting the land use application; and

(2) Contain the following information:

(A) The name, telephone number, and e-mail address of the applicant;

(B) The address of the subject property;

(C) A summary of the proposal;

(D) A conceptual site plan, if applicable, that includes the proposed development; and

(E) The date on which the e-mail or letter is being sent;

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

(d) *Effect on subsequent land use application submittal.* A land use application requiring neighborhood association contact shall not be accepted, as provided under SRC

300.210, unless it is accompanied by a copy of the e-mail or letter that was sent to the neighborhood association, and a list of the e-mail or postal addresses to which the e-mail or letter was sent.

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

Section 4: Findings Applicable to Class 3 Site Plan Review

Chapter 220 – Site Plan Review

Section 220.001 – Purpose

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

Section 220.005 – Site Plan Review

(a) *Applicability*.

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

(A) Prior to issuance of a building permit, for any development that requires a building permit;

(B) Prior to a change of use, when a building permit is not otherwise required; and

(C) Prior to commencement of work, for any of the following when a building permit is not otherwise required:

(i) Development of a new off-street parking or vehicle use areas;

(ii) Expansion of an existing off-street parking or vehicle use areas, when additional paved surface is added;

(iii) Alteration of an existing off-street parking or vehicle use areas, when the existing paved surface is replaced with a new paved surface;

(iv) Paving of an unpaved area; and

(v) Restriping of an off-street parking or vehicular use areas, when the layout will be reconfigured.

Applicant's Findings: *The proposal includes a new development that will require a building permit; therefore, triggering the applicability of a site plan review.*

(2) Exemptions.

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

(i) Development of a single family use, two family use, three family use, four family use, or cottage cluster on an individual lot, including the construction of accessory structures and paving associated with such uses.

(ii) Sign installation.

(iii) Ordinary maintenance or repair of existing buildings, structures, utilities, landscaping, and impervious surfaces, and the installation or replacement of operational equipment or fixtures.

(iv) The alteration to the facade of a building, except in the Mixed Use-I (MU-I), Mixed Use- II (MU-II), Mixed Use-III (MU-III), or Mixed Use-Riverfront (MU-R) zones unless there are no standards in the zone that are applicable to the proposed façade alteration.

(v) Interior construction or tenant improvements that involve no change of use or occupancy.

(vi) Demolition permit.

(vii) Construction of a fence.

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

Applicant's Findings: *The proposal does not meet any of the exemptions listed above.*

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

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

(A) A change of use or change of occupancy where only construction or improvements to the interior of the building or structure are required; or

(B) A change of use when a building permit is not otherwise required.

(2) *Class 2 site plan review*. Class 2 site plan review is site plan review for any development under subsection (a)(1) of this section, other than development subject to Class 1 site plan review, that does not involve a land use decision or limited land use decision, as those terms are defined in ORS 197.015.

(3) *Class 3 site plan review*. Class 3 site plan review is site plan review for any development under subsection (a)(1) of this section that involves a land use decision or limited land use decision, as those terms are defined in ORS 197.015. As used in this subsection, land use decisions and limited land use decisions include, but are not limited to, any development application that:

(A) Requires a Transportation Impact Analysis pursuant to SRC chapter 803;

(B) Requires a geotechnical report or geologic assessment under SRC chapter 810, except where a geotechnical report or geologic assessment has already been approved for the property subject to the development application;

(C) Requires deviation from clear and objective development standards of the UDC relating to streets, driveways or vision clearance areas;

(D) Proposes dedication of right-of-way which is less than the requirements of the Salem Transportation System Plan;

(E) Requires deviation from the clear and objective standards of the UDC and where the Review Authority is granted the authority to use limited discretion in deviating from the standard; or

(F) Involves the imposition of conditions of approval; or

(G) Requires a variance, adjustment, or conditional use permit.

Applicant's Findings: *The proposal includes additional applications, including an adjustment application; therefore, triggering the applicability of a class 3 site plan review.*

(c) *Procedure type*.

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

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

(3) Class 3 site plan review is processed as a Type II procedure under SRC chapter 300.

(4) An application for site plan review may be processed concurrently with an application for a building permit; provided, however, the building permit shall not be issued until site plan review approval has been granted.

Applicant's Findings: *The applicant is applying for a consolidated permit and understands the applications will be reviewed using type II procedures.*

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

(e) *Submittal requirements for Class 2 and Class 3 site plan review*.
  (1) *Class 2 site plan review.* In addition to the submittal requirements for a Type I application under SRC chapter 300, an application for Class 2 site plan review shall include the following:
    (A) A site plan, of a size and form and in the number of copies meeting the standards established by the Planning Administrator, containing the following information:
      (i) The total site area, dimensions, and orientation relative to north;
      (ii) The location of all proposed primary and accessory structures and other improvements, including fences, walls, and driveways, indicating distance from the structures and improvements to all property lines and adjacent on-site structures;
      (iii) Loading areas, if included in the proposed development;
      (iv) The size and location of solid waste and recyclables storage and collection areas, and amount of overhead clearance above such enclosures, if included in the proposed development;
      (v) An indication of future phases of development on the site, if applicable;

(vi) All proposed landscape areas on the site, with an indication of square footage and their percentage of the total site area;

(vii) The location, height, and material of fences, berms, walls, and other proposed screening as they relate to landscaping and screening required by SRC chapter 807;

(viii) The location of all trees and vegetation required to be protected pursuant to SRC chapter 808;

(ix) The location of all street trees, if applicable, or proposed location of street trees required to be planted at time of development pursuant to SRC chapter 86; and

(x) Identification of vehicle, pedestrian, and bicycle parking and circulation areas, including handicapped parking stalls, disembarking areas, accessible routes of travel, and proposed ramps.

(B) An existing conditions plan, of a size and form and in the number of copies meeting the standards established by the Planning Administrator, containing the following information:

(i) The total site area, dimensions, and orientation relative to north;

(ii) The location of existing structures and other improvements on the site, including accessory structures, fences, walls, and driveways, noting their distance from property lines; and

(iii) The type, size, and location of all existing trees on the property, with an identification of those trees that will be preserved and those trees that will be removed; and

(iv) The location of the 100-year floodplain, if applicable.

(C) A tree plan, of a size and form and in the number of copies meeting the standards established by the Planning Administrator, containing the following information:

(i) The total site area, dimensions, and orientation relative to north;

(ii) The location of all existing trees, indicating their species, DBH, critical root zone, and whether they will be preserved or removed;

(iii) The location of all new trees proposed to be planted on the development site, indicating their species and caliper at the time of planting;

(iv) The perimeter and soil depth of all proposed tree planting areas;

(v) The location of all existing and proposed primary and accessory structures;

(vi) The location of all existing and proposed parking and vehicle use areas; and

(vii) For developments that include more than one-half acre of new off-street surface parking, the tree plan shall include the expected tree canopy area after 15 years for all trees not removed by the proposed development, and the caliper of all proposed new trees at the time of planting in addition to the other requirements of the tree planting plan.

(D) A grading plan depicting proposed site conditions following completion of the proposed development, when grading of the subject property will be necessary to accommodate the proposed development.

(E) A completed trip generation estimate for the proposed development, on forms provided by the City.

(F) Building elevation drawings for any proposed new buildings and any exterior additions or alterations to existing buildings when the height of the building, or a portion of the building is changed.

(G) For development in the Mixed Use-I (MU-I) and Mixed Use-II (MU-II) Mixed Use-III (MU-III), and Mixed Use-Riverfront (MU-R) zones, architectural drawings, renderings, or sketches showing all elevations of the existing buildings and the proposed buildings as they will appear on completion.

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

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

(A) All submittal requirements for a Class 2 site plan review under subsection (e)(1) of this section;

(B) The zoning district, comprehensive plan designation, and land uses for all properties abutting the site;

(C) Driveway locations, public and private streets, bike paths, transit stops, sidewalks, and other bike and pedestrian pathways, curbs, and easements;

(D) The elevation of the site at two-foot contour intervals, with specific identification of slopes in excess of 15 percent;

(E) The location of drainage patterns and drainage courses, if applicable;

(F) A preliminary utility plan showing capacity needs for municipal water, stormwater facilities, and sewer service, and schematic location of connection points to existing municipal water and sewer services;

(G) Summary table which includes site zoning designation; total site area; gross floor area by use (e.g., manufacturing, office, retail, storage); building height; itemized number of full size compact and handicapped parking stalls, and the collective total number; total lot coverage proposed, including areas to be paved for parking and sidewalks;

(H) A geological assessment or geotechnical report, if required by SRC chapter 810, or a certification from an engineering geologist or a geotechnical engineer that landslide risk on the site is low, and that there is no need for further landslide risk assessment; and

(I) A Transportation Impact Analysis, if required by SRC chapter 803.

Applicant's Findings: *The applicant has provided the applicable submittal items above to review the proposal. This is met.*

(f) *Criteria*.

(1) *Class 1 site plan review*. An application for a Class 1 site plan review shall be granted if:

(A) The application involves only a change of use or a change of occupancy, and there is no pending application for an associated land use decision or limited land use decision;

(B) Only construction or improvements to the interior of the building or structure will be made;
(C) The new use or occupancy will not require exterior improvements to the building or structure or alteration to existing parking, landscaping, or bufferyards;
(D) Only clear and objective standards which do not require the exercise of discretion or legal judgment are applicable to the site plan review application; and
(E) The application meets all applicable standards of the UDC.

Applicant's Findings: *The applicant is applying for a class 3 site plan review; therefore, the approval criteria for a class 1 site plan review is not applicable.*

(2) *Class 2 site plan review*. An application for a 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.
(B) The application meets all the applicable standards of the UDC.

Applicant's Findings: *The applicant is applying for a class 3 site plan review; therefore, the approval criteria for a class 2 site plan review is not applicable.*

(3) *Class 3 site plan review*. An application for Class 3 site plan review shall be granted if:
(A) The application meets all applicable standards of the UDC;

Applicant's Findings: *The applicant has compiled a complete list of applicable standards and criteria and has provided a response to each within this narrative. Where the proposal is unable to meet the standard, the applicant is requesting adjustments with mitigation where needed and possible. This criterion is met.*

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

Applicant's Findings: *The site was recently subdivided requiring the transportation system surrounding the sites to be constructed to provide safe, orderly, and efficient circulation of traffic. Therefore, the transportation system surrounding the site is being constructed to current standards and the proposed development does not create any negative impacts to the transportation system. This criterion is met.*

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

Applicant's Findings: *The applicant has provided findings within this narrative related to SRC Chapter 806 demonstrating the proposed parking areas and driveways are designed in accordance with the applicable provisions. This criterion is met.*

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

Applicant's Findings: *The proposed development is surrounded by utility infrastructure, either existing or installed with the Kuebler Village Subdivision creating this site. Therefore, the proposed development is adequately served by City water, sewer, and stormwater and other utilities necessary for the proposed development. This criterion is met.*

Chapter 535 – MUIII – Mixed Use III

Section 535.001 – Purpose

The purpose of the Mixed Use-III (MU-III) zone is to identify allowed uses and establish development standards that encourage infill development and redevelopment in mixed-use corridors and centers and promote pedestrian access. The MU-III zone generally allows a variety of retail and office uses, commercial services, and multiple family residential uses.

Section 535.010 – Uses

(a) Except as otherwise provided in this section, the permitted (P), special (S), conditional (C), and prohibited (N) uses in the MU-III zone are set forth in Table 535-1.

Applicant's Findings: *The proposal includes a convenient store, designated as a retail sales use, and gas pumps, designated as a motor vehicle service use and both are outright permitted within the MU-III zone pursuant to table 535-1.*

Section 535.015 – Development Standards

Development within the MU-III zone must comply with the development standards set forth in this section.

(a) *Lot standards*. Lots within the MU-III zone shall conform to the standards set forth in Table 535-2.

Applicant's Findings: *The lot standards were considered when the subdivision took place. Table 535-2 has no lot standards for lot area, lot width, or lot depth. The use requires a minimum of 16 feet of street frontage, which is exceeded on all three streets that abut this lot. This is met.*

(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.

Applicant's Findings: *The proposal does not include any dwelling units; therefore, this development standard does not apply to this proposal.*

(c) *Setbacks*. Setbacks within the MU-III zone shall be provided as set forth in Tables 535-3 and 535-4.

Applicant's Findings:

Abutting Street: Pursuant to table 535-5, the setback abutting a street for this proposal is a minimum of 5 feet and a maximum of 30 feet. Abutting Kuebler Boulevard, the proposed building is setback approximately 15 feet from the property line. The applicant is proposing bicycle racks, a pedestrian amenity, and landscaping within this setback. Abutting 27th Avenue, the proposed building is setback approximately 19 feet from the property line. The proposal includes a retaining wall and a staired primary entrance surrounded by landscaping within this setback. For the accessory structures proposed; the canopy over the fueling pumps is setback 25 feet from the property line abutting 27th Avenue, and the trash enclosure is setback 16 feet from the property line abutting 27th Avenue, where the minimum setback is 5 feet.

Interior Front: Pursuant to table 535-4, there is no setback established abutting a property zoned Mixed-Use for buildings and accessory structures. The vehicle use area is required to be setback a minimum of 5 feet with Type A landscaping. As demonstrated on the submitted plans, there is a combination of a 6-foot wide sidewalk and approximately 9 feet of landscaping proposed, therefore, the minimum vehicle use area setback is exceeded by approximately 10 feet.

Interior Side: Pursuant to table 535-4, there is no setback established abutting a property zoned Mixed-Use for buildings and accessory structures. The vehicle use area is required to be setback a minimum of 5 feet with Type A landscaping. The applicant is requesting an adjustment to this requirement as a shared driveway is planned along the eastern property line to serve the adjacent site.

(d) *Lot coverage; height*. Buildings and accessory structures within the MU-III zone shall conform to the lot coverage and height standards set forth in Table 535-5.

Applicant's Findings: *Pursuant to table 535-5 there is no maximum lot coverage standard. The maximum building height pursuant to table 535-5 is 70 feet, the tallest point of the proposed building is 24 feet which is less than the allowed maximum. As shown on the site plan provided in this application package, the fueling canopy is proposed to have 18 feet of clearance to the underside of the canopy and will not exceed 70 feet to the top of the canopy. This standard is*

met; however, the applicant understands due to the airport overlay, a variance for height will be required with the FAA.

(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.

Applicant's Findings: *The proposal is not exclusively residential; therefore, this is not applicable.*

(B) For all other uses, landscaping shall conform to the standards set forth in SRC chapter 807.

Applicant's Findings: *Landscaping is addressed under chapter 806 and 807 of this narrative.*

(2) *Vehicle use areas*. Vehicle use areas shall be landscaped as provided under SRC chapters 806 and 807.

Applicant's Findings: *Landscaping required for the vehicle use area is addressed under chapters 806 and 807 of this narrative.*

(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.

Applicant's Findings: *The development site is 43,056 square feet, requiring 6,458 square feet of landscaping. The proposal includes 7,169 square feet of landscaping, or 16.6 percent, of landscaping which exceeds the minimum required. This requirement is met.*

(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.

Applicant's Findings: *As demonstrated on the table provided on the submitted site plan, the applicant is providing one plant unit per 16 square feet of the required landscaping area of 6,458 square feet. This is met.*

(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.

Applicant's Findings: *There are no existing uses on the site, therefore the above development standards for continued uses are not applicable.*

(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.

Applicant's Findings: *The off-street parking area to the south of the newly proposed building is not located between the building and 27th Avenue. The off-street parking area located to the east of the newly proposed building is also located beside the building and not between the building and Kuebler Village. This criterion is met.*

(2) *Drive through location*. New drive throughs shall be located behind or beside buildings and structures.

Applicant's Findings: *There is not a drive-through included with the proposal; therefore, this is not applicable.*

(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.

Applicant's Findings: *Outdoor storage is not included with this proposal; therefore, this is not applicable.*

(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.

Applicant's Findings: *The applicant is requesting an adjustment to eliminate this standard. During the subdivision process, the City has expressed support for designating the private street within Kuebler Village subdivision to be the primary street. The north side of the building is not a primary building façade, and is not visible at street level off of Kuebler Boulevard. A primary building entrance has been provided to 27th Avenue as close to the intersection of Kuebler Boulevard as possible, given the significant grade. This primary entrance includes stairs connecting pedestrians within the right-of-way directly to the main entrance of the new building. The applicant has included pedestrian connections to 27th Avenue and the private street to ensure plenty of connectivity to the primary building entrance.*

(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.

Applicant's Findings: *The applicant is applying for two adjustments to this standard. The applicant requests to eliminate the standard along Kuebler Boulevard as the grade of the site puts the building at a taller point than the street view along Kuebler Boulevard. No windows are being provided on this façade as it is the back of the building. The applicant has created a visually appealing façade that will be cohesive with other buildings located at the intersection of Kuebler Boulevard and Battle Creek Road. These buildings are actually closer to the grade level of the street than the building proposed with this application. The second adjustment is to reduce the 50 percent window coverage down to 43 percent window coverage along the façade facing 27th Avenue. Measurements and materials have been provided on the elevation drawing submitted with this application. The applicant used 112.030(b) for the windows along 27th Avenue. Additional findings are provided within the Adjustment Application section of this narrative. With the adjustments, the applicant has demonstrated the intent of the standard is being met.*

Section 535.020 – Design Review

Design review under SRC chapter 225 is required for development within the MU-III as follows:

(a) Multiple family development shall be subject to design review according to the multiple family design review standards set forth in SRC chapter 702.

(b) Residential care with five or more self-contained dwelling units shall be subject to design review according to the multiple family design review standards set forth in SRC chapter 702.

Applicant's Findings: *The proposal does not include a multiple family development or residential care; therefore, the development is not subject to design review.*

Chapter 800 – General Development Standards

Section 800.001 – Purpose

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

Section 800.005 – Applicability

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

Section 800.055 – Solid waste service areas

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

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

(b) *Solid waste receptacle placement standards.* All solid waste receptacles shall be placed at grade on a concrete pad that is a minimum of four inches thick, or on an asphalt pad that is a minimum of six inches thick. The pad shall have a slope of no more than a three percent and shall be designed to discharge stormwater runoff consistent with the overall stormwater management plan for the site approved by the Director.
  (1) *Pad area.* In determining the total concrete pad area for any solid waste service area:
    (A) The pad area shall extend a minimum of one foot beyond the sides and rear of the receptacle; and
    (B) The pad area shall extend a minimum three feet beyond the front of the receptacle.

(C) In situations where receptacles face each other, a minimum four feet of pad area shall be required between the fronts of the facing receptacles.

(2) *Minimum separation*.

(A) A minimum separation of 1.5 feet shall be provided between the receptacle and the side wall of the enclosure.

(B) A minimum separation of five feet shall be provided between the receptacle and any combustible walls, combustible roof eave lines, or building or structure openings.

(3) *Vertical clearance*.

(A) *Receptacles two cubic yards or less.* Receptacles two cubic yards or less in size shall be provided with a minimum of eight feet of unobstructed overhead or vertical clearance for servicing.

(B) *Receptacles greater than two cubic yards.* Receptacles greater than two cubic yards in size shall be provided with a minimum of 14 feet of unobstructed overhead or vertical clearance for servicing; provided, however, overhead or vertical clearance may be reduced to eight feet:

(i) For enclosures covered by partial roofs, where the partial roof over the enclosure does not cover more than the rear eight feet of the enclosure, as measured from the inside of the rear wall of the enclosure (see Figure 800-6); or

(ii) Where a physical barrier is installed within, and a maximum of eight feet from the front opening of, the enclosure preventing the backward movement of the receptacle (see Figure 800-7).

(c) *Permanent drop box and compactor placement standards*.

(1) All permanent drop boxes shall be placed on a concrete pad that is a minimum of six inches thick. The pad shall have a slope of no more than one percent and shall be designed to discharge stormwater runoff consistent with the overall stormwater management plan for the site approved by the Director.

(2) All permanent compactors shall be placed on a concrete pad that is structurally engineered or in compliance with the manufacturer specifications. The pad shall have a slope of no more than three percent and shall be designed to discharge stormwater runoff consistent with the overall stormwater management plan for the site approved by the Director.

(3) Pad area. The pad area shall be a minimum of 12 feet in width. The pad area shall extend a minimum of five feet beyond the rear of the permanent drop box or compactor.

(4) Minimum separation. A minimum separation of five feet shall be provided between the permanent drop box or compactor and any combustible walls, combustible roof eave lines, or building or structure openings.

(d) *Solid waste service area screening standards*.

(1) Solid waste, recycling, and compostable service areas shall be screened from all streets abutting the property and from all abutting residentially zoned property by a minimum six-foot-tall sight-obscuring fence or wall; provided, however, where receptacles, drop boxes, and compactors are located within an enclosure, screening is not required. For the purpose of this standard, abutting property shall also include any residentially zoned property located across an alley from the property.

(2) Existing screening at the property line shall satisfy screening requirements if it includes a six-foot-tall sight-obscuring fence or wall.

(e) *Solid waste service area enclosure standards.* When enclosures are used for required screening or aesthetics, such enclosures shall conform to the standards set forth in this subsection. The overall dimensions of an enclosure are dependent upon the number and size of receptacles the enclosure is designed to accommodate.

(1) *Front opening of enclosure.* The front opening of the enclosure shall be unobstructed and shall be a minimum of 12 feet in width.

(2) *Measures to prevent damage to enclosure*.

(A) Enclosures constructed of wood or chainlink fencing material shall contain a minimum four-inch nominal high bumper curb at ground level located 12 inches inside the perimeter of the outside walls of the enclosure to prevent damage from receptacle impacts.

(B) Enclosures constructed of concrete, brick, masonry block, or similar types of material shall contain a minimum four-inch nominal high bumper curb at ground level located 12 inches inside the perimeter of the outside walls of the enclosure, or a fixed bumper rail to prevent damage from receptacle impacts.

(C) The requirements under subsections (e)(2)(A) and (B) of this section shall not apply if the enclosure is designed to be separated:

(i) A minimum distance of two feet from the sides of the container or receptacles; and

(ii) A minimum of three feet from the rear of the container or receptacles.

(3) *Enclosure gates.* Any gate across the front opening of an enclosure shall swing freely without obstructions. For any enclosure opening with an unobstructed width of less than 15 feet, the gates shall open a minimum of 120 degrees. For any enclosure opening with an unobstructed width of 15 feet or greater, the gates shall open a minimum of 90 degrees. All gates shall have restrainers in the open and closed positions.

(4) *Prohibited enclosures.* Receptacles shall not be stored in buildings or entirely enclosed structures unless the receptacles are:

(A) Stored in areas protected by an automatic sprinkler system approved by the City Fire Marshal; or

(B) Stored in a building or structure of a fire resistive Type I or Type IIA construction that is located not less than ten feet from other buildings and used exclusively for solid waste receptacle storage.

Applicant's Findings: *On the submitted site plan, the applicant has provided detailed solid waste service area and trash enclosure details, including all dimensions. There is no additional screening required as the solid waste service area is proposed within an enclosure. There are no permanent drop boxes or compactors included with this proposal. The enclosure gates are 16 feet in width and open a minimum of 90 degrees. These standards are met.*

(f) *Solid waste service area vehicle access.*

(1) Vehicle operation area.

(A) A vehicle operation area shall be provided for solid waste collection service vehicles that is free of obstructions and no less than 45 feet in length and 15 feet in width; provided, however, where the front opening of an enclosure is wider than 15 feet, the width of the vehicle operation area shall be increased to equal the width of the front opening of the enclosure. Vehicle operation areas shall be made available perpendicular to the front of every receptacle, or, in the case of multiple receptacles within an enclosure, perpendicular to every enclosure opening.

(B) For solid waste service areas having receptacles of two cubic yards or less, the vehicle operation area may be located:

(i) Perpendicular to the permanent location of the receptacle or the enclosure opening (see Figure 800-8);

(ii) Parallel to the permanent location of the receptacle or the enclosure opening (see Figure 800-9); or

(iii) In a location where the receptacle can be safely maneuvered manually not more than 45 feet into a position at one end of the vehicle operation area for receptacle servicing.

(C) The vehicle operation area may be coincident with a parking lot drive aisle, driveway, or alley provided that such area is kept free of parked vehicles and other obstructions at all times except for the normal ingress and egress of vehicles.

(D) Vertical clearance. Vehicle operation areas shall have a minimum vertical clearance of 14 feet.

(E) In the event that access to the vehicle operation area is not a direct approach into position for operation of the service vehicle, a turnaround, in conformance with the minimum dimension and turning radius requirements shown in Figure 800-10, shall be required to allow safe and convenient access for collection service.

(2) Vehicle operation areas shall be designed so that waste collection service vehicles are not required to back onto a public street or leave the premises.

(3) Vehicle operation areas shall be paved with asphalt, concrete, or other hard surfacing approved by the Director, and shall be adequately designed, graded, and drained to the approval of the Director.

(4) Signs. "No Parking" signs shall be placed in a prominent location on the enclosure, or painted on the pavement in front of the enclosure or receptacle, to ensure unobstructed and safe access for the servicing of receptacles.

Applicant's Findings: *The proposed trash enclosure has an unobstructed area that is no less than 45 feet in length and 16 feet in width, the width of the enclosure gates. In no case will a waste collection service vehicle be forced to backup into a public street to leave the site. The operation area is proposed to be paved with asphalt. As demonstrated on the site plan, a "no parking" sign will be located on the front of the enclosure. These standards are met.*

(g) *Notice to solid waste collection franchisee.* Upon receipt of an application to vary or adjust the standards set forth in this section, notification and opportunity to comment shall be provided to the applicable solid waste collection franchisee. Notice required under this subsection shall be in addition to the notification required for a variance or adjustment under SRC chapter 300.

Applicant's Findings: *The applicant is not adjusting any of the solid waste area or trash enclosure standards outlined in this section; therefore, notice to the solid waste collection franchisee is not required.*

Section 800.060 – Exterior Lighting

(a) Exterior lighting shall not shine or reflect onto adjacent properties, or cast glare onto the public right-of-way.

(b) Exterior light fixtures shall be located and designed so that the light source, when viewed at a height of five feet above the ground at a distance of five feet outside the boundary of the lot, shall be either:

(1) Completely shielded from direct view; or

(2) No greater than five foot-candles in illumination.

Applicant's Findings: *The applicant understands the exterior lighting requirements outlined above. At the time of building permit the applicant will provide a detailed lighting plan in conformance with this section. This will be met.*

Section 800.065 – Pedestrian access

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

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

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

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

via a pedestrian connection, to the required connection to the street (see Figure 800-11).

Applicant's Findings: *As demonstrated on the submitted plans, the primary building entrances are connected by a single pedestrian connection. The primary building entrances are connected to 27th Avenue and the private street within the Kuebler Village subdivision. The applicant is requesting an adjustment to eliminate a pedestrian connection to Kuebler Boulevard as there are site constraints and right-of-way constraints, including grade and a drainage ditch, that make a direct pedestrian connection infeasible. Additionally, as the back of the building is along Kuebler Boulevard, a pedestrian connection to the back side of the building is not appropriate. The applicant has provided a pedestrian connection as close as possible to the intersection of Kuebler Boulevard and 27th Avenue. This connection is approximately 70-feet away from the crosswalk at this intersection.*

(B) Where an adjacent street is a transit route and there is an existing or planned transit stop along street frontage of the development site, at least one of the required pedestrian connections shall connect to the street within 20 feet of the transit stop (see Figure 800-12).

Applicant's Findings: *There are no transit routes along the street frontages abutting the site; therefore, this requirement is not applicable.*

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

(i) The development site is a corner lot and the building has a primary building entrance that is located within 20 feet of, and has a pedestrian connection to, the property line abutting one of the adjacent streets; or

(ii) The building is a service, storage, maintenance, or similar type building not primarily intended for human occupancy.

Applicant's Findings: *The proposal does not meet the exceptions listed above for pedestrian connections to each adjacent street.*

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

(A) Except as otherwise provided in this subsection, where there is more than one building on a development site, a pedestrian connection, or pedestrian connections, shall be provided to connect the primary building entrances of all of the buildings.

(B) A pedestrian connection, or pedestrian connections, is not required between buildings on the same development site if:

(i) The buildings have a primary building entrance that is located within 20 feet of, and has a pedestrian connection to, the property line abutting a street; and

(ii) A public sidewalk within the adjacent street right-of-way provides pedestrian access between the primary building entrances; or

(iii) The buildings are service, storage, maintenance, or similar type buildings not primarily intended for human occupancy.

Applicant's Findings: *Only one building is proposed on the development site; therefore, this is not applicable.*

(3) *Connection through off-street parking areas.*

(A) Surface parking areas. Except as provided under subsection (a)(3)(A)(iii) of this section, off-street surface parking areas greater than 25,000 square feet in size or including four or more consecutive parallel drive aisles shall include pedestrian connections through the parking area to the primary building entrance or where there is no building, through the parking area as provided in this subsection.

Applicant's Findings: *The proposed off-street parking area is not greater than 25,000 square feet in size and does not include four or more consecutive parallel drive aisles; therefore, this is not applicable.*

(B) Parking structures and parking garages. Where an individual floor of a parking structure or parking garage exceeds 25,000 square feet in size, a pedestrian connection shall be provided through the parking area on that floor to an entrance/exit.

Applicant's Findings: *No parking structures or parking garages are included with this proposal. This is not applicable.*

(4) *Connection to existing or planned paths and trails.* Where an existing or planned path or trail identified in the Salem Transportation System Plan (TSP) or the Salem Comprehensive Parks System Master Plan passes through a development site, the path or trail shall:

(A) Be constructed, and a public access easement or dedication provided; or
(B) When no abutting section of the trail or path has been constructed on adjacent property, a public access easement or dedication shall be provided for future construction of the path or trail.

Applicant's Findings: *There are no existing or planned paths or trails identified in the Salem Transportation System Plan (TSP) or the Salem Comprehensive Parks System Master Plan that pass through or abut the subject site. As such, there is no requirement for the applicant to construct a path or trail or provide a public access easement or dedication for future construction. The proposed development includes a well-integrated pedestrian network that will connect to future phases of the Kuebler Village Subdivision and the public sidewalk, ensuring safe and efficient pedestrian circulation throughout the site.*

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

Applicant's Findings: *As demonstrated on the submitted plans, pedestrian connections are provided to the abutting properties to the east and south of the development site. This requirement is met.*

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

(1) Walkways shall conform to the following:

(A) Material and width. Walkways shall be paved with a hard-surface material and shall be a minimum of five feet in width.

Applicant's Findings: *The proposed development includes a comprehensive pedestrian network that meets the requirements of SRC 800.065(a)(1)(A). All walkways will be paved with a hard-surface material, ensuring durability and accessibility. The narrowest walkway provided on the site is five feet wide, which meets the minimum width requirement and connects to the future easterly phase of the Kuebler Village Subdivision. Additional pedestrian connections throughout the site exceed this minimum standard, with widths ranging between six and eight feet, further enhancing pedestrian circulation and accessibility.*

(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.

Applicant's Findings: *The proposed development complies with SRC 800.065(a)(1)(B) by ensuring that all pedestrian walkways crossing driveways, parking areas, parking lot drive aisles, and loading areas are elevated 6 inches above the vehicle use areas, providing clear visual and physical differentiation between pedestrian and vehicular zones. This design enhances pedestrian safety and accessibility throughout the site.*

The pedestrian connection to the eastern phases of Kuebler Village will be delineated with striping. While striping alone does not meet the standard for differentiation, it is an appropriate treatment for this connection given that the full pedestrian path will be completed as part of future development. Because there are no other buildings existing or proposed within Kuebler village, the proposed connection to the east isn't required at this time.

(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.

Applicant's Findings: *As demonstrated on the submitted plans, the pedestrian connection located adjacent to auto travel lanes are raised above the auto travel lane. This requirement is met.*

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

Applicant's Findings: *Where vehicle parking abuts a pedestrian connection, the applicant has either provided wheel stops, a pedestrian connection that is larger than 7 feet in width, or wider than required landscape buffers. This requirement is met.*

(c) *Lighting.* The on-site pedestrian circulation system shall be lighted to a level where the system can be used at night by employees, customers, and residents.

Applicant's Findings: *At the time of building permit, the applicant will submit detailed lighting plans for review. This will be met.*

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

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

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

Applicant's Findings: *As demonstrated on the submitted plans, pedestrian connections are proposed to the abutting lots. Therefore, this is met.*

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

Section 806.001 – Purpose

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

Section 806.015 – Amount of Off-Street Parking

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

Applicant's Findings: *Pursuant to table 806-1 the convenience store, designated as a retail sales use, has a maximum of one parking space per 200 square feet and the gas station with canopy, designated as a motor vehicle service use, has a maximum of one parking space per 600 square feet. The convenience store is 5,218 square feet, affording 26 parking spaces. The canopy over the gas station is 4,400 square feet, affording seven parking spaces. In total, the maximum parking on the site allowed is 33 parking spaces and as demonstrated on the site plan the applicant is providing 26 parking spaces which is less than the maximum allowed. This requirement is met.*

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

Applicant's Findings: *No compact parking spaces are proposed with the development; therefore, this is not applicable.*

(c) *Carpool and vanpool parking.* New developments with 60 or more required off-street parking spaces, and falling within the public services and industrial use classifications, and the business and professional services use category, shall designate a minimum of five percent of their total off-street parking spaces for carpool or vanpool parking.

Applicant's Findings: *No carpool or vanpool parking is proposed with the development; therefore, this is not applicable.*

(d) *Required electric vehicle charging spaces.* For any newly constructed building with five or more dwelling units on the same lot, including buildings with a mix of residential and nonresidential uses, a minimum of 40 percent of the off-street parking spaces provided on the site for the building shall be designated as spaces to serve electrical vehicle

charging. In order to comply with this subsection, such spaces shall include provisions for electrical service capacity, as defined in ORS 455.417.

Applicant's Findings: *There are no dwelling units proposed with the development; therefore, this is not applicable.*

Section 806.020 – Method of Providing Off-Street Parking

(a) *General.* If provided, off-street parking shall be accommodated through one or more of the following methods:
  (1) *Ownership*. Ownership in fee by the owner of the property served by the parking;
  (2) *Easement.* A permanent and irrevocable easement appurtenant to the property served by the parking;
  (3) *Lease Agreement.* A lease agreement
  (4) *Lease or rental agreement in parking structure.* A lease or rental agreement in an off-street parking facility established pursuant to ORS 223.805 to 223.845;

Applicant's Findings: *The applicant is providing off-street parking through method (1) ownership. As shown on the site plan included with this application submittal, the off-street parking area is on the same site as the development it serves. This requirement is met.*

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

Applicant's Findings: *The applicant is providing the off-street parking through method (1) ownership. For this reason, an agreement will not be required or filed. This criterion is not applicable.*

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

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

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

(3) The alteration of existing off-street parking and vehicle use areas, where the existing paved surface is replaced with a new paved surface; and
(4) The paving of an unpaved area.

Applicant's Findings: *The proposal includes the development of a new off-street parking and vehicle use area; therefore, triggering the applicability of this section.*

(b) *Location.*

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

Applicant's Findings: *As demonstrated on the submitted plans, the off-street parking and vehicle use area is not located within any required setbacks. This requirement is met.*

(2) *Carpool and vanpool parking.* Carpool and vanpool parking shall be located so it is the closest employee parking to the building entrance normally used by employees; provided, however, it shall not be located closer than any parking designated for disabled parking.

Applicant's Findings: *Carpool and vanpool parking is not required for the proposed development and the applicant is not providing any carpool or vanpool parking; therefore, this is not applicable.*

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

Applicant's Findings: *No underground parking is proposed with this development; therefore, this is not applicable.*

(c) *Perimeter setbacks and landscaping.*

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

(i) *Perimeter setbacks.* Perimeter setbacks, as set forth in this subsection, shall be required for off-street parking and vehicle use areas abutting streets, abutting interior front, side, and rear property lines, and adjacent to buildings and structures. Perimeter setbacks for parking garages are set forth under subsection (c)(5) of this section. Perimeter setbacks are not required for:

(i) Off-street parking and vehicle use areas abutting an alley.

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

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

Applicant's Findings: *The proposed development complies with SRC 800.065(c) by incorporating the required perimeter setbacks and landscaping where applicable. Along the 27th Street right-of-way, perimeter landscaping is provided to enhance the streetscape and create a visual buffer for the vehicle use area. To the south of the proposed vehicle use area, the site plan includes both landscaping and pedestrian connections, contributing to a cohesive and pedestrian-friendly design. At the northeastern corner of the site, the parking area is designed with perimeter landscaping abutting the Kuebler Boulevard right-of-way, ensuring compliance with setback requirements and maintaining a visually appealing frontage. The application includes an adjustment request to eliminate the five-foot interior landscape strip required abutting the future interior property line. This request is justified because Kuebler Village is planned as a cohesive development with shared parking and internal connections between uses. Eliminating the perimeter landscaping in this location is necessary to allow the site to function efficiently as an integrated development.*

(2) *Perimeter setbacks and landscaping abutting streets*. Unless a greater setback is required elsewhere within the UDC, off-street parking and vehicle use areas abutting a street shall be setback and landscaped according to one the methods set forth in this subsection. Street trees located along an arterial street may be counted towards meeting the minimum required number of plant units.

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

(B) *Method B.* The off-street parking and vehicle use area shall be setback to accommodate a berm, the top of which shall be a minimum of 2.5 feet higher than the elevation of the abutting off-

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

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

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

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

Applicant's Findings: *The proposed development complies with SRC 806.035(c)(2)(A) by meeting Method A for off-street parking and vehicle use area setbacks. The site plan provides a minimum ten-foot setback for parking areas abutting the street, which is landscaped in accordance with the Type A standard as set forth in SRC Chapter 807. This design ensures an attractive streetscape while providing adequate buffering between the parking areas and the public right-of-way.*

(3) *Perimeter setbacks and landscaping abutting interior front, side, and rear property lines.* Unless a greater setback is required elsewhere within the UDC, off-street parking and vehicle use areas abutting an interior front, side, or rear property line shall be setback a minimum of five feet (see Figure 806-5). The setback shall be landscaped according to the Type A standard set forth in SRC chapter 807.

Applicant's Findings: *The proposed development complies with SRC 806.035(c)(3) by providing perimeter setbacks and landscaping where required. The off-street parking area on the east side of the site would typically require a five-foot interior setback from the future property line; however, the applicant is requesting an adjustment to eliminate this requirement. This adjustment is necessary to allow the Kuebler Village development to function as a cohesive site with shared parking and internal connections between uses. Removing the setback in this location ensures efficient site circulation and integration with future phases of development while maintaining high-quality site design and pedestrian connectivity.*

(4) *Setback adjacent to buildings and structures.* Except for drive-through lanes, where an off-street parking or vehicular use area is located adjacent to a building or structure, the off-street parking or vehicular use area shall be setback from the exterior wall of the building or structure by a minimum five-foot-wide landscape strip, planted to the Type A standard set forth in SRC chapter 807, or by a minimum five-foot-wide paved pedestrian walkway (see Figure 806-6). A landscape strip or paved pedestrian walkway is not required for drive-through lanes located adjacent to a building or structure.

Applicant's Findings: *The proposed development complies with SRC 806.035(c)(4) by providing pedestrian connections between the proposed US Market building and the parking area that exceed the minimum requirement. Instead of the required five-foot-wide landscape strip or pedestrian walkway, the applicant is proposing pedestrian connections that are no less than eight feet wide, ensuring enhanced accessibility and safe movement between the building and the parking area. This criterion is met.*

(5) *Perimeter setbacks and landscaping for parking garages.* Perimeter setbacks and landscaping as set forth in subsection (c) of this section shall be required for parking garages; provided, however, perimeter setbacks and landscaping are not required for:

(A) Any portion of a parking garage with frontage on a street and containing ground floor uses or activities other than parking.

(B) Any parking garage within an industrial zone, public zone, or commercial zone, other than a CO zone, that abuts an interior front, side, or rear property line where there is no required building setback.

(C) Any parking garage abutting an alley.

Applicant's Findings: *As mentioned previously, parking garages are not included with this development proposal; therefore, this is not applicable.*

(d) *Interior landscaping.*

(1) *Interior landscaping, generally.* Interior landscaping, as set forth in this subsection, shall be required for off-street parking areas 5,000 square feet or greater in size; provided, however, interior landscaping is not required for:

(i) Vehicle storage areas.
(ii) Vehicle display areas.
(iii) Temporary and seasonal gravel off-street parking areas, approved pursuant to SRC chapter 701.
(iv) Gravel off-street parking areas, approved through a conditional use permit.
(v) Underground parking.
(vi) Parking garages.

Applicant's Findings: *The proposed development does not trigger the interior landscaping requirement under SRC 806.035(d)(1), as none of the individual parking areas on the site meet or exceed the 5,000-square-foot threshold. The parking area abutting the southern face of the newly proposed US Market building is 4,585 square feet, including the 24-foot drive aisle. The parking area abutting the eastern face of the building is 1,947 square feet, including a 12-foot drive aisle. The parking area at the southern portion of the site is 3,953 square feet, including a 24-foot drive aisle. Since each parking area falls below the minimum size required for interior landscaping, this standard does not apply to the proposal.*

(e) *Off-street parking area dimensions.* Off-street parking areas shall conform to the minimum dimensions set forth in Table 806-5; provided, however, minimum off-street parking area dimensions shall not apply to:
(1) Vehicle storage areas.
(2) Vehicle display areas.

Applicant's Findings: *The proposed development complies with SRC 806.035(e) by providing 90-degree parking stalls that meet the minimum dimensional standards outlined in Table 806-5. Each standard parking stall is 9 feet in width and 19 feet in depth, with adjacent drive aisles measuring 24 feet in width, ensuring adequate maneuverability and compliance with the applicable off-street parking area requirements. The site layout is designed to facilitate safe and efficient vehicular circulation while meeting all applicable dimensional standards.*

(f) *Off-street parking area access and maneuvering.* In order to ensure safe and convenient vehicular access and maneuvering, off-street parking areas shall:
(1) Be designed so that vehicles enter and exit the street in a forward motion with no backing or maneuvering within the street; and
(2) Where a drive aisle terminates at a dead-end, include a turnaround area as shown in Figure 806-9. The turnaround shall conform to the minimum dimensions set forth in Table 806-6.

Applicant's Findings: *The proposed off-street parking area has been designed to ensure safe and efficient vehicular access and maneuvering, in compliance with SRC 806.035(f). The site layout allows all vehicles to enter and exit the street in a forward motion, with no backing or*

maneuvering required within the public right-of-way. The design provides complete circulation patterns throughout the site, ensuring smooth traffic flow and eliminating the need for dead-end drive aisles or turnaround areas.

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

Applicant's Findings: *As shown on the civil plans, the off-street parking and vehicle use areas do not exceed the maximum grade of 10 percent and no ramps exceed the maximum grade of 15 percent. This requirement is met.*

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

Applicant's Findings: *As shown on the submitted plans, the off-street parking and vehicle use areas will be paved with hard surface materials meeting the Public Works Design Standards. This requirement is met.*

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

Applicant's Findings: *As shown on the civil plans provided, the off-street parking and vehicle use areas are designed, graded, and drained according to the Public Works Design Standards, or to the approval of the director. This requirement is met.*

(j) *Bumper guards or wheel barriers*. Off-street parking and vehicle use areas shall include bumper guards or wheel barriers so that no portion of a vehicle will overhang or project into required setbacks and landscaped areas, pedestrian accessways, streets or alleys, or abutting property; provided, however, bumper guards or wheel barriers are not required for:
    (1) Vehicle storage areas.
    (2) Vehicle sales display areas.

Applicant's Findings: *The proposed development complies with SRC 806.035(i) by incorporating design elements that prevent vehicles from overhanging or projecting into required setbacks, landscaped areas, pedestrian accessways, streets, or abutting properties. This is achieved through the use of extruded curbs, wider-than-required sidewalks, wider-than-required landscaped areas, and strategically placed wheel stops. These features ensure that vehicles remain within designated parking areas, protecting pedestrian pathways and landscaping while maintaining a safe and efficient site layout. There are no alleys within or abutting the site.*

(k) *Off-street parking area striping.* Off-street parking areas shall be striped in conformance with the off-street parking area dimension standards set forth in Table 806-6; provided, however, off-street parking area striping shall not be required for:
    (1) Vehicle storage areas.
    (2) Vehicle sales display areas.
    (3) Temporary and seasonal gravel off-street parking areas, approved pursuant to SRC chapter 701.
    (4) Gravel off-street parking areas, approved through a conditional use permit.

Applicant's Findings: *As demonstrated on the submitted plans, the off-street parking areas will be striped in conformance with the dimension standards set forth in table 806-5. This requirement is met.*

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

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

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

Applicant's Findings: *There are no compact parking spaces included with the proposed development; therefore, this is not applicable.*

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

Applicant's Findings: *There are no carpool or vanpool parking spaces required or proposed with the development; therefore, this is not applicable.*

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

Applicant's Findings: *The applicant understands the lighting requirements for off-street parking and vehicle use areas. At the time of building permit the applicant will provide detailed lighting plans. This will be met.*

Section 806.040 – Driveway Development Standards for Uses of Activities Other Than Single-Family, Two-Family, Three-Family, and Four-Family

Unless otherwise provided under the UDC, driveways for uses or activities other than single family, two family, three family, or four family shall be developed and maintained as provided in this section.

(a) *Access.* Off-street parking and vehicle use areas shall have either separate driveways for ingress and egress, a single driveway for ingress and egress with an adequate turnaround that is always available, or a loop to the single point of access. The driveway approaches to the driveways shall conform to SRC chapter 804.

Applicant's Findings: *The access to the site provides for both ingress and egress to the proposed off-street parking and vehicle use area. The driveway approach is being constructed as part of the improvements required for Kuebler Village subdivision and has already been reviewed for conformance with 804. This requirement is met.*

(b) *Location.* Driveways shall not be located within required setbacks except where:
- (1) The driveway provides direct access to the street, alley, or abutting property.
- (2) The driveway is a shared driveway located over the common lot line and providing access to two or more uses.

Applicant's Findings: *The location of the proposed driveway approaches provide direct access to the street and is a shared driveway that will provide access to two or more uses. Therefore, the driveway is permitted to be within any required setbacks.*

(c) *Setbacks and landscaping.*
- (1) *Perimeter setbacks and landscaping, generally.* Perimeter setbacks and landscaping as set forth in this subsection shall be required for driveways abutting streets and abutting interior front, side, and rear property lines; provided, however, perimeter setbacks and landscaping are not required where:
  - (A) The driveway provides direct access to the street, alley, or abutting property.

(B) The driveway is a shared driveway located over the common lot line and providing access to two or more uses.

(2) *Perimeter setbacks and landscaping abutting streets*. Unless a greater setback is required elsewhere within the UDC, driveways abutting a street shall be setback and landscaped according to the off-street parking and vehicle use area perimeter setbacks and landscaping standards set forth under SRC 806.035(c)(2).

(3) *Perimeter setbacks and landscaping abutting interior front, side, and rear property lines.* Unless a greater setback is required elsewhere within the UDC, driveways abutting an interior front, side, or rear property line shall be setback a minimum of five feet. The setback shall be landscaped according to the Type A standard set forth in SRC chapter 807.

Applicant's Findings: *The proposed driveways provide direct access to the street and is a shared driveway providing access to two or more uses; therefore, perimeter setbacks and landscaping are not required.*

(d) *Dimensions.*

(1) Driveways shall conform to the minimum width set forth in Table 806-8.

Applicant's Findings: *Pursuant to 806-8, the minimum driveway width requirement is 22 feet. As demonstrated on the submitted plans, the proposed driveway is approximately 30 feet wide, exceeding the minimum required.*

(2) *Minimum driveway depth for garages or carports serving multiple family uses*. In order to ensure unobstructed on-site vehicle circulation and pedestrian access, where an individual or shared driveway is provided leading to an individual garage or carport within a multiple family building the driveway shall have a minimum depth of 20 feet. Driveway depth shall be measured from the vehicle entrance of the garage or carport and shall be exclusive of any parking lot drive aisles, main driveways serving the development, flag lot accessways, and pedestrian paths or sidewalks.

Applicant's Findings: *The proposed driveway is not serving a multiple family use; therefore, this is not applicable.*

(e) *Surfacing.* All driveways, other than access roads required by the Public Works Design Standards to provide access to City utilities, shall be paved with a hard surface material. Access roads required by the Public Works Design Standards to provide access to City utilities shall be an all-weather surface material meeting the Public Works Design Standards; provided, however, the first ten feet of the access road leading into the property, as measured from the property line, shall be paved with a hard surface material.

Applicant's Findings: *As demonstrated on the submitted plans, the driveways are proposed to be paved with a hard surface material meeting the Public Works Design Standards. This is met.*

(f) *Drainage.* Driveways shall be adequately designed, graded, and drained according to the Public Works Design Standards, or to the approval of the Director.

Applicant's Findings: *As shown on the civil plans provided, the driveways have been designed, graded, and drained according to the Public Works Design Standards, or to the approval of the director. This requirement is met.*

(g) *"No Parking" signs.* Driveways shall be posted with one "no parking" sign for every 60 feet of driveway length, but in no event shall less than two signs be posted.

Applicant's Findings: *The proposed development complies with SRC 806.035(g) by ensuring that the driveway is properly posted with "No Parking" signs as required. The driveway is approximately 170 feet in length from the driveway pan at the private street entering the site. In accordance with the standard of one sign per 60 feet of driveway length, a minimum of three "No Parking" signs will be installed to ensure compliance and maintain clear vehicular circulation within the site.*

Section 806.045 – Bicycle Parking; When Required

(a) *General applicability.* Bicycle parking shall be provided as required under this chapter for:
  (1) Each proposed new use or activity.
  (2) Any change of use or activity.
  (3) Any intensification, expansion, or enlargement of a use or activity.

Applicant's Findings: *The proposal includes a new use or activity; therefore, triggering the applicability of this section.*

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

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

Applicant's Findings: *As demonstrated on the submitted plans, the proposed bicycle parking is located on the same development site as the use or activity it serves. This requirement is met.*

Section 806.055 – Amount of Bicycle Parking

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

Applicant's Findings: *Pursuant to table 806-9 the convenience store, designated as a retail sales use, has a minimum of four bicycle parking spaces and the gas station with canopy, designated*

as a motor vehicle service use, has a minimum of one bicycle parking space per 9,000 square feet. The convenience store requires four parking spaces. The canopy over the gas station is 4,400 square feet, which calculates to .48 of required parking spaces. In total, the minimum required number of bicycle parking spaces on the site is four spaces. As demonstrated on the site plan the applicant is providing six bicycle parking spaces, which is more than the minimum required. This requirement is met.

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

Applicant's Findings: *Long-term bicycle parking is not proposed with the development; therefore, this is not applicable.*

Section 806.060 – Bicycle Parking Development Standards

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

(a) *Location.*

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

Applicant's Findings: *The proposed development complies with SRC 806.060(a)(1) by providing short-term bicycle parking within a convenient distance of the primary building entrance. Two bicycle parking spaces are located within 50 feet of the entrance, meeting the standard. However, four additional bicycle parking spaces are located approximately 92 feet from the entrance. To accommodate these spaces, the applicant is requesting an adjustment to allow the additional bicycle parking to exceed the 50-foot maximum distance. The proposed location still*

provides convenient and accessible bicycle parking while maintaining the functionality and design of the site.

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

Applicant's Findings: *As depicted on the submitted plans, all bicycle parking areas will have direct access to the public right-of-way and the users will not need to lift their bikes in order to access the bicycle parking spaces. This criterion is met.*

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

Applicant's Findings: *Dimensions for the bicycle parking areas are provided on the site plan submitted. The applicant intends on meeting the dimension standards outlined above. This requirement is met.*

(d) *Surfacing.* Where bicycle parking is located outside a building, the bicycle parking area shall consist of a hard surface material.

Applicant's Findings: *The bicycle parking area is proposed to be hard surface material meeting the Public Works Design Standards. This requirement is met.*

(e) *Bicycle racks.* Where bicycle parking is provided in racks, the racks may be horizontal or vertical racks mounted to the ground, floor, or wall. Bicycle racks shall meet the following standards:
  (1) Racks must support the bicycle in a stable position.
    (A) For horizontal racks, the rack must support the bicycle frame in a stable position in two or more places a minimum of six inches horizontally apart without damage to the wheels, frame, or components.
    (B) For vertical racks, the rack must support the bicycle in a stable vertical position in two or more places without damage to the wheels, frame, or components.
  (2) Racks must allow the bicycle frame and at least one wheel to be locked to the rack with a high security, U-shaped shackle lock;

(3) Racks shall be of a material that resists cutting, rusting, and bending or deformation; and
(4) Racks shall be securely anchored.
(5) Examples of types of bicycle racks that do, and do not, meet these standards are shown in Figure 806-11.

Applicant's Findings: *The applicant is aware of all bicycle parking requirements for racks and will conform to the requirements as shown in Figure 806-12. This requirement is met.*

(f) *Bicycle lockers.* Where bicycle parking is provided in lockers, the lockers shall meet the following standards:
(1) Lockers shall conform to the minimum dimensions set forth in Table 806-10.
(2) Lockers shall be served by an access aisle conforming to the minimum width set forth in Table 806-10 in front of each locker opening.
(3) Lockers shall be securely anchored.

Applicant's Findings: *The applicant is not providing bicycle lockers; therefore, this standard is not applicable.*

Section 806.065 – Off-Street Loading Areas; When Required

(a) *General applicability.* Off-street loading shall be provided and maintained as required under this chapter for:
(1) Each proposed new use or activity.
(2) Any change of use or activity, when such change of use or activity results in a greater number of required off-street loading spaces than the previous use or activity.
(3) Any intensification, expansion, or enlargement of a use or activity.

Applicant's Findings: *The proposal is for a new development and a new use will be established; therefore, triggering the applicability of this section.*

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

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

Applicant's Findings: *The off-street loading area is located on the same development site as the use it serves. This requirement is met.*

Section 806.075 – Amount of Off-Street Loading

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

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

Applicant's Findings: *Pursuant to table 806-11, the convenient store, designated as a retail sales use, has a minimum of one loading space required for a building between 5,000 and 60,000 square feet and the gas station with canopy, designated as a motor vehicle service use, does not require a loading space if the square footage is less than 5,000 square feet. The convenience store is 5,218 square feet, requiring a minimum of one off-street loading space. The canopy over the gas station is 4,400 square feet, no additional off-street loading space is required for this use. Therefore, one off-street loading space with the dimensions of 12 feet in width and 30 feet in length is required. As demonstrated on the submitted site plan, one loading area 12 feet in width and 30 feet in length is being provided. This requirement is met.*

Section 806.080 – Off-Street Loading Development Standards

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

(a) *Location.* Off-street loading areas shall not be located within required setbacks.

Applicant's Findings: *The proposed development complies with SRC 806.075(a) by ensuring that the off-street loading area is not located within a required setback. The loading space is set back eight feet from the right-of-way, providing adequate separation while maintaining functionality and accessibility for loading activities. The site design ensures compliance with setback requirements while accommodating efficient loading operations.*

(b) *Perimeter setbacks and landscaping.* Perimeter setbacks and landscaping, as set forth in this subsection, shall be required for off-street loading areas abutting streets and abutting interior front, side, and rear property lines. Perimeter setbacks and landscaping are not required for off-street loading areas abutting an alley.

(1) *Perimeter setbacks and landscaping abutting streets.* Unless a greater setback is required elsewhere within the UDC, off-street loading areas abutting a street shall be setback and landscaped according to the off-street parking and vehicle use area perimeter setback and landscaping standards set forth under SRC 806.035(c)(2).

Applicant's Findings: *As demonstrated on the submitted plans, the off-street loading area is separated from 27th Avenue with an eight-foot landscape buffer. This requirement is met.*

(2) *Perimeter setbacks and landscaping abutting interior front, side, and rear property lines.* Unless a greater setback is required elsewhere within the UDC, off-street loading areas abutting an interior front, side, or rear property line shall be setback a minimum of five feet. The setback shall be landscaped according to the Type A landscaping standard of SRC chapter 807.

Applicant's Findings: *The off-street loading area is located abutting a street; therefore, this standard is not applicable.*

(c) *Dimensions.* Loading areas shall conform to the minimum dimensions set forth in Table 806-11.

Applicant's Findings: *Pursuant to table 806-11, the minimum dimensions required for the loading space is 12 feet in width and 30 feet in length. As demonstrated on the submitted plans, the loading space meets these dimensions. This requirement is met.*

(d) *Maneuvering.* Off-street loading areas shall be of sufficient size, and all curves and corners of sufficient radius, to accommodate the safe operation of a delivery vehicle.

Applicant's Findings: *As demonstrated on the submitted plans, the off-street loading area meets the dimension requirements and allows for the safe operation of a delivery vehicle. This standard is met.*

(e) *Surfacing.* All loading areas shall be paved with a hard surface material; provided, however, paving is not required for:
(1) Temporary and seasonal gravel loading areas, approved pursuant to SRC chapter 701.
(2) Gravel loading areas, approved through a conditional use permit.

Applicant's Findings: *As demonstrated on the submitted plans, the loading area is proposed to be paved with a hard surface material. This requirement is met.*

(f) *Drainage*. Loading areas shall be adequately designed, graded, and drained according to the Public Works Design Standards, or to the approval of the Director.

Applicant's Findings: *As shown on the civil plans provided, the driveways have been designed, graded, and drained according to the Public Works Design Standards, or to the approval of the director. This requirement is met.*

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

Applicant's Findings: *As mentioned previously, detailed lighting plans will be provided at the time of building permit for review in conformance with lighting requirements and standards. This will be met.*

Chapter 807 – Landscaping and Screening

Section 807.001 – Purpose

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

Section 807.010 – Applicability

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

Section 807.015 – Landscaping and Screening

Unless otherwise provided under the UDC, required landscaping and screening shall conform to the standards set forth in this section.

(a) *Landscaping types.* Required landscaping shall be provided according to one of the landscaping types set forth in Table 807-1. Where landscaping is required under the UDC without a reference to a specific landscaping type, the required landscaping shall meet the Type A standard.

Applicant's Findings: *The landscape type required for the convenience store is Type A: one plant unit per 20 square feet. The fueling station, pursuant to SRC 535.015(e)(4), requires a minimum of one plant unit per 16 square feet. The applicant has provided landscape plans demonstrating compliance with the minimum plant unit requirements. This criterion is met.*

(b) *Plant materials and corresponding plant unit values.* Plant materials, their corresponding minimum plant unit values, and minimum plant material size at time of planting for landscaping within required landscaped areas are set forth in Table 807-2. 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 shall provide for a minimum 75 percent coverage of required landscaped areas within five years.

Applicant's Findings: *The applicant's consultant team has prepared a preliminary landscape plan meeting the requirements of the MU-III zone and chapter 807. A plant unit breakdown is included with this application submittal. This requirement is met.*

(c) *Preservation of existing trees and vegetation.* The preservation of existing trees and vegetation is encouraged. If preserved, existing trees as defined under SRC chapter 808,

existing trees less than ten inches dbh, and existing vegetation may be utilized to satisfy required landscaping if they conform to the minimum plant unit requirements specified in this chapter.

Applicant's Findings: *There are no trees located on the development site; therefore, this is not applicable.*

(d) *Tree replanting requirements.* In addition to the landscaping required under this chapter, when existing trees, as defined under SRC chapter 808, are proposed for removal from within required setbacks or from a development site, replanting shall be required as provided in this subsection. The provisions of this subsection do not apply to lots used for single family uses, two family uses, three family uses, four family uses, or cottage clusters.

(1) *Removal of trees within required setbacks.* When an existing tree or trees, as defined under SRC chapter 808, within a required setback are proposed for removal, two new trees shall be planted for each tree removed. Replanted trees shall be of either a shade or evergreen variety with a minimum 1.5 inch caliper.

Applicant's Findings: *No trees are proposed for removal within the required setback for this development; therefore, the replanting requirement is not applicable.*

(2) *Removal of trees from development site.* When more than 75 percent of the existing trees, as defined under SRC chapter 808, on a development site are proposed for removal, two new trees shall be planted for each tree removed in excess of 75 percent. Replanted trees shall be of either a shade or evergreen variety with a minimum 1.5 inch caliper. For purposes of this section, existing trees within vision clearance areas, or within areas to be cleared for required roads, utilities, sidewalks, trails, or stormwater facilities, shall not be counted in the total percentage of trees removed from the development site.

Applicant's Findings: *There are no trees proposed for removal on the development site; therefore, this is not applicable.*

(e) *Screening standards.* Unless otherwise provided under the UDC, where screening is required in the form of a fence, wall, or landscaping, it shall conform to the following standards:

(1) *Height.* Fences and walls shall be a minimum of six feet in height. Landscaping shall be of a species that will attain a height of at least six feet within three years after planting.

(2) *Opacity*. Screening shall be sight-obscuring. Fences, walls, and landscaping shall be at least 75 percent opaque when viewed from any angle at a point 25 feet

away from the fence, wall, or landscaping. Landscaping shall be of an evergreen species that will attain required opacity within three years after planting.

(3) *Maintenance.* Fences and walls shall be maintained in safe condition, and shall be maintained as opaque. Landscaping shall be replaced within six months after dying or becoming diseased to the point that required opacity can no longer be maintained.

Applicant's Findings: *Screening is not required for this proposal; therefore, this is not applicable.*

(f) *Berm*. Unless otherwise provided under the UDC, where screening is required in the form a berm, the berm shall be an earthen mound no less than three feet in height above the existing grade, and shall be constructed with a slope no steeper than 3:1 on all sides. The berm shall be planted with plant materials to prevent erosion. The berm shall not alter natural drainage flows from abutting properties.

Applicant's Findings: *The applicant is not proposing screening in the form of a berm; therefore, this is not applicable.*

(g) *Street trees*. Development adjacent to public streets shall provide street trees that meet the standards and specifications set forth in SRC chapter 86.

Applicant's Findings: *The applicant is aware that street tree plantings to the maximum extent feasible will be required. The planter strip along 27th Avenue contains stormwater infrastructure and Kuebler has existing infrastructure, existing trees, and a drainage ditch.*

Section 5: Findings Applicable to Class 2 Adjustment

Chapter 250 – Adjustments

Section 250.001 – Purpose

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

Section 250.005 – Adjustments

(a) *Applicability*.

(1) *Classes*.

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

(B) A Class 2 adjustment is an adjustment to any development standard in the UDC other than a Class 1 adjustment, including an adjustment to any numerical development standard in the UDC that increases or decreases the standard by more than 20 percent.

Applicant's Findings: *The applicant understands the classes for adjustments.*

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

(A) Allow a use or activity not allowed under the UDC;
(B) Change the status of a use or activity under the UDC;
(C) Modify a definition or use classification;
(D) Modify a use standard;
(E) Modify the applicability of any requirement under the UDC;
(F) Modify a development standard specifically identified as non-adjustable;
(G) Modify a development standard that contains the word "prohibited";
(H) Modify a procedural requirement under the UDC;
(I) Modify a condition of approval placed on property through a previous planning action;
(J) The required landscaping in the Industrial Business Campus (IBC) Zone.

Applicant's Findings: *The adjustments being sought are not prohibited as outlined above.*

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

Applicant's Findings: *The applicant has submitted a consolidated application and understands all applications will be reviewed using type II procedures.*

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

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

(A) The total site area, dimensions, and orientation relative to north;

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

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

Applicant's Findings: *The applicant has submitted the applicable submittal requirements necessary to review the proposal. This requirement is met.*

(d) *Criteria.*

(1) An application for a Class 1 adjustment shall be granted if all of the following criteria are met:
(A) The purpose underlying the specific development standard proposed for adjustment is:
(i) Clearly inapplicable to the proposed development; or
(ii) Clearly satisfied by the proposed development.
(B) The proposed adjustment will not unreasonably impact surrounding existing or potential uses or development.

Applicant's Findings: *The applicant is applying for class 2 adjustments; therefore, the approval criteria for class 1 adjustments is not applicable.*

(2) An application for a Class 2 adjustment shall be granted if all of the following criteria are met:

(A) The purpose underlying the specific development standard proposed for adjustment is:

(i) Clearly inapplicable to the proposed development; or

(ii) Equally or better met by the proposed development.

Applicant's Findings: *The applicant is seeking approval of six (6) class 2 adjustments as follows:*

1. *SRC 535.015(c) Setback requirement for a vehicle use area abutting an interior side property line abutting a property zoned for Mixed-Use. The application includes an adjustment request to eliminate the five-foot interior landscape strip required abutting the future interior property line. This request is justified because Kuebler Village is planned as a cohesive development with shared parking and internal connections between uses. Eliminating the perimeter landscaping in this location is necessary to allow the site to function efficiently as an integrated development as the shared driveway is located along this property line. This adjustment meets approval criterion (ii) for equally meeting the purpose of the standard.*

2. *SRC 535.015(g)(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. The applicant is requesting an adjustment to eliminate this standard. During the subdivision process, the City has expressed support for designating the private street within Kuebler Village subdivision to be the primary street. The north side of the building is not a primary façade and is not visible at street level off of Kuebler Boulevard. A primary building entrance has been provided to 27th Avenue as close to the intersection of Kuebler Boulevard as possible with the significant grade. This primary entrance includes stairs due to the significant grade. The applicant has included multiple pedestrian connections to 27th Avenue and the private street to ensure plenty of connectivity to the primary building entrance. This adjustment meets approval criterion (ii) for equally meeting the purpose of the standard.*

3. *SRC 535.015(g)(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. The applicant requests to eliminate the standard along Kuebler Boulevard as the grade of the site puts the building at a taller point than the street view along Kuebler Boulevard. No windows are being provided on this façade as it is the back of the building. The applicant has created a visually appealing façade that will be cohesive with other buildings located at the intersection of Kuebler Boulevard and Battle Creek Road. These buildings are actually closer to the grade level of the street than the building proposed with this application. Elevation drawings have been submitted that demonstrate the differentiating materials to be used on this façade, demonstrating how the intent of the standard is being met with the proposed design. This adjustment meets approval criterion (ii) for equally meeting the purpose of the standard.

4. *SRC 535.015(g)(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.*
   The purpose of SRC 535.015(g)(5) is to ensure that ground-floor facades facing a street maintain a high level of transparency, promoting visibility into the building, pedestrian engagement, and an active streetscape. The standard requires that at least 50 percent of the ground-floor facade be composed of transparent windows with a minimum visible transmittance (VT) of 37 percent.
   The applicant proposes an adjustment to reduce the required window coverage from 50 percent to 43 percent along the 27th Avenue frontage. The submitted elevation drawings provide detailed measurements and materials demonstrating that the proposed windows meet the minimum VT requirement and are not mirrored or treated in a way that obstructs visibility into the building.

   Despite the reduced window area, the design maintains the intent of the standard by ensuring significant transparency along the street-facing facade. The provided windows allow for visual connectivity between the interior and exterior, fostering an engaging streetscape. Additionally, the proposed design incorporates architectural features and pedestrian-oriented elements that complement the transparency provided, maintaining an active and inviting frontage. This adjustment meets approval criterion (ii) because it equally meets the purpose of the standard by preserving visibility, pedestrian interaction, and the overall intent of the ground-floor transparency requirement.

5. *SRC 800.065(a)(1)(A) Pedestrian connection between building entrances and streets. As demonstrated on the submitted plans, the primary building entrances are connected by a single pedestrian connection. The primary building entrances are connected to 27th Avenue and the private street within the Kuebler Village subdivision. The applicant is requesting an adjustment to eliminate a pedestrian connection to Kuebler Boulevard as there are site constraints and right-of-way constraints, including grade and a drainage ditch, that make a direct pedestrian connection infeasible. Additionally, as the back of the building is along Kuebler Boulevard, a pedestrian connection to the back side of the building is not appropriate. The applicant has provided a pedestrian connection as close as possible to the intersection of Kuebler Boulevard and 27th Avenue. This connection is approximately 70-feet away from the crosswalk at this intersection. This adjustment meets approval criterion (ii) for equally meeting the purpose of the standard.*

6. *SRC 806.060(a)(1) Location: 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. The proposed development complies with SRC 806.060(a)(1) by providing short-term bicycle parking within a convenient distance of the primary building entrance. Two bicycle parking spaces are located within 50 feet of the entrance, meeting the standard. However, four additional bicycle parking spaces are located approximately 92 feet from the entrance. To accommodate these spaces, the applicant is requesting an adjustment to allow the additional bicycle parking to exceed the 50-foot maximum distance. The proposed location still provides convenient and accessible bicycle parking while maintaining the functionality and design of the site. To equally meet the intent of the standard, the applicant proposes an 8 foot wide pedestrian connection from the bicycle parking spaces to the closest building entrance. This adjustment meets approval criterion (ii) for equally meeting the purpose of the standard.*

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

Applicant's Findings: *The proposal is not located within a residential zone; therefore, this criterion is not applicable.*

(B) If more than one adjustment has been requested, the cumulative effect of all the adjustments result in a project which is still consistent with the overall purpose of the zone.

Applicant's Findings: *The Mixed Use-III (MU-III) zone is intended to support a mix of commercial, office, and residential uses that create a pedestrian-friendly, integrated urban environment. The proposed adjustments collectively maintain the integrity of this zoning designation by ensuring a functional, accessible, and visually cohesive development within Kuebler Village, while also addressing specific site constraints. The requested adjustments do not alter the fundamental character or purpose of the zone but rather allow for a practical design response that accommodates shared access, site grading challenges, and right-of-way limitations while still fostering an active streetscape and pedestrian connectivity.*

The elimination of the interior landscape strip supports the cohesive integration of the development by facilitating shared parking and circulation, aligning with the intended mixed-use character. The adjustment to the building entrance standard reflects the practical realities of site topography and the City's recognition of the private street as the primary frontage, ensuring that pedestrian access remains convenient and safe. The minor reductions in ground-floor window coverage, particularly along Kuebler Boulevard, accommodate the significant grade change while maintaining an engaging façade through differentiated materials and thoughtful design elements. Likewise, the adjustment to pedestrian connections prioritizes feasible and safe access points, with a direct connection provided as close as possible to Kuebler Boulevard. The bicycle parking adjustment ensures that all spaces remain accessible and functional, with an enhanced pedestrian connection to offset the increased distance.

Together, these adjustments allow for a well-integrated, high-quality mixed-use development that continues to meet the intent of the MU-III zone by maintaining active street engagement, pedestrian accessibility, and site functionality. The cumulative effect of these modifications does not diminish the purpose of the zone but instead ensures that the project remains practical, cohesive, and consistent with the overall objectives of mixed-use development in this area.

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

Applicant's Findings: *The applicant understands that unless the final decision states otherwise, any approved adjustments shall run with the land.*

Section 6: Findings Applicable to the Airport Overlay Zone

Chapter 602 – Airport Overlay Zone

Section 602.001 – Purpose

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

Section 602.010 – Airport Overlay Zone Boundary

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

(a) *Approach area.* The approach area consists of the following:
  (1) *Runway other than utility runway with only visual approach area.* The inner boundary of the runway other than utility runway with only visual approach area lies along the end of the primary surface and is 500 feet wide. The area expands outward uniformly to a width of 1,500 feet at a horizontal distance of 5,000 feet from the primary surface. The centerline of the area is the continuation of the centerline of Runway 16/34.
  (2) *Non-precision instrument runway having a non-precision instrument approach with visibility minimums as low as three-quarter mile area.* The inner boundary of the non-precision instrument runway having a non-precision instrument approach with visibility minimums as low as three-quarter mile area lies along the end of the primary surface and is 1,000 feet wide. The area expands outward uniformly to a width of 4,000 feet at a horizontal distance of 10,000 feet from the primary surface. The centerline of the area is the continuation of the centerline of Runway 13.
  (3) *Precision instrument runway approach area.* The inner boundary of the precision instrument runway approach area lies along the end of the primary surface and is 1,000 feet wide. The area expands outward uniformly to a width of 16,000 feet at a horizontal distance of 10,000 feet from the primary surface and thereafter to a horizontal distance of 50,000 feet from the primary surface. The centerline of the area is the continuation of the centerline of Runway 31.

(b) *Transitional areas.* The transitional areas are those areas that lie beneath the transitional surfaces of each runway.

(c) *Horizontal area.* The boundary of the horizontal area is established by swinging arcs with 5,000 feet radii, for all utility or visual runways, and 10,000 feet radii, for all other runways, from the center of each end of the primary surface of each runway and connecting the adjacent arcs by drawing lines tangent to those arcs. The horizontal area does not include the approach and transitional areas.

(d) *Conical surface area.* The conical surface area commences at the periphery of the horizontal area and extends outward a horizontal distance of 4,000 feet.

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

Section 602.015 – Uses

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

Applicant's Findings: *The applicant understands the uses permitted are reliant on the underlying zoning and overlay zoning, not the airport overlay zone itself. The applicant is proposing uses which are outright permitted within the MU-III zone. This criterion is met.*

Section 602.020 – Development Standards

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

(a) *Height.* Except as otherwise provided in this chapter, no building, structure, or object shall be erected or increased in height, and no vegetation shall be allowed to grow, to a height in excess of the height limitations set forth in this subsection. If all or part of a lot is located in more than one Airport Overlay Zone area, the applicable height limitation shall be the most restrictive height limitation.

(1) *Runway other than a utility runway with only visual approaches.* No building, structure, object, or vegetative growth shall have a height greater than that established by a plane sloping 20 feet outward for each one foot upward beginning at the end of, and at the same elevation as, the primary surface and extending to a horizontal distance of 5,000 feet along the extended centerline of Runway 16-34.

(2) *Non-precision instrument runway having a non-precision instrument approach with visibility minimums as low as three-quarter mile.* No building, structure, object, or vegetative growth shall have a height greater than that established by a plane sloping 34 feet outward for each one foot upward beginning at the end of, and at the same elevation as, the primary surface and extending to a horizontal distance of 10,000 feet along the extended centerline of Runway 13.

(3) *Precision instrument runway approach.* No building, structure, object, or vegetative growth shall have a height greater than that established by a plane sloping 50 feet outward for each one foot upward beginning at the end of, and at the same elevation as, the primary surface and extending to a horizontal distance of 10,000 feet along the extended centerline of Runway 31; thence

sloping 40 feet outward for each one foot upward to an additional horizontal distance of 40,000 feet along the extended centerline of Runway 31.

(4) *Transitional surface.* In the transitional surface, no building, structure, object, or vegetative growth shall have a height greater than that established by a plane sloping seven feet outward for each one foot upward beginning at the sides of, and at the same elevation as, the primary surface and the approach surface, and extending to a height of 150 feet above the airport elevation. In addition, in the transitional surface there are established height limits sloping seven feet outward for each one foot upward beginning at the sides of, and the same elevation as, the approach surface, and extending to where they intersect the conical surface. Where the precision instrument runway approach area projects beyond the conical area, there are established height limits sloping seven feet outward for each one foot upward beginning at the sides of, and the same elevation as, the approach surface, and extending a horizontal distance of 5,000 feet measured at 90-degree angles to the extended runway centerline.

Applicant's Findings: *The development site falls within the horizontal surface. Criteria one through four above are not applicable.*

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

Applicant's Findings: *The development site sits approximately 347 feet above sea level and the McNary Field airport is approximately 214 feet above sea level. This provision provides a maximum height of 150-feet for buildings, structures, objects, and vegetation. However, the MU-III zone limits building and accessory structure height to 70-feet. None of the proposed structures on the site will exceed 35 feet in height. the time signage is proposed, it will also be reviewed, and findings will show it meets the applicable restrictions. This criterion is met.*

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

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

(b) *Development compatibility.* Uses within the Airport Overlay Zone shall not be developed, conducted, or maintained in such a manner as to create electrical interference with navigational signals or radio communications between the airport and

aircraft, make it difficult for pilots to distinguish between airport lights and other lights, result in glare in the eyes of pilots using the airport, impair visibility in the vicinity of the airport, attract wildlife, or endanger or interfere in any other manner with landing, takeoff, or maneuvering of aircraft using or intending to use McNary Field.

Applicant's Findings: *The proposed development is located within the Airport Overlay Zone and has been designed to ensure compatibility with airport operations at McNary Field. The project will not generate electrical interference that could affect navigational signals or radio communications between the airport and aircraft. Lighting for the development will be designed in accordance with City standards to prevent confusion with airport lights and will be shielded or directed away from flight paths to minimize glare that could impact pilots. Additionally, the development will not include reflective materials or other design elements that could impair visibility in the vicinity of the airport.*

The project has also been designed to avoid attracting wildlife that could pose hazards to aircraft. Landscaping plans incorporate species that do not encourage bird congregation, and no open water features or other wildlife attractants are proposed. The site's stormwater management will comply with all applicable regulations to prevent standing water that could draw birds or other wildlife into the flight path. Furthermore, the height of the building and other structures complies with all applicable height restrictions, ensuring they do not interfere with aircraft maneuvering, takeoff, or landing.

With these measures in place, the proposed development will not create any conflicts with airport operations or compromise aviation safety. The project has been carefully designed to ensure compliance with Airport Overlay Zone standards, maintaining safe and efficient air travel at McNary Field while allowing for the intended mixed-use development.

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

Applicant's Findings: *The applicant will be made aware of any marking and lighting requirements by the FAA when contact is made regarding the variance. If any marking and lighting is required, the applicant will demonstrate those at the time of the variance request.*

Section 7: Conclusion

The proposed Class 3 Site Plan Review and Adjustments for the first phase of development within Kuebler Village Subdivision represents a well-planned and thoughtfully integrated project that aligns with the intent of the Mixed Use III (MU-III) zone. The development of a US Market and fueling station will serve as an anchor for future phases, supporting the overall vision of a cohesive, pedestrian-friendly, and accessible mixed-use development. The site

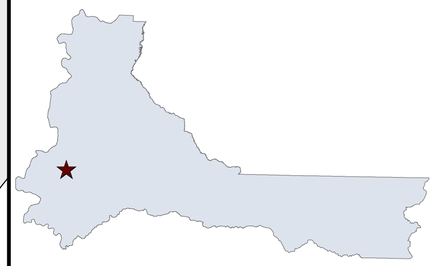
design incorporates efficient circulation, a robust pedestrian network, and enhanced landscaping that exceeds the minimum requirements, ensuring a visually appealing and functional layout. The requested adjustments allow the project to navigate site constraints while maintaining compliance with the broader zoning and development standards, ensuring compatibility with surrounding uses. With careful consideration given to pedestrian connectivity, landscaping, site functionality, and compliance with applicable standards, the proposal represents a high-quality addition to the Kuebler Village Subdivision. The application meets the approval criteria, and approval is warranted to facilitate the successful implementation of this key component of the larger development vision.

Section 8: Exhibits

Exhibit A – Marion County Tax Map

08 3W 12C

08 3W 12C
SALEM



MARION COUNTY, OREGON
SW1/4 SEC12 T8S R3W W.M.
SCALE 1" = 200'

LEGEND

LINE TYPES

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

CORNER TYPES

- + 1/16TH Section Cor.
- 1/4 Section Cor.
- DLC Corner
- 16 15 / 21 22 Section Corner

NUMBERS

Tax Code Number

00 00 0

Acreage *0.25 AC*

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

NOTES

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

200.00
175.00

CANCELLED NUMBERS

702
703
1601
1702
1703
1801
1900
2000
2001
2002
2100
2101
2202
2203

DISCLAIMER: THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSES ONLY

Marion County OREGON — Assessors Office Cartography Dept

FOR ADDITIONAL MAPS VISIT OUR WEBSITE AT
www.co.marion.or.us

PLOT DATE: 3/28/2024

SALEM
08 3W 12C

08 3W 12C

Exhibit B – Deeds

Marion County Parcel Information

TICOR TITLE™

Parcel Information

Parcel #:	**532174**
Tax Lot:	**083W12C002201**
Site Address:	
	Salem OR 97302
Owner:	Boone Road Commercial LLC
Owner2:	
Owner Address:	650 Hawthorne Ave SE Ste 210
	Salem OR 97301 - 5895
Twn/Range/Section:	08S / 03W / 12 / SW
Parcel Size:	24.43 Acres (1,064,171 SqFt)
Plat/Subdivision:	
Lot:	
Block:	
Census Tract/Block:	002002 / 1000
Waterfront:	

Tax Information

Levy Code Area:	24010
Levy Rate:	19.6343
Tax Year:	2024
Annual Tax:	$19,591.70
Exempt Desc:	N/A

Legal

ACRES 24.43

Assessment Information

Market Value Land:	$1,270,360.00
Market Value Impr:	$0.00
Market Value Total:	$1,270,360.00
Assessed Value:	$997,830.00

Land

Zoning:	Salem-MU-II - Mixed Use-II	**Cnty Bldg Use:**	Residential
Cnty Land Use:	490 - Tract Land Only, Over 1 Acre, Inside City Or Ugb	**Neighborhood:**	
Std Land Use:	8001 - Residential-Vacant Land	**Recreation:**	
School District:	24J - Salem-Keizer	**Primary School:**	Lee Elementary School
Middle School:	Judson Middle School	**High School:**	South Salem High School

Improvement

Year Built:		**Stories:**		**Finished Area:**	
Bedrooms:		**Bathrooms:**		**Garage:**	
Basement Fin:					

Transfer Information

Loan Date:	11/22/2024	**Loan Amt:**	$14,000,000.00	**Doc Num:**	36415	**Doc Type:**	Stand Alone Mortgage
Loan Type:		**Finance Type:**	Credit Line (Revolving)	**Lender:**	GESA CREDIT UNION		

Sale Date:	03/25/2024	**Sale Price:**		**Doc Num:**	2024-8798	**Doc Type:**	DEED

MARION COUNTY RECORDS **2024-08798**
D-DEED 03/25/2024 02:08 PM
$15.00 $11.00 $10.00 $60.00 $96.00

I, Bill Burgess, County Clerk for Marion County, Oregon, certify that the instrument identified herein was recorded in the Official Records.

Pgs=3 SKM

Recording Requested by, and when recorded, return to:

Boone Road Commercial LLC
650 Hawthorne Ave SE, Ste 210
Salem, OR 97301

All Tax Statements to be Sent to:

Boone Road Commercial LLC
650 Hawthorne Ave SE, Ste 210
Salem, OR 97301

SPECIAL WARRANTY DEED

KUEBLER CASCADE VIEW, LLC, an Oregon limited liability company ("**Grantor**"), conveys and specially warrants to BOONE ROAD COMMERCIAL LLC, an Oregon limited liability company ("**Grantee**") all of its interest in the following described real property, free of encumbrances created or suffered by the Grantor except as specifically set forth below.

See the attached and incorporated Exhibit A

Subject to: Easements and encumbrances of record.

The true consideration for this conveyance consists of other property or value.

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

DATED as of the 22 day of March, 2024.

GRANTOR:

KUEBLER CASCADE VIEW, LLC, an
Oregon limited liability company

By: _____
Dirk Stangier, Manager

OFFICIAL STAMP
AMY DANIELLE JOHNSON
NOTARY PUBLIC - OREGON
COMMISSION NO. 1037613
MY COMMISSION EXPIRES JUNE 06, 2027

STATE OF OREGON)
) ss.
COUNTY OF Marion)

This instrument was acknowledged before me this 22 day of March, 2024, by Dirk Stangier, as Manager of KUEBLER CASCADE VIEW, LLC, an Oregon limited liability company.

DATED: 3/22/2024

_____
(Signature)

NOTARY PUBLIC in and for the State of Oregon
My commission expires 6/6/2027

EXHIBIT A
TO
SPECIAL WARRANTY DEED

The Land referred to herein below in situated in the County of Marion, State of Oregon, and is described as follows:

BEGINNING AT A POINT IN THE SOUTH LINE OF SECTION 12 IN TOWNSHIP 8 SOUTH, RANGE 3 WEST OF WILLAMETTE MERIDIAN IN THE CITY OF SALEM, MARION COUNTY, OREGON, 1336.96 FEET FROM THE SOUTHWEST CORNER OF SAID SECTION;
THENCE 800 FEET NORTH TO A POINT;
THENCE EAST 1778.04 FEET PARALLEL WITH THE SOUTH LINE OF SAID SECTION TO A POINT;
THENCE SOUTH 800 FEET TO THE SOUTH LINE OF SAID SECTION;
THENCE WEST ALONG THE SOUTH LINE OF SAID SECTION TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM ANY PORTION OF SAID LAND LYING WITH BOONE ROAD AND KUEBLER BLVD. ALSO EXCEPTING THEREFROM THOSE PORTIONS AS SET OUT IN THAT CERTAIN STIPULATED FINAL JUDGMENT, NO. 88C-10471 IN FAVOR OF THE STATE OF OREGON, RECORDED JULY 2, 1990 IN REEL 781 AND PAGE 0075, FILM RECORDS.

ALSO EXCEPTING THEREFROM THOSE PORTION CONVEYED TO STATE OF OREGON, BY AND THROUGH ITS DEPARTMENT OF TRANSPORTATION, AS SET OUT IN THAT CERTAIN BARGAIN AND SALE DEED RECORDED SEPTEMBER 18, 2014 AS REEL 3636 AND PAGE 0298, FILM RECORDS.

ALSO EXCEPTING THEREFROM THOSE PORTION CONVEYED TO THE CITY OF SALEM, AN OREGON MUNICIPAL CORPORATION, AS SET OUT IN THAT CERTAIN WARRANTY DEED RECORDED MARCH 12, 2021 AS REEL 4462 AND PAGE 0136, FILM RECORDS.

THE LEGAL DESCRIPTION WAS CREATED PRIOR TO JANUARY 01, 2008.

Marion County
Document Separator Page

Instrument # 2024-08798

March 25, 2024 02:08 PM

State of Oregon
County of Marion

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

Fee: $96.00

Bill Burgess
Marion County Clerk

This is not an invoice.

Exhibit C – Articles of Organization

AMENDED ANNUAL REPORT

Corporation Division
sos.oregon.gov/business

E-FILED
Jul 30, 2024
OREGON SECRETARY OF STATE

REGISTRY NUMBER

158997396

REGISTRATION DATE

08/27/2019

BUSINESS NAME

BOONE ROAD COMMERCIAL LLC

BUSINESS ACTIVITY

DOMESTIC LIMITED LIABILITY COMPANY

MAILING ADDRESS

650 HAWTHORNE AVE SE STE 210
SALEM OR 97301 USA

TYPE

DOMESTIC LIMITED LIABILITY COMPANY

PRIMARY PLACE OF BUSINESS

650 HAWTHORNE AVE SE STE 210
SALEM OR 97301 USA

JURISDICTION

OREGON

REGISTERED AGENT

DANIEL MOLINA

650 HAWTHORNE AVE SE STE 210
SALEM OR 97301 USA

If the Registered Agent has changed, the new agent has consented to the appointment.

MANAGER

DOUGLAS SPROUL

650 HAWTHORNE AVE SE STE 210
SALEM OR 97301 USA

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

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

ELECTRONIC SIGNATURE

NAME

DANIEL MOLINA

TITLE

ACCOUNTANT

DATE

07-30-2024

Exhibit D – HOA Statement

BRAND

Homeowners Association Information

The applicant is submitting this statement to confirm there is no homeowners association (HOA) which is active or registered with the Oregon Secretary of State which impacts the subject property.

Exhibit E – HCRPZ Acknowledgement

BRAND

Historic and Cultural Resources Protection Zone Acknowledgement

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

Exhibit F – TGE Form

CITY OF Salem AT YOUR SERVICE

Traffic Engineering Section
Public Works Department
555 Liberty Street SE, Room 325 Telephone: 503-588-6211
Salem, Oregon 97301-3513 TTY: 503-588-6292

Trip Generation Estimate

Street _____

Bin # _____ TGE # _____

Date Received _____

Section 1 (To be completed by applicant.)

Applicant Name: BRAND Land Use Telephone: 503-370-8704

Applicant Mailing Address: 1720 Liberty St SE

Location of New Development: Lot 1 of Kuebler Village Subdivision
(Please provide street address. If unknown, provide approximate address and geographical description/nearest cross streets.)

Description and Size of New Development: New 5218 square foot convenient store with 8 fueling pumps
(e.g., 150 single-family homes, 20,000 sq. ft. office addition, 12-pump gas station, 50-student day care, additional parking, etc.)

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

Planning Action Involved, if any: _____
(e.g., zone change, subdivision, partition, conditional use, PUD, mobile home park, etc.)

Building Permit Involved:
Yes ☐ No ☐

Section 2 (To be completed by City staff.)

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

Section 3 (To be completed by City staff.)

Transportation Impact Analysis (TIA)

Net Increase in Average Daily Trips: _____
(Proposed use minus existing use.)

☐ A TIA **will** be required:
- ☐ Arterial/Collector—1000 Trip/day Threshold
- ☐ Local Street/Alley—200 Trip/day Threshold
- ☐ Other: _____

☐ A TIA **will not** be required.

Transportation Systems Development Charge

Net Increase in TSDC Trips: _____
(Proposed use minus existing use.)

☐ A TSDC **will** be required.
(Fee determined by Development Services.)

☐ A TSDC **will not** be required.

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

Section 4 (To be completed by City staff.)

Remarks:

Date: _____

cc: ☐ Chief Development Services Engineer
☐ Community Development
☐ Building Permit Application
☐ _____

By: _____

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

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

TIA Determination:

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

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

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

TSDC Analysis:

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

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

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

Exhibit G – Neighborhood Association/Transit/PGE Contact

Shelby Guizar

From: Shelby Guizar
Sent: Monday, March 10, 2025 8:38 AM
To: planning@cherriots.org; Ken Spencer
Cc: Britany Randall
Subject: FW: Notice of Land Use Application
Attachments: US Market Neighborhood Contact Letter.pdf; 2025.2.11 Site Plan.pdf

Hi Cherriots and PGE,

I forgot to include you on the notice below. Let me know if you have any questions.

Thank you!

Shelby Guizar

BRAND Land Use

Project Manager
Office: (503) 370-8704
Cell: (503) 509-0545
Place: 1720 Liberty Street SE
Salem, OR 97302
www.brandlanduse.com

From: Shelby Guizar
Sent: Monday, March 10, 2025 8:36 AM
To: 'southgateway@salemneighbors.org' <southgateway@salemneighbors.org>; sidrakdragon@live.com; 'lizbackermna@gmail.com' <lizbackermna@gmail.com>
Cc: Britany Randall <britany@brandlanduse.com>
Subject: Notice of Land Use Application

Dear Neighborhood Chairs and Co-Chairs,

Please find notice of a site plan review and adjustments within or abutting your neighborhood attached. The proposal includes a new convenience store with fueling pumps and associated site improvements on undeveloped land. A detailed site plan has been included in the attached letter. If you have questions, please feel free to contact us.

Thank you,

Shelby Guizar

BRAND
Land Use

Project Manager
Office: (503) 370-8704
Cell: (503) 509-0545
Place: 1720 Liberty Street SE
Salem, OR 97302
www.brandlanduse.com

Notice of Land Use Application Submittal

March 10, 2025

South Gateway Neighborhood Association

Greg Macdonald
southgateway@salemneighbors.org

***Adjacent Neighborhood Association:* Morningside Neighborhood Association**

Pamela Schmidling
sidrakdragon@live.com

Liz Backer
Lizbackermna@gmail.com

RE: Site Plan Review and Adjustments for property identified as Marion County Map and Tax lot Number 083W12C002201

Dear Chairs and Land Use Chairs,

We are reaching out to you regarding a project within the boundaries of, or adjacent to, your Neighborhood Association.

The applicant/property owners are seeking approval of site plan review and adjustments. The purpose of the project is to develop a new 5,218 square foot convenience store and eight fueling stations with associated parking and site improvements.

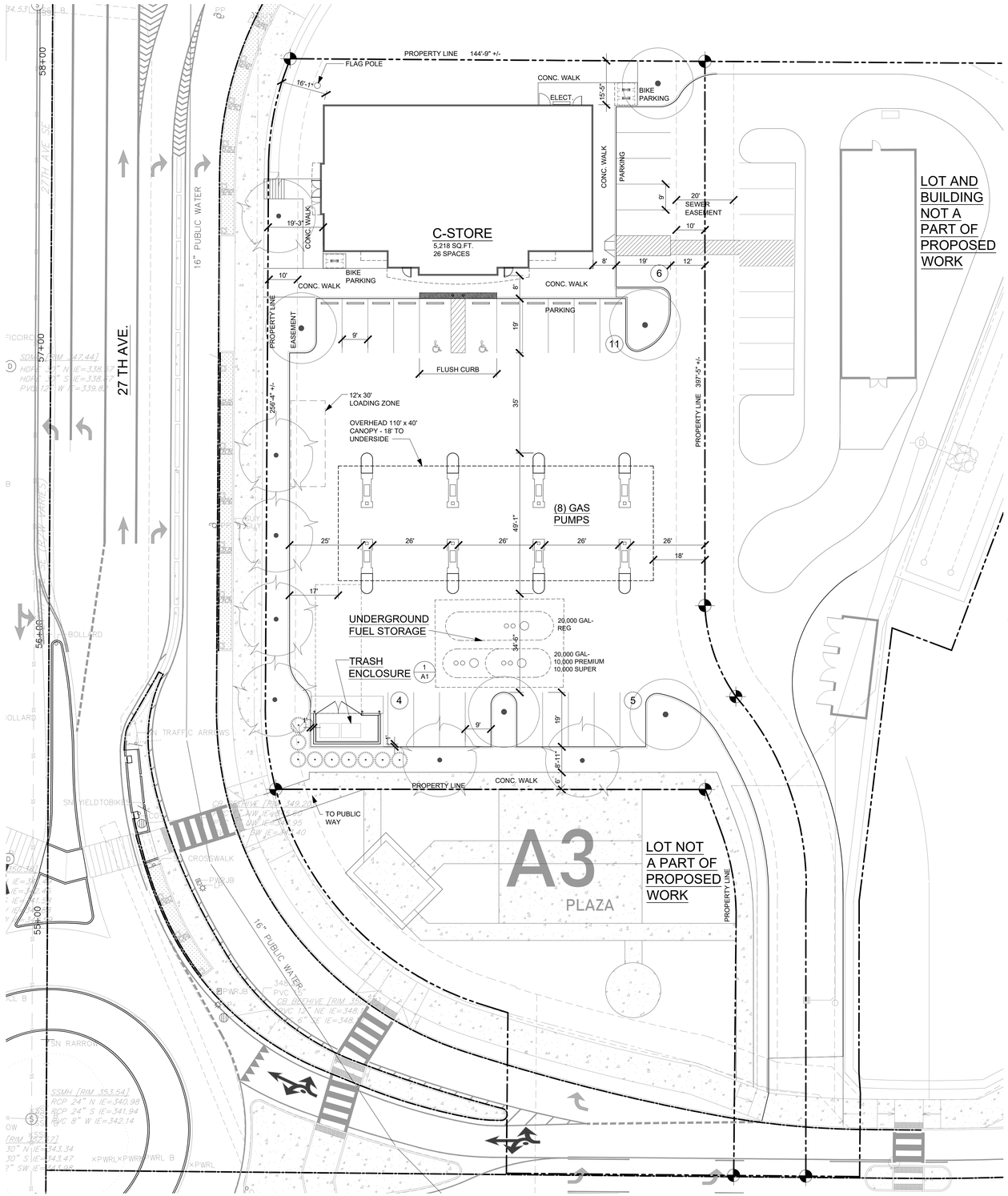
This application will be processed using Type II procedures. The neighborhood association, property owners, and tenants within 250-feet of all portions of the property will receive notice of the application and have an opportunity to provide comments.

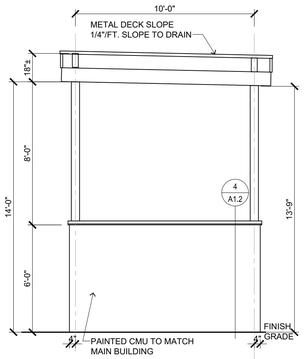
We hope that you find this letter and attached conceptual plan informative. If you have any questions regarding this notice, please contact the applicant's land use representative.

Thank you.

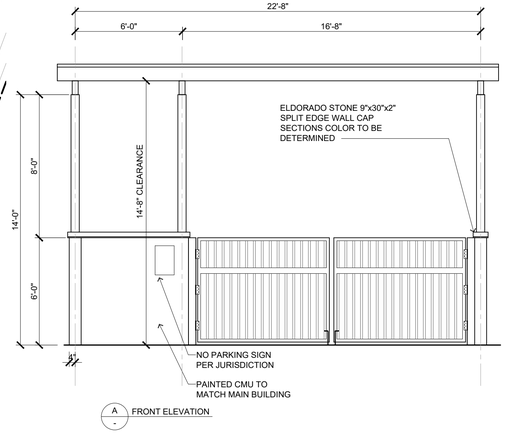
Applicant Information
Mosaic Development Services LLC

Applicant Representative Information
BRAND Land Use, LLC | Britany Randall
Ph: 503-680-0949
Britany@BRANDlanduse.com

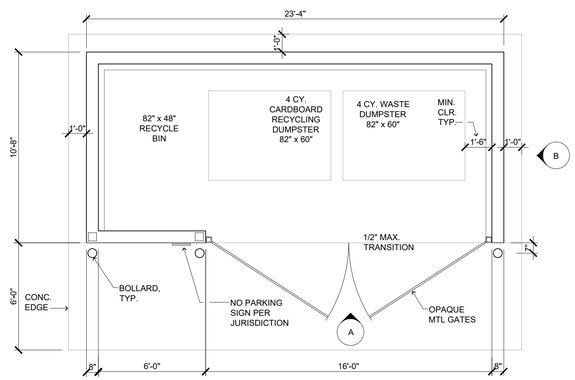




B SIDE ELEVATION



A FRONT ELEVATION



1 TRASH AND RECYCLING ENCLOSURE
(PLAN) (UNDER SEPARATE PERMIT)
SCALE: 1/4" = 1'-0"

Site and Project Information	
Site Location:	2900 Kuebler Blvd., Salem OR 97317
Parcel Number:	083W12C002201
Taxlot Number:	2201
Parcel Size:	±0.99 AC
Zoning:	MU-III – Mixed Use-III
Overlay:	NA
Abutting Zone(s):	MU-II – Mixed Use-II
Existing Use:	Vacant Lot
Proposed Use:	Convenience store, 8 pump Gas Station

MU-III – Mixed Use III			
Code Section:		*Required*	*Proposed*
Table 535-2	Minimum Lot Size:	None	43,056 SF (0.99 AC)
Table 535-3	Setbacks	5' min 30' max Up to the first 10 ft of the setback area can be used exclusively for pedestrian amenities At least 50 percent of the remaining setback area must be landscaped.	North Setback – 15'-5" South Setback – 6'-0" West Setback – 10'-0" East Setback -
Table 535-5	Lot Coverage: Max. Height:	No Max. 70'	1 Story – 35' max.
Table 535-5 (e) (3)	Min Landscaping	Min 15% of development site (6458 SF)	7169 SF Landscape Provided
Table 535-5 (e) (4)	Gas Station Min Landscaping	1 Plant Unit (PU) per 16 SF of Landscaped Area	408 Plant Units Provided for 6458 SF required Landscape Area
Table 807-1 806.035	Landscape Types Type A	Min. 1 PU per 16 sq. ft. of landscaped area Required Screening - None	408 Plant Units Provided for 7169 SF Landscaped Area
Table 806-1	Maximum Off-street Parking: Retail Sales: 1 per 200 SF	• 5,178 SF C-Store for Gas Station: 5,178/200 = 25.89 26 Total	26 Standard
Table 806-2	Parking Space Dimensions	Compact: 8' x 15' Standard: 9' x 19'	26 Standard
Table 806-4	Off-Street Parking Area Landscaping	12,087 SF – Min 5% (604 SF)	1469 SF Provided
Table 806-9	Bicycle Parking	Retail Sales: 4 spaces Max % of Long-term spaces allowed: 25%	5 stalls provided 0 Long Term
Table 806-10	Minimum Bicycle Parking Space Size	Standard: 2' x 6' Side-by-side: 1.5' x 6'	5 stalls provided
806.015(c)	Compact: 8' x 16'	75% allowed	No compact provided
8.0510.8	Loading Zone:	Min: 1 (12'x30') loading zone req'd (Total Retail Sales and Service buildings: 5,000 SF-60,000 SF)	1 Provided

SITE PLAN
DATE: 02/06/2025
1" = 20'
0 10 20 40 60

lenity architecture, inc.
3150 Kettle Court SE, Salem, Oregon 97301
P 503 399 1090 F 503 399 0565 lenityarchitecture.com

US MARKET
2900 KUEBLER BLVD.
SALEM, OR 97306

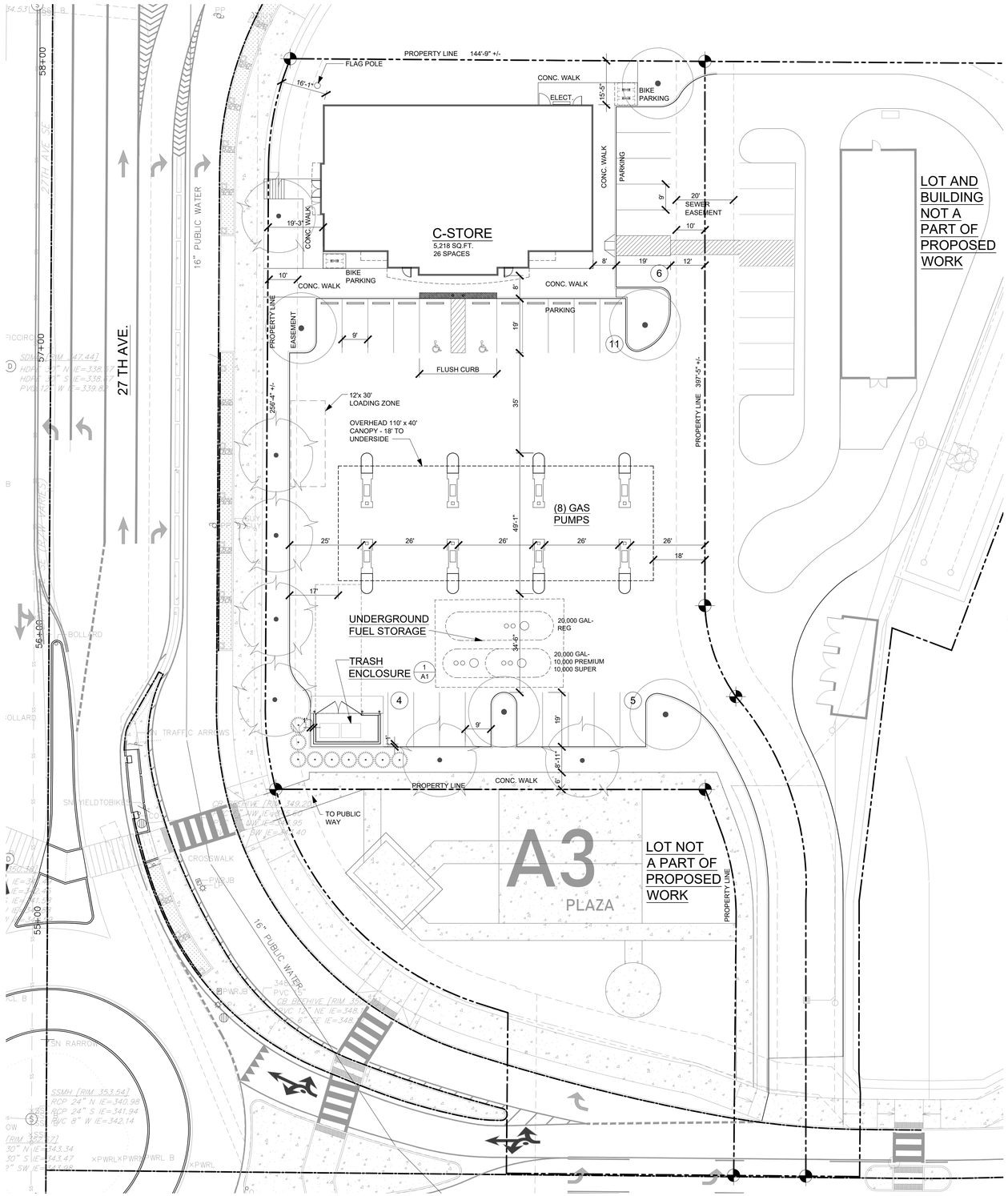
ARCHITECTURAL
SITE PLAN

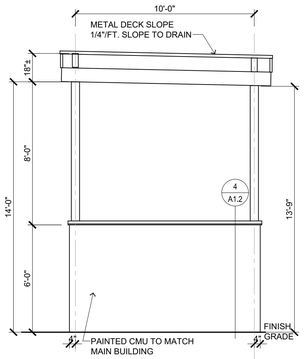
DATE
11/22/2024

REVISED DATE

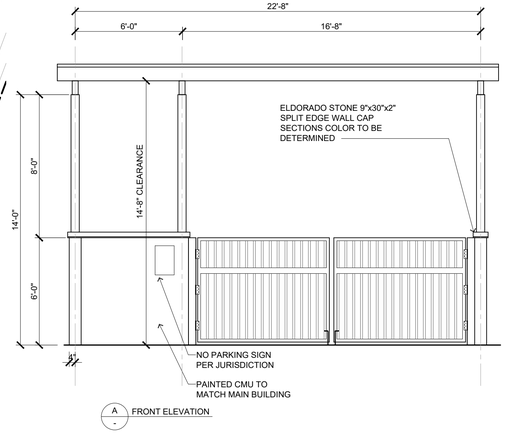
SHEET
A1

Exhibit H – Architectural Site Plan

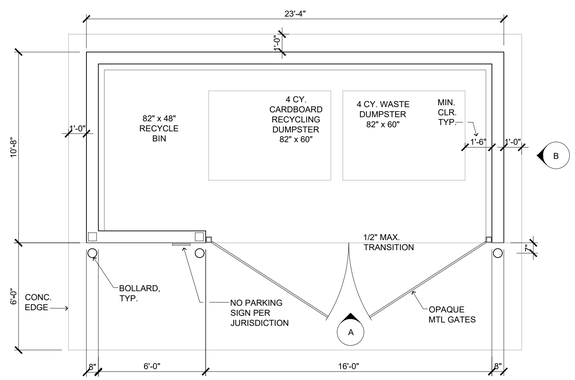




B SIDE ELEVATION



A FRONT ELEVATION



1 TRASH AND RECYCLING ENCLOSURE
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Zoning:	MU-III – Mixed Use-III
Overlay:	NA
Abutting Zone(s):	MU-II – Mixed Use-II
Existing Use:	Vacant Lot
Proposed Use:	Convenience store, 8 pump Gas Station

MU-III – Mixed Use III			
Code Section:		*Required*	*Proposed*
Table 535-2	Minimum Lot Size:	None	43,056 SF (0.99 AC)
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Table 535-5	Lot Coverage: Max. Height:	No Max. 70'	1 Story – 35' max.
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Table 535-5 (e) (4)	Gas Station Min Landscaping	1 Plant Unit (PU) per 16 SF of Landscaped Area	408 Plant Units Provided for 6458 SF required Landscape Area
Table 807-1 806.035	Landscape Types Type A	Min. 1 PU per 16 sq. ft. of landscaped area Required Screening - None	408 Plant Units Provided for 7169 SF Landscaped Area
Table 806-1	Maximum Off-street Parking: Retail Sales: 1 per 200 SF	• 5,178 SF C-Store for Gas Station: 5,178/200 = 25.89 26 Total	26 Standard
Table 806-2	Parking Space Dimensions	Compact: 8' x 15' Standard: 9' x 19'	26 Standard
Table 806-4	Off-Street Parking Area Landscaping	12,087 SF – Min 5% (604 SF)	1469 SF Provided
Table 806-9	Bicycle Parking	Retail Sales: 4 spaces Max % of Long-term spaces allowed: 25%	5 stalls provided 0 Long Term
Table 806-10	Minimum Bicycle Parking Space Size	Standard: 2' x 6' Side-by-side: 1.5' x 6'	5 stalls provided
806.015(c)	Compact: 8' x 16'	75% allowed	No compact provided
8.0510.8	Loading Zone:	Min: 1 (12'x30') loading zone req'd (Total Retail Sales and Service buildings: 5,000 SF-60,000 SF)	1 Provided

SITE PLAN
DATE: 02/06/2025
1" = 20'
0 10 20 40 60

lenity architecture, inc.
3150 Kettle Court SE, Salem, Oregon 97301
P 503 399 1090 F 503 399 0565 lenityarchitecture.com

US MARKET
2900 KUEBLER BLVD.
SALEM, OR 97306

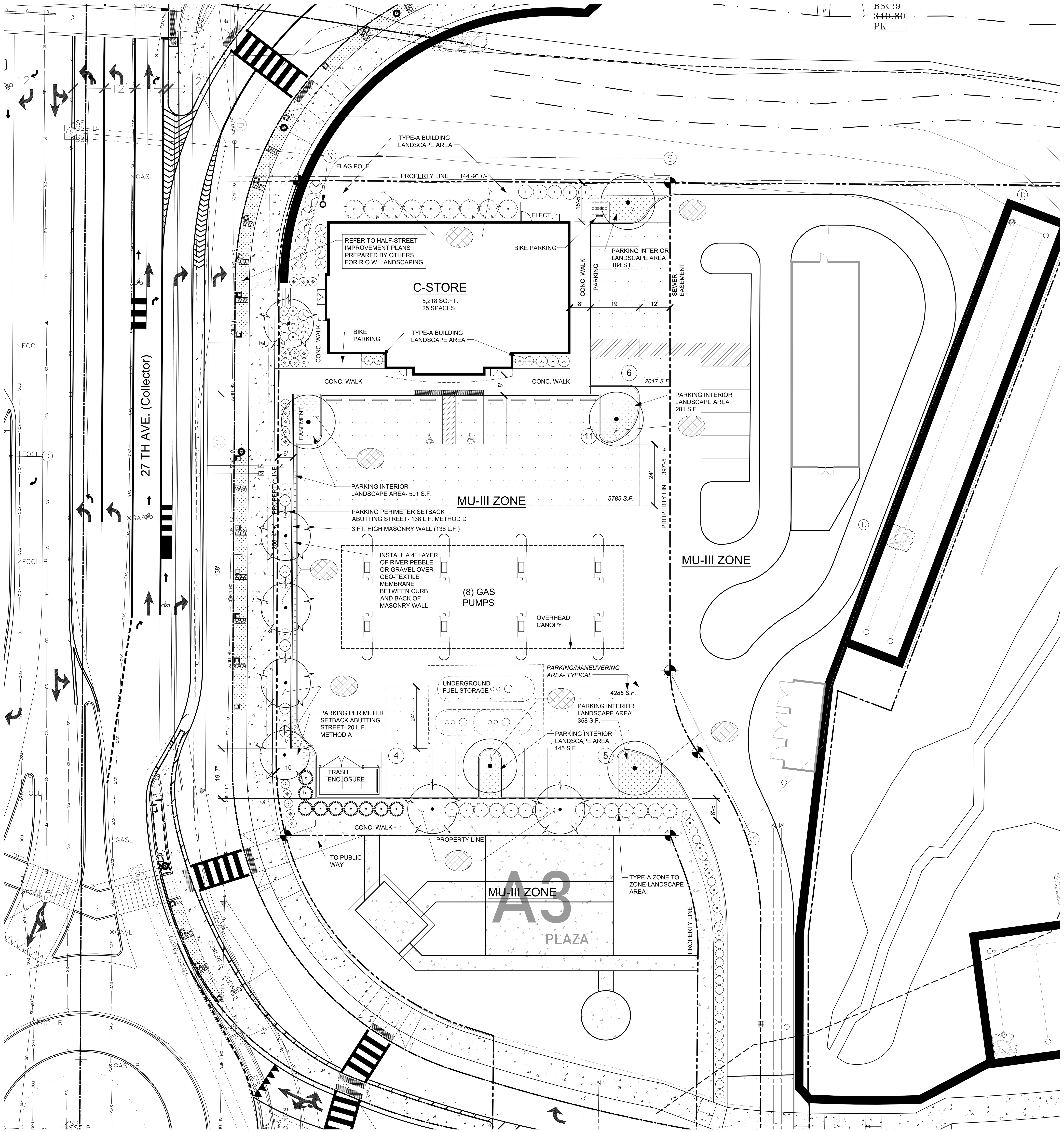
ARCHITECTURAL
SITE PLAN

DATE
11/22/2024

REVISED DATE

SHEET
A1

Exhibit I – Preliminary Landscape Plan



PLANTING SCHEDULE

SYMBOL	BOTANICAL NAME	COMMON NAME	QUANTITY	SIZE / TYPE	REMARKS
DECIDUOUS SHADE TREES- all trees shall be planted and maintained to meet, at minimum, the standards in the 2021 ANSI A300 Handbook.					
	Acer griseum	Paperbark Maple	7	1-1/2" Caliper B&B	Standard form
	Tilia tomentosa 'Sterling'	Sterling Silver Linden	5	1-1/2" Caliper B&B	Standard form
EVERGREEN TREE					
	Juniperus virginiana 'Taylor'	Taylor Red Cedar	9	5/6 ft. B&B	Full to ground
LARGE SHRUBS					
	Juniperus chinensis 'Sea Green'	Sea Green Juniper	14	3 gal. container	
	Rosa rugosa 'Hansa'	Ramanas Rose	5	3 gal. container	
	Sarcococca ruscifolia	Sweet Box	9	3 gal. container	
MEDIUM SHRUBS					
	Abelia grandiflora 'Kaleidoscope'	Kaleidoscope Glossy Abelia	7	1 gal. container	
	Ilex crenata 'Soft Touch'	Soft Touch Compact Japanese Holly	22	1 gal. container	
	Mahonia repens	Creeping Mahonia	40	1 gal. container	
	Rhodedendron 'Blue Diamond'	Blue Diamond Rhododendron	4	1 gal. container	
	Rosa x 'Noatraum'	Flower Carpet Pink Rose	19	1 gal. container	
GROUND COVERS					
	Ajuga reptans 'Atropurpurea'	Carpet Bugle	100% cover	Cell packs @ 18" o.c./ triang. spaced	

CHAPTER 535: MU-III MIXED USE-III STANDARDS

DEVELOPMENT SITE

REQUIREMENT: 15% MINIMUM OF THE DEVELOPMENT SITE (43,056 S.F.)
TO BE LANDSCAPED TO TYPE A STANDARD.
43,056 x .15= 6458 S.F. REQUIRED SITE LANDSCAPE AREA

PROPOSED: 7169 S.F. SITE LANDSCAPE AREA (16.6%)

REQUIREMENT: TYPE A LANDSCAPING (TOTAL FOR ALL LANDSCAPE AREAS)
1 PLANT UNIT (PU) / 16 S.F.
40% OF PU TO BE TREES
REQUIRED TYPE A LANDSCAPE AREA: 6458 S.F.
6458 / 16= 404 PU REQUIRED
404 PU x .40= 162 TREE PU REQUIRED

PROPOSED:

(12) SHADE TREES @ 10 PU=	120 PU
(9) EVERGREEN TREES @ 5 PU=	45 PU
TOTAL TREE PLANT UNITS:	165 PU (40.8%)
(28) LARGE SHRUBS @ 2 PU=	56 PU
(89) MEDIUM SHRUBS @ 1 PU=	89 PU
4783 S.F. GR. COV. x .02 PU=	95 PU
TOTAL PLANT UNITS:	**405 PU**

NOTE: PLANT QUANTITIES AND PLANT UNIT COUNT ABOVE INCLUDES PARKING PERIMETER, PARKING INTERIOR AND CHAPTER 807 TYPE A GENERAL LANDSCAPE AREAS.

CHAPTER 806- OFF-STREET PARKING, LOADING AND DRIVEWAYS

27th AVE. SE PARKING PERIMETER SETBACK LANDSCAPING REQUIREMENTS

REQUIREMENT: METHOD A-E PERIMETER SETBACK OPTIONS

PROPOSED: METHOD A: 10 FT. LANDSCAPE STRIP (20 L.F.)
METHOD D: 6 FT. LANDSCAPE STRIP (138 L.F.) & 3 FT. WALL

REQUIREMENT:

3 FT. HIGH MASONRY WALL	138 L.F
1 PLANT UNIT (PU) / 16 S.F.	
40% OF PU TO BE TREES	
COMBINED TYPE A LANDSCAPE AREA:	1028 S.F.
1028 / 16= 64.25	64 PU REQUIRED
64 PU x .40= 25.6	26 TREE PU REQUIRED

PROPOSED:

3 FT. HIGH MASONRY WALL	138 L.F.
(4) SHADE TREES @ 10 PU=	40 PU
(3) EVERGREEN TREES@ 5 PU=	15 PU
TOTAL TREE PU=	55 PU (86%)
(19) MEDIUM SHRUBS @ 1 PU=	19 PU
50% OF AREA TO BE PLANTED WITH GROUND COVER*	
1028 x .50= 514 S.F. GR. COV. x .02 PU=	10 PU
TOTAL PLANT UNITS:	**84 PU**

INTERIOR OFF-STREET PARKING AREA LANDSCAPING

REQUIREMENT: OFF-STREET PARKING AREA < 50,000 S.F
SHALL PROVIDE 5% MIN LANDSCAPE AREA
COMBINED OFF-STREET PARKING AREA: 12,087 S.F.
12,087 x .05= 604 S.F. TYPE A LANDSCAPE AREA

PROPOSED: 1469 S.F. LANDSCAPE AREA (12%)

REQUIREMENT: 1 SHADE TREE / 12 PARKING STALLS
25 STALLS / 12= 2.1 TREES

PROPOSED: 5 SHADE TREES

REQUIREMENT:

1 PLANT UNIT (PU) / 16 S.F.	
40% OF PU TO BE TREES	
REQUIRED TYPE A LANDSCAPE AREA:	604 S.F.
604 / 16=	38 PU REQUIRED
38 PU x .40=	15 TREE PU REQUIRED

PROPOSED:

(5) SHADE TREES @ 10 PU=	50 PU (49.7%)
90% OF AREA TO BE PLANTED WITH GROUND COVER*	
1469 S.F. GR. COV. x .02 PU=	29 PU
TOTAL PLANT UNITS:	**79 PU**

*PLANT GROUND COVER OUTSIDE OF TREE AND SHRUB PLANTING PIT AND PROJECTED SPREAD AREAS

CHAPTER 807- LANDSCAPING AND SCREENING

GENERAL TYPE A LANDSCAPING

PROPOSED:

(3) SHADE TREES @ 10 PU=	30 PU
(6) EVERGREEN TREES @ 5 PU=	30 PU
(28) LARGE SHRUBS @ 2 PU=	56 PU
(70) MEDIUM SHRUBS @ 1 PU=	70 PU
2800 S.F. GR. COV.* x .02 PU=	56 PU
TOTAL PLANT UNITS:	**242 PU**

NOTES

1. All planted areas shall be irrigated with an automatic underground irrigation system providing 100% coverage and equipped for SMART Technology performance.
2. All planted areas shall receive a 3" mulch layer of fresh shredded fir or hemlock bark.
3. Owner shall be responsible for maintenance of irrigation and planting installations in perpetuity.

LANDSCAPE PLAN

1" = 20' DATE: 02/06/2025

0 10 20 40 60

lenity architecture, inc.
3150 Kettle Court SE, Salem, Oregon 97301
p 503 399 1090 f 503 399 0565 w lenityarchitecture.com

US MARKET
2900 KUEBLER BLVD.
SALEM, OR 97306

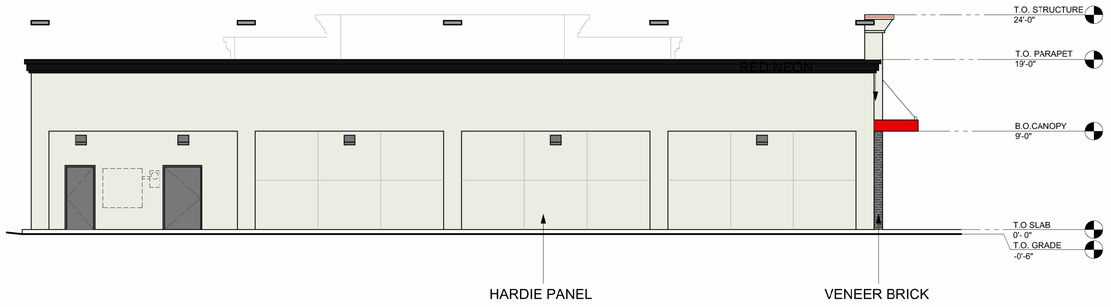
PRELIMINARY LANDSCAPE PLAN

DATE 11/22/2024

REVISED DATE

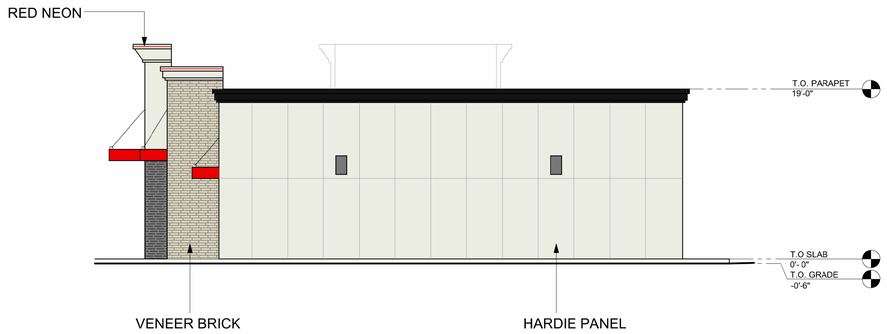
SHEET L1

Exhibit J – Proposed Elevations



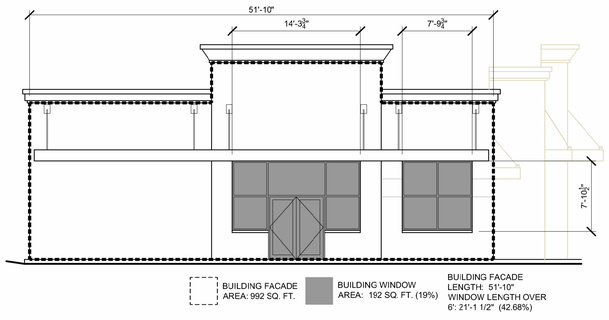
D REAR (NORTH) ELEVATION

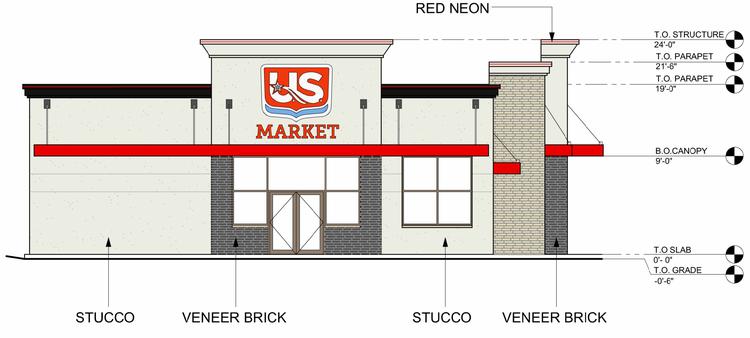
SCALE: 1/8" = 1'-0"



C RIGHT SIDE (EAST) ELEVATION

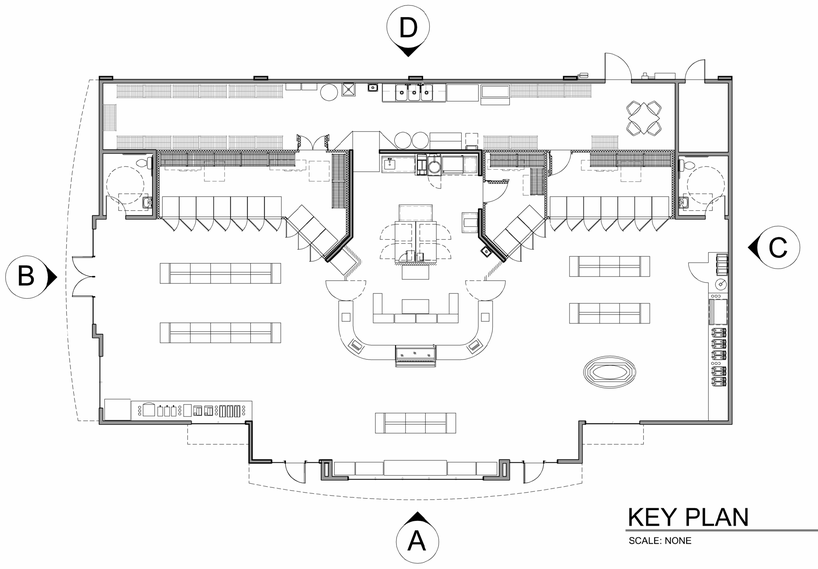
SCALE: 1/8" = 1'-0"





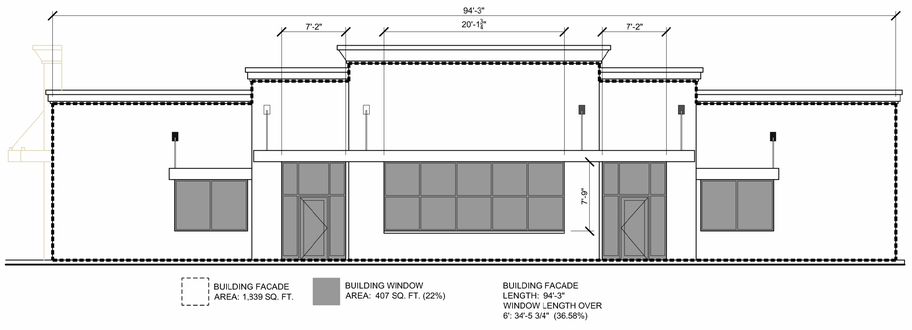
B LEFT SIDE (WEST) ELEVATION

SCALE: 1/8" = 1'-0"



KEY PLAN

SCALE: NONE



A FRONT (SOUTH) ELEVATION

SCALE: 1/8" = 1'-0"

lenity
architecture, inc.
3150 Kettle Court SE, Salem, Oregon 97301
P 503 399 1090 F 503 399 0565 W lenityarchitecture.com

US MARKET
2900 KUEBLER BLVD.
SALEM, OR 97306

ARCHITECTURAL ELEVATIONS

DATE
11/22/2024

REVISED DATE

SHEET
A3

Exhibit K – Civil Plan Set

DRAWINGS FOR:

KUEBLER VILLAGE LOT 1
SITE IMPROVEMENTS

FOR:

MOSAIC MANAGEMENT, INC.
1900 HINES ST. S.E. STE. 150
SALEM, OREGON 97302
PH: 503.391.9999
INFO@MOSAICMS.COM

PROJECT LOCATION

UTILITY CONTACTS

COMPANY	NAME	PHONE	EMAIL
CITY OF SALEM	ENGINEERING	503-588-6211	
	DISPATCH	503-588-6333	
PGE (DISTRIBUTION)	KEN SPENCER	503-970-7200	kenneth.spencer@PGN.com
PGE (LIGHTING)	ALLISON BAZIAK	503-463-4381	Allison.Baziak@PGN.com
NW NATURAL	CHRIS FLU	503-585-6611	ctf@nwnatural.com
LUMEN TECHNOLOGIES	TRAVIS VAUGHN	503-399-4931	Travis.Vaughn@CenturyLink.com
	JOSH FALLIN	503-365-5555	josh.fallin@centurylink.com
COMCAST	DAVE HAMMILL	503-924-9120	David_Hammill@Comcast.net

811
Know what's **below.**
Call before you dig.

DRAWING INDEX

GENERAL LEGEND

ABBREVIATIONS

A.C. or ASPH.	ASPHALTIC CONCRETE	IRR.	IRRIGATION
A.D.	AREA DRAIN	INV.	INVERT
ASSY.	ASSEMBLY	J.B.	JUNCTION BOX
BLDG. or BLD.	BUILDING	L.P.	LIGHT POLE
BW	BOTTOM OF WALL	M	METER, MAIN
CATV	CABLE TELEVISION	M.B.	MAILBOX
C.B.	CATCH BASIN	M.H.	MANHOLE
C.O.	CLEAN-OUT	O.H.	OVER-HEAD
CONC.	CONCRETE	P/L or ℄	PROPERTY LINE
C.L. or ℄	CENTERLINE	P.P.	POWER POLE
D.I.	DUCTILE IRON	PVC	POLYVINYL CHLORIDE
E.G.	EDGE OF GRAVEL	PWR or P	POWER
E.O.P. or E.P.	EDGE OF PAVEMENT	R. or RAD.	RADIUS
ELEV.	ELEVATION	R.O.W. or R/W	RIGHT-OF-WAY
EX. or EXIST.	EXISTING	SAN.SEWER or S.S.	SANITARY SEWER
F.D.C.	FIRE DEPT. CONNECTOR	ST.D. or S.D.	STORM DRAIN
FT.	FEET	SVC.	SERVICE
F.F.	FINISH FLOOR	S/W	SIDEWALK
F.G.	FINISH GRADE	T.C.	TOP OF CURB
F.H.	FIRE HYDRANT	TEL. or T	TELEPHONE
F.I.	FIELD INLET	TRANS.	TRANSFORMER
F.M.	FORCE MAIN	TRAF. SIG. or T.S.	TRAFFIC SIGNAL
GRAV.	GRAVEL	TW	TOP OF WALL
G.M.	GAS METER	TYP.	TYPICAL
G.P.	GATE POST	U.G. or U/G	UNDER GROUND
GS	GROUND SHOT	UTIL.	UTILITY
G.V.	GAS VALVE	W/	WITH
H	HANDICAP	WAT. or W	WATER
HYD.	HYDRANT	WLM	WETLANDS MARKER
I.R.	IRON ROD	W.M.	WATER METER
I.P.	IRON PIPE	Y.P.C.	YELLOW PLASTIC CAP

SYMBOLS

AD AREA DRAIN
CB or IN CATCH BASIN
CO SEWER CLEANOUT
FH FIRE HYDRANT
GV GAS VALVE
WV WATER VALVE
WM WATER METER
DS DOWN SPOUT
T MANHOLE TELEPHONE
D MANHOLE STORM DRAIN
S MANHOLE SAN. SEWER
SIGN SIGN POST
PWR PED POWER PEDESTAL
TEL PED TELEPHONE PEDESTAL
CATV PED CATV PEDESTAL
MB MAIL BOX
IV IRRIGATION VALVE
LP STREET LIGHTS
P PP UTILITY/POWER POLES
TP TEST PIT
MONUMENT FOUND
TREES – *TREENAME* DIAMETER (INCHES)/DRIP RADIUS (FEET)
NOTE: DIAMETER MEASURED AT BREAST HEIGHT

LINE TYPES

CATV LINE
COMMUNICATION LINE
EASEMENT LINE
FENCE LINE
FIBER OPTIC
GAS LINE
OVERHEAD LINE
PHONE LINE
POWER LINE
SANITARY SEWER
STORM DRAIN
WATER LINE

NO.	DATE	DESCRIPTION	BY
1		REVISIONS	

VERIFY SCALE
BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH, ADJUST THIS SHEET, ADJUST SCALES ACCORDINGLY

DSN. JW
DRN. RS
CKD. JW
DATE: 02/2025

REGISTERED PROFESSIONAL ENGINEER
OREGON
NOV. 12, 2008
WILLIAM J. WELLS
REVIEW
RENEWS: 6/30/2026

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

MOSAIC MANAGEMENT, INC.
KUEBLER VILLAGE LOT 1 IMPROVEMENTS
COVER SHEET, DRAWING INDEX, LOCATION MAP, & GENERAL LEGEND

DRAWING
C0.0

JOB NUMBER
3263.3000

2/28/2025 11:13:47 AM
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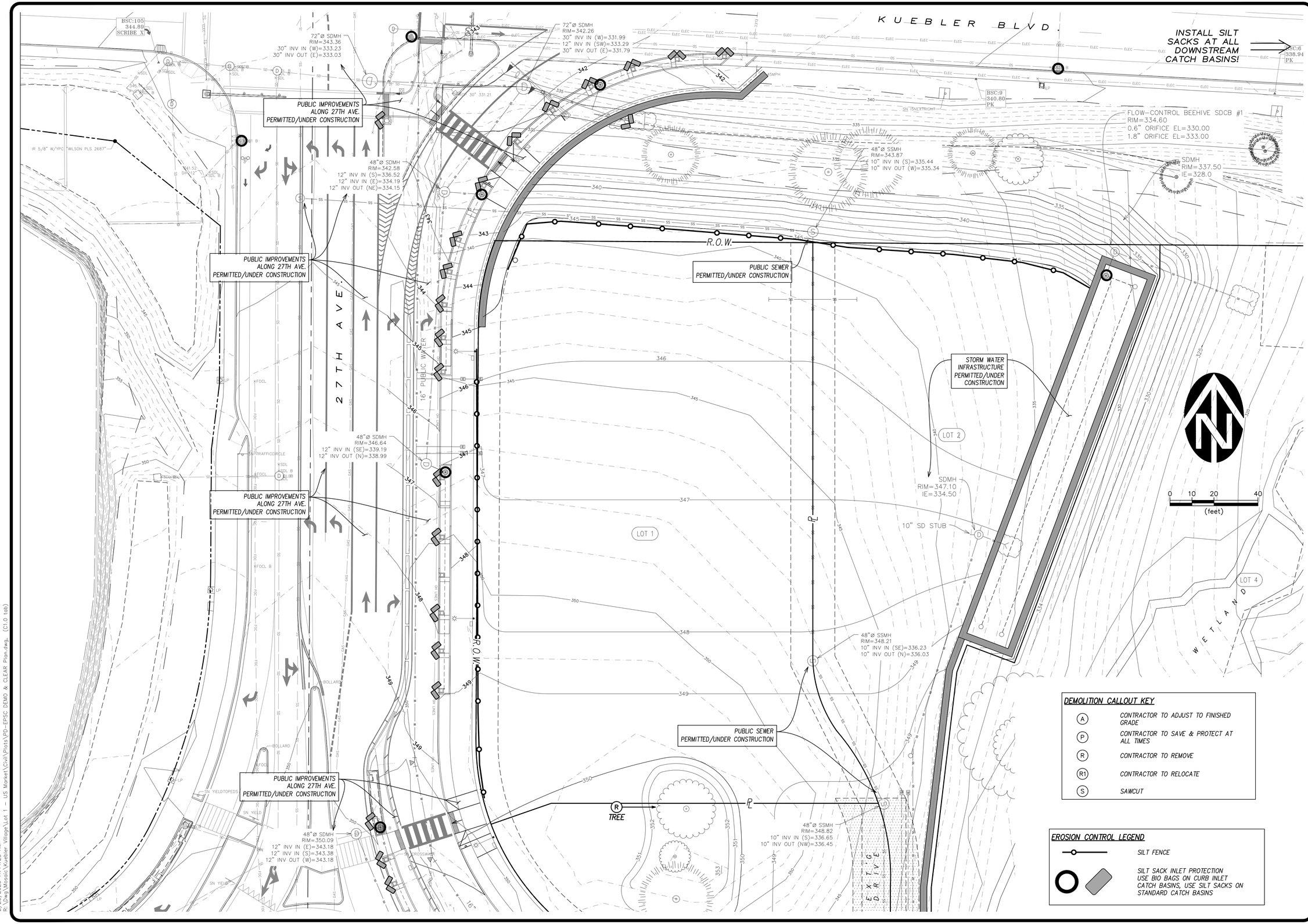

DEMOLITION CALLOUT KEY

(A)	CONTRACTOR TO ADJUST TO FINISHED GRADE
(P)	CONTRACTOR TO SAVE & PROTECT AT ALL TIMES
(R)	CONTRACTOR TO REMOVE
(R1)	CONTRACTOR TO RELOCATE
(S)	SAWCUT

EROSION CONTROL LEGEND

- SILT FENCE
- SILT SACK INLET PROTECTION USE BIO BAGS ON CURB INLET CATCH BASINS, USE SILT SACKS ON STANDARD CATCH BASINS

NO.	DATE	DESCRIPTION	BY
1		REVISIONS	

VERIFY SCALE
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IF NOT ONE INCH, ADJUST THIS SHEET, ADJUST SCALES ACCORDINGLY

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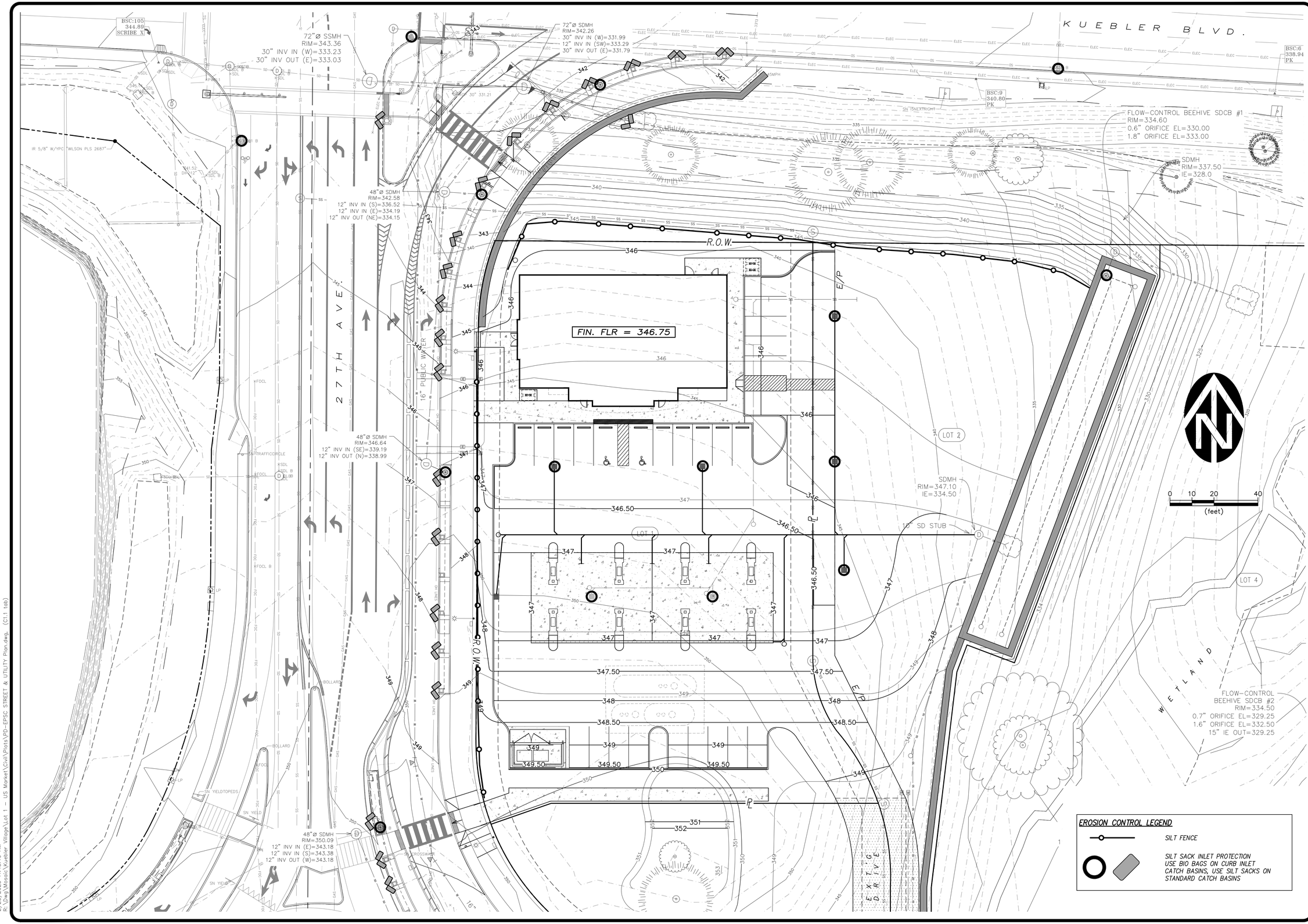
MOSAIC MANAGEMENT, INC.

KUEBLER VILLAGE
LOT 1 IMPROVEMENTS

EPSC – DEMOLITION & CLEARING PLAN

DRAWING
C1.0

JOB NUMBER
3263.3000



EROSION CONTROL LEGEND

- SILT FENCE
- SILT SACK INLET PROTECTION
  USE BIO BAGS ON CURB INLET
  CATCH BASINS, USE SILT SACKS ON
  STANDARD CATCH BASINS

NO.	DATE	DESCRIPTION	BY
1		REVISIONS	

VERIFY SCALE
BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH, ADJUST THIS SHEET, ADJUST SCALES ACCORDINGLY

DSN. JW
DRN. RS
CKD. JW
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REGISTERED PROFESSIONAL ENGINEER
OREGON
NOV. 12, 2008
WILLIAM J. WELLS
RENEWS: 6/30/2026

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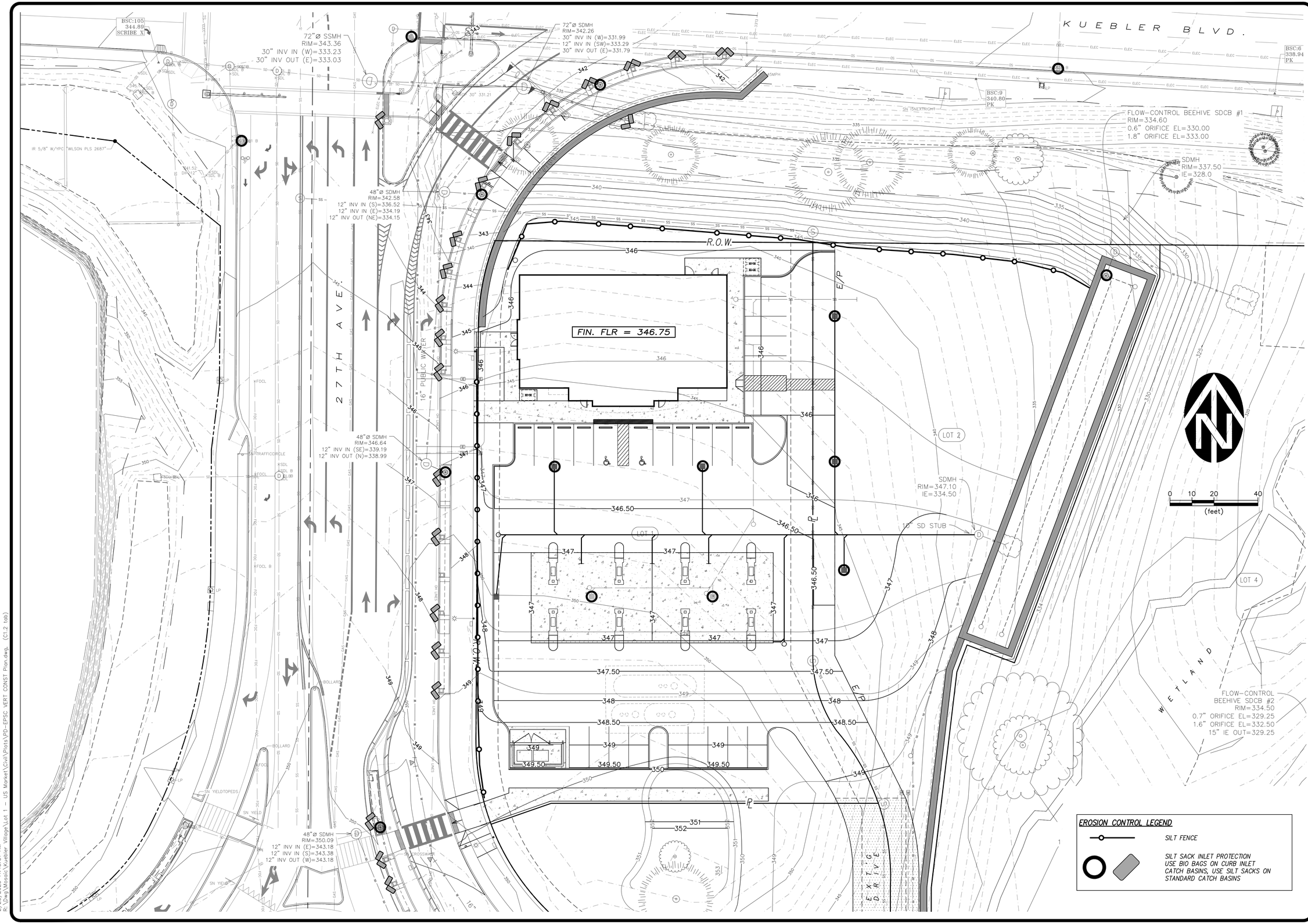
MOSAIC MANAGEMENT, INC.

KUEBLER VILLAGE
LOT 1 IMPROVEMENTS

EPSC – STREETS & UTILITIES PLAN

DRAWING
C1.1

JOB NUMBER
3263.3000



EROSION CONTROL LEGEND

- SILT FENCE
- SILT SACK INLET PROTECTION
  USE BIO BAGS ON CURB INLET
  CATCH BASINS, USE SILT SACKS ON
  STANDARD CATCH BASINS

NO.	DATE	DESCRIPTION	BY
1		REVISIONS	

VERIFY SCALE
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0 1"
IF NOT ONE INCH, ADJUST THIS SHEET, ADJUST SCALES ACCORDINGLY

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DRN. RS
CKD. JW
DATE: 02/2025

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OREGON
NOV. 12, 2008
WILLIAM J. WELLS
RENEWS: 6/30/2026

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MOSAIC MANAGEMENT, INC.

KUEBLER VILLAGE
LOT 1 IMPROVEMENTS

EPSC – VERTICAL CONSTRUCTION PLAN

DRAWING
C1.2

JOB NUMBER
3263.3000

KUEBLER BLVD.

27TH AVE.

IR 5/8" W/YPC "WILSON PLS 2687"

R.O.W.

FIN. FLR = 346.75

E/P

LOT 1

LOT 2

LOT 4

WETLAND

EXT'G DRIVE

0 10 20 40
(feet)

SURFACING SECTIONS & LEGEND

NEW IMPERVIOUS SURFACE

LANDSCAPING TO BE HYDROSEEDED

VERIFY SCALE
BAR IS ONE INCH ON ORIGINAL DRAWING
0 IF NOT ONE INCH, ADJUST THIS SHEET, ADJUST SCALES ACCORDINGLY
1"

DSN. JW
DRN. RS
CKD. JW
DATE: 02/2025

NO.	DATE	DESCRIPTION	BY
1		REVISIONS	

REGISTERED PROFESSIONAL ENGINEER
OREGON
NOV. 12, 2008
WILLIAM J. WELLS
RENEWS: 6/30/2026

REVIEW

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MOSAIC MANAGEMENT, INC.

KUEBLER VILLAGE
LOT 1 IMPROVEMENTS

EPSC – FINAL LANDSCAPING & STABILIZATION PLAN

DRAWING
C1.3

JOB NUMBER
3263.3000

DEQ EROSION CONTROL STANDARD NOTES:

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

Rev. 12/15/20
By: Blair Edwards

YEAR: / MONTH:	'25 07	'25 08	'25 09	'25 10	'25 11	'25 12	'26 01	'26 02	'26 03	'26 04	'26 05	'26 06
CLEARING	X	X										
EXCAVATION												
GRADING	X	X	X	X	X							
CONSTRUCTION	X	X	X	X	X	X	X	X				
SEDIMENT CONTROLS:												
Silt Fencing	X	X	X	X	X	X	X	X				
Sediment Traps	X	X	X	X	X	X	X	X				
Sediment Basins												
Storm Inlet Protection												
Drainage Swales												
Check Dams												
Contour Furrows												
Terracing												
Pipe Slope Drains												
Rock Outlet Protection												
Gravel Construction Entrance	X	X	X	X	X	X	X	X				
Grass–lined Channel (Turf Reinforcement Mats)												
Protection of trees with construction fences												
Temporary Seeding and Planting												
Permanent Seeding and Planting												
Other:												

CONTROL MEASURE	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5
Silt Fencing	X	X	X	X	
Construction Entrance	X	X			
Sediment Traps			X	X	
Storm Inlet Protection			X	X	
Concrete Washout					
Rock Outlet Protection			X	X	X
Permanent Seeding and Planting					X

Phase 1: Prior to Ground Disturbance
Phase 2: After Completion of Rough Grading
Phase 3: After Installation of Storm Facilities
Phase 4: After Paving & Construction
Phase 5: After Project Completion and Cleanup

BMP Rationale

A comprehensive list of available Best Management Practices (BMP) options based on DEQ's 1200–C Permit Application and ESCP Guidance Document has been reviewed to complete this Erosion and Sediment Control Plan. Some of the above listed BMPs were not chosen because they were determined to not effectively manage erosion prevention and sediment control for this project based on specific site conditions, including soil conditions, topographic constraints, accessibility to the site, and other related conditions. As the project progresses and there is a need to revise the ESCP, an Action Plan will be submitted.

SOIL TYPE(S): PER NRCS CO. SOIL SURVEY THE SITE SOILS INCLUDE "NEKIA SILTY CLAY LOAM."

EROSION HAZARD: PER NRCS CO. SOIL SURVEY EROSION HAZARD IS "MODERATE."

SITE AREA: 1.59 Ac
DISTURBANCE AREA: 1.59 Ac

LOCAL RAIN GAGE: SALEM AIRPORT MCNARY FIELD OR, US
LAT/LONG 44.905,–123.0011

INSPECTION FREQUENCY FOR BMP

Site Condition	Minimum Frequency
1. Active period	On initial date that land disturbance activities commence. Within 24 hours of any storm event, including runoff from snow melt, that results in discharge from the site. At least once every 14 days, regardless of whether stormwater runoff is occurring.
2. Inactive periods greater than fourteen (14) consecutive calendar days	The Inspector may reduce the frequency of inspections in any area of the site where the stabilization steps in Section 2.2.20 have been completed to twice per month for the first month, no less than 14 calendar days apart, then once per month.
3. Periods during which the site is inaccessible due to inclement weather	If safe, accessible and practical, inspections must occur daily at a relevant discharge point or downstream location of the receiving waterbody.
4. Periods during which construction activities are suspended and runoff is unlikely due to frozen conditions.	Visual monitoring inspections may be temporarily suspended. Immediately resume monitoring upon thawing, or when weather conditions make discharges likely.
5. Periods during which construction activities are conducted and runoff is unlikely during frozen conditions.	Visual monitoring inspections may be reduced to once a month. Immediately resume monitoring upon thawing, or when weather conditions make discharges likely.

Spill Prevention Procedures and Response

- Spill prevention is an important factor in the successful operation of a storm water injection management system. All contractor employees will be trained on this plan so that they are certain of the location of materials, who to notify in case of a spill, and how to initially contain the spill of hazardous materials. Contractor employees shall never dispose waste materials into the storm water collection/treatment system. Contractor employees will be observant of other potential contamination occurrences. All contractor employees will review this plan especially with regards to the detailed spill response steps.
- This data will be posted in an accessible area at the site.

What to do in case of a spill

1. Spill kit to be located near the job trailer or another conspicuous location and clearly marked.
2. Get the spill kit.
   a. If possible, determine visually what types of fluids have been spilled.
   b. Put on gloves and glasses or any other necessary Personal Protective Equipment (PPE).
   c. Get the absorbent material provided in the kit and the drain block cover.
   d. Place the absorbent materials in the path of the spill.
   e. Remove any debris from the vicinity of the inlet where the spill is draining.
   f. Unroll the drain block cover and place it snugly over the inlet.
   g. Verify that the cover has full contact with the rim of the inlet.
   h. Use snakes, pillow or pigs to completely contain the area.
3. Notify the following personnel immediately:
   a. 1200–C Permit Registrant's Representative
   b. When a spill includes any of the below, notify the Oregon Emergency Response System as soon as the Owner's Representative has knowledge of the release. Oregon Emergency Response System Phone: 1–800–452–0311
      i. Any amount of oil to waters of the state;
      ii. Oil spills on land in excess of 42 gallons;
      iii. Hazardous materials that are equal to, or greater than, the quantity listed in the Code of Federal Regulations, 40 CFR Part 302 (List of Hazardous Substances and Reportable Quantities), and amendments adopted before July 1, 2002

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

Responsible Personnel

In case of spill contact the General Contractor and 1200–C Permit Registrant's Representative immediately. The Permit Registrant's Representative will be responsible for either managing the spill clean up for minor spills or contacting/retaining a company for the cleanup of major spills.

Waste Management Procedures

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

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

Fertilizers, pesticides, herbicides, & insecticides

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

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

Authorized non–stormwater discharges anticipated for the proposed project:

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

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

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

EROSION CONTROL INSPECTION RESPONSIBILITIES:

1. PRIOR TO CONTRACT AWARD, INSPECTOR TO BE ANDREW TWEET AT WESTECH ENGINEERING, INC. (503–585–2474), RVSS INSPECTOR #223, EXPIRES MAY 5, 2026.
2. AFTER CONTRACT AWARD AND PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL ACQUIRE THE SERVICES OF A CERTIFIED EROSION CONTROL INSPECTOR MEETING DEQ REQUIREMENTS UNDER THE 1200–C PERMIT AND NOTIFY DEQ OF THE CERTIFIED EROSION CONTROL INSPECTOR.

NO.	DATE	DESCRIPTION	BY
		REVISIONS	

VERIFY SCALE
BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

DSN. JW
DRN. RS
CKD. JW
DATE: 02/2025

REGISTERED PROFESSIONAL ENGINEER
OREGON
NOV. 12, 2008
WILLIAM J. WELLS
REVIEW
RENEWS: 6/30/2026

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

MOSAIC MANAGEMENT, INC.
KUEBLER VILLAGE LOT 1 IMPROVEMENTS
EPSC (EROSION PREVENTION & SEDIMENT CONTROL) NOTES

DRAWING
C1.4

JOB NUMBER
3263.3000

SUPPLEMENTAL WESTECH NOTES:

1. Erosion control measures shall be maintained in such a manner as to ensure that sediment and sediment–laden water does not enter the drainage system, roadways, or violate applicable water quality standards.

2. The erosion control construction, maintenance, replacement and upgrading of the erosion control facilities is the responsibility of the 1200–C Permit Registrant until all construction is completed and approved, and permanent erosion control (i.e. vegetation/landscaping) is established on all disturbed areas.

3. All recommended erosion control procedures are dependent on construction methods, staging, site conditions, weather and scheduling. During the construction period, erosion control facilities shall be upgraded as necessary due to unexpected storm events and to ensure that sediment and sediment laden water does not leave the site.

4. The 1200–C Permit Registrant is responsible for control of sediment transport within project limits. If an installed erosion control system does not adequately contain sediment on site, then the erosion control measures shall be adjusted or supplemented by the 1200–C Permit Registrant as necessary to ensure that sediment laden water does not leave the site. Additional measures shall be provided as required to ensure that all paved areas are kept clean for the duration of the project. Additional interim measures will include, at a minimum, installation of silt fences in accordance with the details shown on the drawings. These measures shall be installed along all exposed embankments and cut slopes to prevent sediment transport.

5. All existing and newly constructed storm inlets and drains shall be protected until pavement surfaces are completed and/or vegetation is established.

6. Erosion control facilities and sediment fences on active sites shall be inspected by the 1200–C Permit Registrant at least daily during any period with measurable precipitation. Any required repairs or maintenance shall be completed immediately. The erosion control facilities on inactive sites shall be inspected and maintained by the 1200–C Permit Registrant a minimum of once a month or within 24 hours following the start of a storm event.

7. All catch basins and conveyance lines shall be cleaned prior to paving. The cleaning operation shall not flush sediment–laden water into the downstream system. The 1200–C Permit Registrant shall remove all accumulated sediment from all impacted catch basins and storm pipes prior to acceptance by the Owner.

8. The 1200–C Permit Registrant is solely responsible for protection of all adjacent property and downstream facilities from erosion and siltation during project construction. Any damage resulting from such erosion and siltation shall be corrected at the sole expense of the 1200–C Permit Registrant.

9. Locate any portable toilets away from waters of the state and stormwater inlets or conveyances. Position portable toilets so they are secure and will not be tipped or knocked over.

10. The 1200–C Permit Registrant shall provide site watering as necessary to prevent wind erosion of fine–grained soils.

11. Unless otherwise indicated on the drawings, all temporary erosion control facilities, including sediment fences, silt sacks, bio–bags, etc. shall be removed within 30 days after permanent landscaping/vegetation is established.

12. Sediment fences shall be constructed of continuous filter fabric to avoid use of joints. When joints are necessary, filter cloth shall be spliced together only at a support post, with a minimum 6–inch overlap, and both ends securely fastened to a post.

13. Sediment fence shall be installed per drawing details. Sediment fences shall have adequate support to contain all silt and sediment captured.

14. The standard strength filter fabric shall be fastened securely to stitched loops installed on the upslope side of the posts, and 6 inches of the fabric shall be extended into the trench. The fabric shall not extend more than 30 inches above the original ground surface. Filter fabric shall not be stapled to existing trees.

15. Bio–filter bags shall be clean 100 percent wood product waste. Bags shall be 18–inch x 18–inch x 30–inch, weigh approximately 45 lbs., and be contained in a bag made of 1/2–inch plastic mesh.

16. Sediment barriers shall be maintained until the up–slope area has been permanently stabilized. At no time shall more than 10–inches of sediment be allowed to accumulate behind sediment fences. No more than 2 inches of sediment shall be allowed to accumulate behind bio–filter bags. Sediment shall be removed prior to reaching the above stated depths. New sediment barriers shall be installed uphill as required to control sediment transport.

17. Stabilized construction entrances shall be installed at the beginning of construction and maintained for the duration of the project. Additional measures may be required to ensure that all paved areas are kept clean for the duration of the project.

18. The 1200–C Permit Registrant shall verify that all trucks are well sealed when transporting saturated soils from the site. Water drippage from trucks transporting saturated soils must be reduced to less than 1 gallon per hour prior to leaving the site.

19. The entrance shall be maintained in a condition that will prevent tracking or flow of mud onto the public right–of–way or approved access point. The entrance may require periodic top dressing as conditions demand, and repair and/or cleanout of any structures used to trap sediment.

20. All materials spilled, dropped, washed, or tracked from vehicles onto roadways or into storm drains must be removed immediately, and protection provided for downstream inlets and catch basins to ensure sediment laden water does not enter the storm drain system.

21. Temporary grass cover measures must be fully established by October 15th, or other cover measures (ie. erosion control blankets with anchors, 3–inches minimum of straw mulch, 6 mil HDPE plastic sheet, etc.) shall be in place over all disturbed soil areas until April 30th. To establish an adequate grass stand for controlling erosion by October 15th, it is recommended that seeding and mulching occur by September 1st. Straw mulch, if used, shall not leave any bare ground visible through the straw.

22. Minimum slope protection. For slopes steeper than 3H:1V but less than 2H:1V, use Tensar/North American Green Type S150 erosion control blanket. For slopes 2H:1V or steeper, use Tensar/North American Green Type SC150 erosion control blanket. Use a minimum of 2–inches straw mulch or Tensar/North American Green Type S150 for slopes flatter than 3H:1V. Slope protection shall be placed on all disturbed areas immediately after completion of each section of construction activity, until the erosion control seeding has been established. As an option during temporary or seasonal work stoppages, a 6–mil HDPE plastic sheet may be placed on exposed slopes. The plastic sheet shall be provided with an anchor trench at the top and bottom of the slope, and shall be sandbagged on the slopes as required to prevent damage or displacement by wind.

23. Permanent erosion control vegetation on all embankments and disturbed areas shall be re–established as soon as construction is completed.

24. Soil preparation. Topsoil should be prepared according to landscape plans, if available, or recommendations of grass seed supplier. It is recommended that slopes be textured before seeding by rack walking (ie. driving a crawling tractor up and down the slopes to leave a pattern of cleat imprints parallel to slope contours) or other method to provide stable areas for seeds to rest.

25. When used, hydromulch shall be applied with grass seed at a rate of 2000 lbs. per acre between April 30 and June 10, or between September 1 and October 1. On slopes steeper than 10 percent, hydroseed and mulch shall be applied with a bonding agent (tackifier). Application rate and methodology to be in accordance with seed supplier recommendations.

26. When used in lieu of hydromulch, dry, loose, weed free straw used as mulch shall be applied at a rate of 4000 lbs. per acre (double the hydromulch application requirement). Anchor straw by working in by hand or with equipment (rollers, cleat trackers, etc.). Mulch shall be spread uniformly immediately following seeding.

27. When conditions are not favorable to germination and establishment of the grass seed, the seeded and mulched areas shall be irrigated as required to establish the grass cover.

28. Seeding. Recommended erosion control grass seed mix is as follows. Dwarf grass mix (low height, low maintenance) consisting of dwarf perennial ryegrass (80 % by weight), creeping red fescue (20 % by weight). Application rate shall be 100 lbs. per acre minimum.

29. Grass seed shall be fertilized at a rate of 10 lbs. per 1000 S.F with 16– 16–16 slow release type fertilizer. Development areas within 50 feet of water bodies and wetlands must use a non–phosphorous fertilizer.

30. Prior to starting construction the 1200–C Permit Registrant shall acquire the services of a DEQ Certified Erosion and Sediment Control Inspector and shall submit an "Action Plan" to DEQ identifying their names, contact information, training and experience as required in Schedule A.6.b.i–ii of the 1200–C Permit

31. The 1200–C Permit Registrant shall submit "Notice of Termination" to DEQ to end the 1200–C permit coverage once all soil disturbance activities have been completed and final stabilization of exposed soils has occurred.

32. If there is any conflict, discrepancy, or inconsistency between the DEQ Erosion Control Standard Notes, the Supplemental Westech Notes, or the City of Salem EPSC Plan Standard Notes, the DEQ Notes will control.

CITY OF SALEM PUBLIC WORKS DESIGN STANDARDS:

Division 007 Appendix A–EPSC Plan Standard Notes

(a) PRE–CONSTRUCTION

(1). Prior to any land disturbing activities, the boundaries of the clearing and grading limits, vegetated buffers, and any sensitive areas shown on this plan shall be clearly delineated in the field. Unless otherwise approved, no disturbance is permitted beyond the clearing limits. The Contractor must maintain the delineation for the duration of the project. Note: vegetated corridors to be delineated with orange construction fence or approved equal.

(2). BMPs that must be installed prior to land disturbing activities are construction entrance, perimeter sediment control, and inlet protection.

(3). Hold a preconstruction conference to review the EPSCP and with the City's Project Manager and Inspector.

(b) CONSTRUCTION

(1). All sediment is required to stay on site. Sediment amounts greater than 1/2–cubic foot which leave the site must be cleaned up within 24 hours and placed back on the site and stabilized or properly disposed. Vacuuming or dry sweeping must be used to clean up released sediment and it must not be swept or washed into storm sewers, drainage ways, or water bodies. The cause of the sediment release must be found and prevented from causing a recurrence of the discharge within thesame 24 hours. Any in–stream clean up of sediment shall be performed according to the DSL required time frame.

(2). Construction, maintenance, replacement, and upgrading of erosion prevention and sediment control facilities is the sole responsibility of the Contractor until all construction is completed, approved, and permanent erosion control (i.e., vegetation/landscaping) is established on all disturbed areas.

(3). All recommended erosion prevention and sediment control procedures are dependent on construction methods, staging, site conditions, weather, and scheduling. During the construction period, erosion control facilities shall be revised, upgraded, replaced, or added, to comply with SRC and State and Federal regulatory requirements.

(4). The Contractor is solely responsible for protection of all adjacent property and downstream facilities from erosion and siltation during project construction. Any damage resulting from such erosion and siltation shall be corrected at the sole expense of the Contractor.

(5). When saturated soil is present, water–tight trucks must be used to transport saturated soils from the construction site. Soil may be drained on site at a designated location, using appropriate BMPs. Soil must be drained sufficiently to drip less than one gallon per hour prior to leaving the site.

(6). All materials spilled, dropped, or washed into storm drains must be removed immediately, and the Contractor shall provide protection of downstream inlets and catch basins to ensure sediment–laden water does not enter the storm drain system.

(7). All discharge of sediment–laden water must be treated with an appropriate BMP to remove sediment from discharge waters and to comply with SRC and State and Federal Regulatory Permits.

(8). In areas subject to wind erosion, appropriate BMPs must be used which may include the application of fine water spraying, plastic sheeting, mulching, or other approved measures.

(9). The EPSC measures and BMPs shown on this plan are the minimum requirements for anticipated site conditions. During the construction period, these measures shall be upgraded as needed to maintain compliance with all regulations.

(10). The contractor shall provide onsite water or other appropriate BMPs to prevent dust and wind erosion of fine grain soils.

(11). Disturbed areas must be stabilized after 14 days of inactivity, or immediately if rain is forecasted. See Subsection 7A.1(d)–Wet Weather Period.

(12). During the wet weather work period or when rain is forecasted, all active and inactive soil stock piles must be covered with appropriate plastic sheeting. Plastic sheeting must cover the entire stock pile and be sufficiently anchored.

(c) POLLUTANTS, SOLID WASTE AND HAZARDOUS MATERIALS MANAGEMENT

(1). Any use of toxic or other hazardous materials must include proper storage, application, and disposal.

(2). The contractor is solely responsible to properly manage pollutants, hazardous wastes, used oils, contaminated soils, concrete waste, sanitary waste, liquid waste, or other toxic substances discovered or generated during construction to prevent leakage, spills or release of pollutants to the environment and surface waters.

(3). Contractor shall develop a project specific written spill prevention and response procedures that includes employee training on spill prevention and proper disposal procedures; regular maintenance schedule for vehicles andmachinery; and material delivery and storage controls, signage, material use, and use of covered storage areas for waste and supplies. The plan shall comply with SRC and Federal and State requirements, and shall be available on site at all times.

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

(1). Construction activities must avoid or minimize the duration of disturbed areas.

(2). Temporary stabilization of the site including covering of bare soils with approved BMPs, must be installed at the end of the shift before a holiday or weekend, or at the end of each workday if rainfall is forecast in the next 24 hours.

(3). Temporary stabilization or covering of soil stockpiles and protection of stockpiles located away from construction activity must occur at the end of each workday.

(e) MAINTENANCE

(1). Erosion control measures shall be maintained in such a manner as to ensure that erosion is prevented and sediment–laden water does not enter a drainage system, roadway, or violate applicable water quality standards.

(2). Sediment shall not be washed or swept into storm sewers, drainage ways, or water bodies.

(3). Sediment must be removed from behind all sediment control measures when it has reached a height of 1/3 the barrier height, and prior to the control measures removal.

(4). Removal of trapped sediment in a sediment basin or sediment trap or catch basins must occur when the sediment retention capacity has been reduced by 50 percent; is not functioning properly and/or at the completion of project.

(5). Cleaning of all structures, inlet protection BMPs, and sump pumps must be completed regularly and as required to ensure structures and inlets function properly and flow freely.

(6). Construction site exits shall be maintained in a condition that will prevent tracking or flow of mud onto the ROW or approved access point. The entrance may require periodic top dressing as conditions demand, and repair and/or cleanout of any structures used to trap sediment. Wheel washing shall be required to prevent sediment and material tracking on road surfaces if passive BMPs are not effective.

(f) INSPECTION

(1). The EPSCP must be kept onsite at all times. All measures shown on the plan must be installed properly to ensure compliance with SRC and State and Regulatory permits, and that sediment does not enter a surface water system, roadway, or other properties.

(2). Written EPSC inspection logs shall be maintained onsite and available to City inspectors upon request.

(3). All BMPs shall be inspected at least every week. When a rainfall event exceeds 1/2–inch in a 24–hour period, daily inspection of the erosion controls, sediment controls, and discharge outfalls must be conducted and documented. Inspections shall be done by a representative of the permit registrant who is knowledgeable and experienced in the principles, practices, installation, and maintenance of erosion and sediment controls.

(g) INACTIVE CONSTRUCTION PERIODS AND POST–CONSTRUCTION

(1). Should work cease in any area for 14 days, the inactive area must be stabilized with appropriate soil stabilization BMPs. If all construction activity ceases the entire site must be temporarily stabilized using vegetation, heavy mulch layer, temporary seeding, or other method.

(2). All temporary erosion prevention and sediment control facilities shall be removed by the contractor within 30 days after permanent landscaping/vegetation is established and the threat of erosion and sediment transport has been mitigated.

(3). Temporary grass cover measures must be fully established by October 15 or other cover measures (i.e., erosion control blankets with anchors, one–inch of straw mulch, six mil HDPE plastic sheet, etc.) shall be in place over all disturbed soil areas until April 30. To establish an adequate grass stand for controlling erosion by October 15, it is recommended that seeding and mulching occur by September 1.

(4). Permanent erosion control vegetation on all embankments and disturbed areas shall be re–established as soon as construction is completed.

(h) SPECIFICATIONS

(1). Soil preparation. Topsoil should be prepared according to the landscape plans, if available, or recommendations of the grass seed supplier. Slopes shall be textured before seeding by rack walking (i.e., driving a crawling tractor up and down the slopes to leave a pattern of cleat imprints parallel to slope contours) or other method to provide stable areas for seeds to rest.

(2). Seeding. Erosion control grass seed mix shall be as follows: Dwarf grass mix (low height, low maintenance) consisting of dwarf perennial ryegrass (80 percent by weight), creeping red fescue (20 percent by weight). Application rate shall be 100 pounds per acre minimum.

(3). Grass seed shall be fertilized at a rate of ten pounds per 1,000 square feet with 16–16–16 slow release type fertilizer. Disturbed areas within 50 feet of water bodies and wetlands must use a non–phosphorous fertilizer.

(4). The application rate of fertilizers used to reestablish vegetation shall follow manufacturer's recommendations. Nutrient releases from fertilizers to surface waters shall be minimized. Time release fertilizers shall be used. Care shall be made in the application of fertilizers within any waterway riparian zone to prevent leaching into the waterway.

(5). When used, hydromulch shall be applied with grass seed at a rate of 2,000 pounds per acre between April 30 and June 10, or between September 1 and October 1. On slopes steeper than ten percent, hydroseed and mulch shall be applied with a bonding agent (tackifier). Application rate and methodology shall be in accordance with seed supplier recommendations.

(6). When used in lieu of hydromulch, dry, loose, weed–free straw used as mulch shall be applied at a rate of 4,000 pounds per acre (double the hydromulch application requirement). Anchor straw by working in by hand or with equipment (rollers, cleat trackers, etc.). Mulch shall be spread uniformly immediately following seeding.

(7). When conditions are not favorable to germination and establishment of the grass seed, the Contractor shall irrigate the seeded and mulched areas as required to establish the grass cover.

(8). Sediment fences shall be constructed of continuous filter fabric to avoid use of joints. When joints are necessary, filter cloth shall be spliced together only at a support post, with a minimum six–inch overlap, and both ends securely fastened to a post.

(9). The standard strength filter fabric shall be fastened securely to stitched loops installed on the upslope side of the posts, and six inches of the fabric shall be extended into the trench. The fabric shall not extend more than 30 inches above the original ground surface. Filter fabric shall not be stapled to existing trees.

(10). Bio–filter bags shall be clean 100 percent wood product waste. Bags shall be 18–inch x 18–inch x 30–inch, weigh approximately 45 pounds, and be contained in a bag made of 1/2–inch plastic mesh.

(11). Minimum wet weather slope protection. For 3H:1V or steeper slopes use Bon Terra Type C2 or North American Green Type C125 erosion control blankets. Use a minimum of two inches straw mulch or North American Green Type S150 for slopes flatter than 3H:1V and greater than 6H:1V. Slopes flatter than 6H:1V use one inch straw mulch, hydroseed with hydromulch and tackifier. Slope protection shall be placed on all disturbed areas immediately after completion of each section of construction activity, until the erosion control seeding has been established. As an option during temporary or seasonal work stoppages, a six–mil HDPE plastic sheet may be placed on exposed slopes. The plastic sheet shall be provided with an anchor trench at the top and bottom of the slope, and shall be sandbagged on the slopes as required to prevent damage or displacement by wind.

NO.	DATE	DESCRIPTION	BY
		REVISIONS	

VERIFY SCALE
BAR IS ONE INCH ON ORIGINAL DRAWING 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

DSN. JW
DRN. RS
CKD. JW
DATE: 02/2025

REGISTERED PROFESSIONAL ENGINEER
OREGON
NOV. 12, 2008
WILLIAM J. WELLS
RENEWS: 6/30/2026

WESTECH ENGINEERING, INC.
CONSULTING ENGINEERS AND PLANNERS
3841 Fairview Industrial Dr. S.E., Suite 100, Salem, OR 97302
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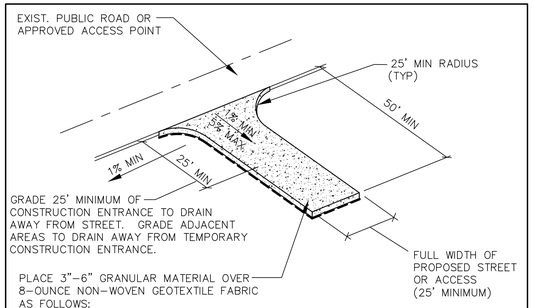
MOSAIC MANAGEMENT, INC.
KUEBLER VILLAGE LOT 1 IMPROVEMENTS

EPSC NOTES

DRAWING
C1.5

JOB NUMBER
3263.3000



DRY WEATHER ACCESS
14–INCH MIN. DEPTH OVER COMPACTED SUBGRADE & FABRIC

WET WEATHER ACCESS
24–INCH MIN. DEPTH OVER UNDISTURBED SUBGRADE & FABRIC

CONSTRUCTION NOTES:

1. THE AREA OF THE CONSTRUCTION ENTRANCE SHALL BE STRIPPED OF ALL TOPSOIL, VEGETATION, ROOTS, AND OTHER NON–COMPACTABLE MATERIAL.
2. SUBGRADE SHALL BE COMPACTED AND PROOFROLLED PRIOR TO PLACEMENT OF GRANULAR MATERIAL. FAILURE TO PASS PROOFROLL WILL REQUIRE USE OF WET WEATHER SECTION.
3. FAILURE OR PUMPING OF THE DRY WEATHER SECTION WILL REQUIRE REMOVAL OF THE GRANULAR MATERIAL AND INSTALLATION OF THE WET WEATHER SECTION.

MAINTENANCE NOTES:

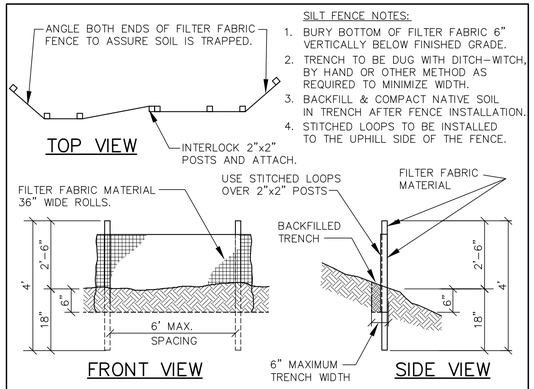
1. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOW OF SEDIMENT ONTO PUBLIC RIGHT–OF–WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH 3"–6" INCH STONE AS CONDITIONS DEMAND, AND REPAIR AND/OR CLEAN–OUT OF STRUCTURES USED TO TRAP SEDIMENT.
2. ALL MATERIALS SPILLED, DROPPED, WASHED OR TRACKED FROM VEHICLES ONTO ROADWAYS OR INTO STORM DRAINS MUST BE REMOVED IMMEDIATELY.
3. ALL TRUCKS TRANSPORTING SATURATED SOILS SHALL BE WELL SEALED. WATER DRIPPAGE FROM TRUCKS MUST BE REDUCED TO 1 GALLON PER HOUR PRIOR TO LEAVING THE SITE.

LAST REVISION DATE:	JO #
MAY 2013	STANDARD

TEMPORARY CONSTRUCTION ENTRANCE

(NTS)

WESTECH ENG.	DETAIL NO.
	6100



SILT FENCE NOTES:

1. BURY BOTTOM OF FILTER FABRIC 6" VERTICALLY BELOW FINISHED GRADE.
2. TRENCH TO BE DUG WITH DITCH–WITCH, BY HAND OR OTHER METHOD AS REQUIRED TO MINIMIZE WIDTH.
3. BACKFILL & COMPACT NATIVE SOIL IN TRENCH AFTER FENCE INSTALLATION.
4. STITCHED LOOPS TO BE INSTALLED TO THE UPHILL SIDE OF THE FENCE.

MAINTENANCE NOTES:

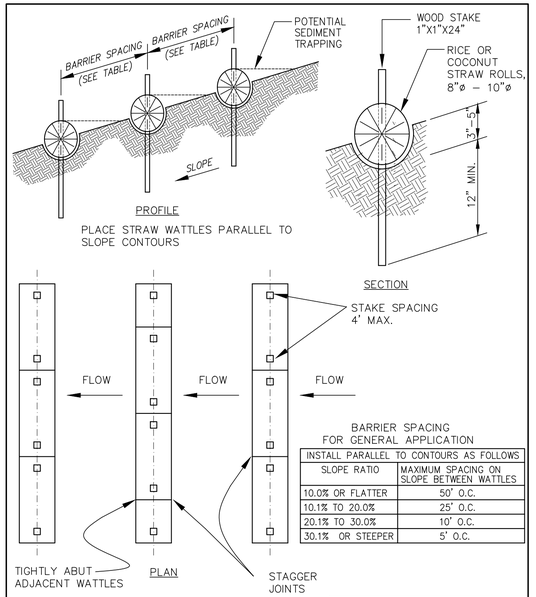
1. SEDIMENT BARRIERS SHALL BE MAINTAINED UNTIL UP–SLOPE AREA IS PERMANENTLY STABILIZED.
2. AT NO TIME SHALL MORE THAN ONE FOOT OF SEDIMENT BE ALLOWED TO ACCUMULATE BEHIND SEDIMENT FENCES OR BIOFILTER BAGS.
3. NEW SEDIMENT BARRIERS SHALL BE INSTALLED UPHILL AS REQUIRED TO CONTROL SEDIMENT TRANSPORT.

LAST REVISION DATE:	JO #
APRIL 2014	STANDARD

SEDIMENT BARRIERS

(NTS)

WESTECH ENG.	DETAIL NO.
	6110



BARRIER SPACING FOR GENERAL APPLICATION

INSTALL PARALLEL TO CONTOURS AS FOLLOWS	
SLOPE RATIO	MAXIMUM SPACING ON SLOPE BETWEEN WATTLES
10.0% OR FLATTER	50' O.C.
10.1% TO 20.0%	25' O.C.
20.1% TO 30.0%	10' O.C.
30.1% OR STEEPER	5' O.C.

NOTES:

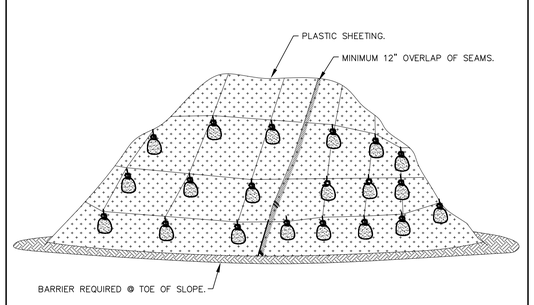
1. ALL MATERIAL SHALL CONFORM TO OSSC (ODOT/APWA) SPECIFICATIONS, CURRENT EDITION.
2. SEDIMENT BARRIERS SHALL BE MAINTAINED UNTIL UP–SLOPE AREA IS PERMANENTLY STABILIZED.
3. AT NO TIME SHALL SEDIMENT BE ALLOWED TO ACCUMULATE ABOVE THE TOP OF THE STRAW WATTLE.
4. NEW SEDIMENT BARRIERS SHALL BE INSTALLED UPHILL AS REQUIRED TO CONTROL SEDIMENT TRANSPORT.

LAST REVISION DATE:	JO #
JUNE 2015	STANDARD

STRAW WATTLE SEDIMENT BARRIER

(NTS)

WESTECH ENG.	DETAIL NO.
	6120



STOCKPILE DETAIL

NOTES:

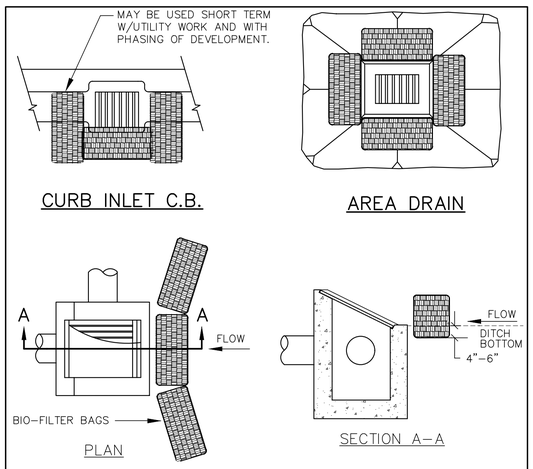
1. MINIMUM 12" OVERLAP OF ALL SEAMS REQUIRED.
2. SEDIMENT BARRIER REQUIRED @ TOE OF STOCK PILE.
3. COVERING MAINTAINED TIGHTLY IN PLACE BY USING SANDBAGS OR TIRES ON ROPES WITH A MAXIMUM 10' GRID SPACING IN ALL DIRECTIONS.
4. PLASTIC SHEETING TO EXTEND A MINIMUM OF 12" PAST THE BOTTOM OF THE PILE ONTO SURROUNDING GRADE ON ALL SIDES.

LAST REVISION DATE:	JO #
JAN 2019	STANDARD

STOCKPILE DETAIL

(NTS)

WESTECH ENG.	DETAIL NO.
	6170



DITCH INLET C.B.

MAINTENANCE NOTES:

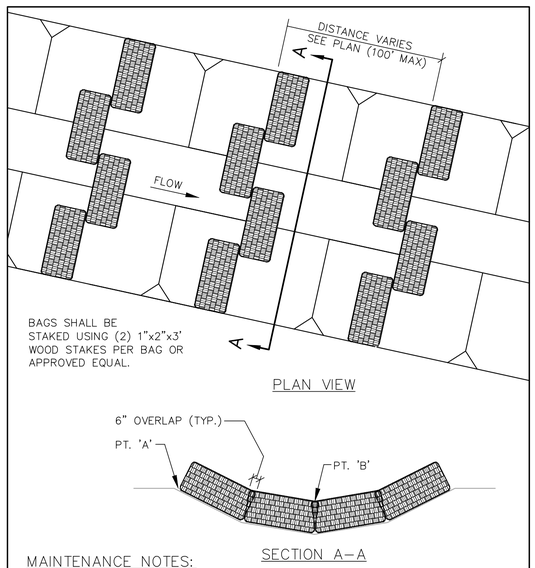
1. SEDIMENT BARRIERS SHALL BE MAINTAINED UNTIL UP–SLOPE AREA IS PERMANENTLY STABILIZED.
2. AT NO TIME SHALL MORE THAN ONE FOOT OF SEDIMENT BE ALLOWED TO ACCUMULATE BEHIND SEDIMENT FENCES OR BIOFILTER BAGS.
3. NEW SEDIMENT BARRIERS SHALL BE INSTALLED UPHILL AS REQUIRED TO CONTROL SEDIMENT TRANSPORT.

LAST REVISION DATE:	JO #
APRIL 2014	STANDARD

INLET SEDIMENT CONTROL

(NTS)

WESTECH ENG.	DETAIL NO.
	6130



MAINTENANCE NOTES:

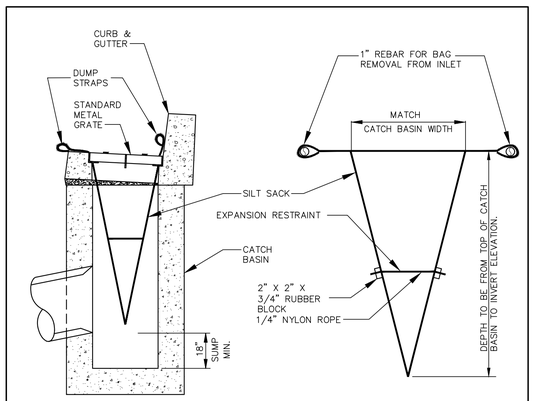
1. SEDIMENT BARRIERS SHALL BE MAINTAINED UNTIL UP–SLOPE AREA IS PERMANENTLY STABILIZED.
2. AT NO TIME SHALL MORE THAN ONE FOOT OF SEDIMENT BE ALLOWED TO ACCUMULATE BEHIND BIOFILTER BAGS.
3. NEW SEDIMENT BARRIERS SHALL BE INSTALLED UPHILL AS REQUIRED TO CONTROL SEDIMENT TRANSPORT.
4. PT. 'A' SHALL BE 6" MIN. HIGHER THAN PT. 'B'.

LAST REVISION DATE:	JO #
APRIL 2014	STANDARD

DITCH AND SWALE EROSION PROTECTION

(NTS)

WESTECH ENG.	DETAIL NO.
	6140



NOTES:

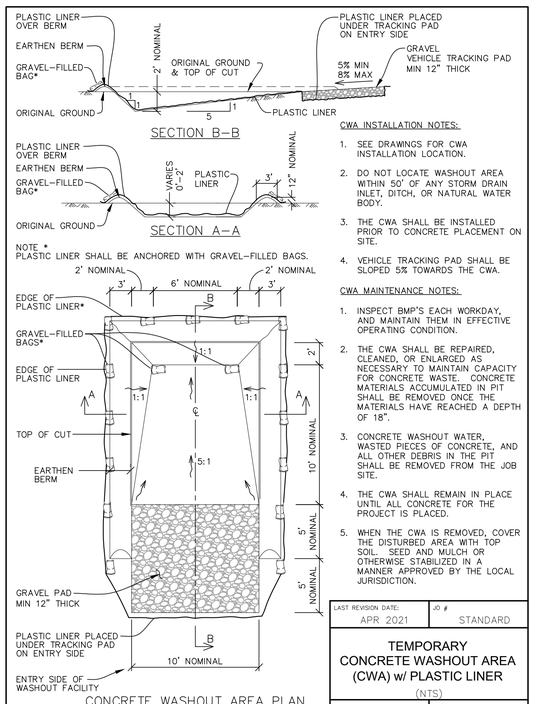
1. EMPTY SILT SACK AS NECESSARY.
2. SILTSACK SEDIMENT CONTROL DEVICE AS MANUFACTURED BY ACF ENVIRONMENTAL AND SUPPLIED BY ACF WEST (503) 771–5115 OR APPROVED EQUAL.

LAST REVISION DATE:	JO #
OCT 2002	STANDARD

SILTSACK INLET DETAIL

(NTS)

WESTECH ENG.	DETAIL NO.
	6150



CWA INSTALLATION NOTES:

1. SEE DRAWINGS FOR CWA INSTALLATION LOCATION.
2. DO NOT LOCATE WASHOUT AREA WITHIN 50' OF ANY STORM DRAIN INLET, DITCH, OR NATURAL WATER BODY.
3. THE CWA SHALL BE INSTALLED PRIOR TO CONCRETE PLACEMENT ON SITE.
4. VEHICLE TRACKING PAD SHALL BE SLOPED 5% TOWARDS THE CWA.

CWA MAINTENANCE NOTES:

1. INSPECT BMP'S EACH WORKDAY, AND MAINTAIN THEM IN EFFECTIVE OPERATING CONDITION.
2. THE CWA SHALL BE REPAIRED, CLEANED, OR ENLARGED AS NECESSARY TO MAINTAIN CAPACITY FOR CONCRETE WASTE. CONCRETE MATERIALS ACCUMULATED IN PIT SHALL BE REMOVED ONCE THE MATERIALS HAVE REACHED A DEPTH OF 18".
3. CONCRETE WASHOUT WATER, WASTED PIECES OF CONCRETE, AND ALL OTHER DEBRIS IN THE PIT SHALL BE REMOVED FROM THE JOB SITE.
4. THE CWA SHALL REMAIN IN PLACE UNTIL ALL CONCRETE FOR THE PROJECT IS PLACED.
5. WHEN THE CWA IS REMOVED, COVER THE DISTURBED AREA WITH TOP SOIL. SEED AND MULCH OR OTHERWISE STABILIZED IN A MANNER APPROVED BY THE LOCAL JURISDICTION.

LAST REVISION DATE:	JO #
APR 2021	STANDARD

TEMPORARY CONCRETE WASHOUT AREA (CWA) w/ PLASTIC LINER

(NTS)

WESTECH ENG.	DETAIL NO.
	WE6161

NO.	DATE	DESCRIPTION REVISIONS	BY
1			

VERIFY SCALE
BAR IS ONE INCH ON ORIGINAL DRAWING 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

DSN. JW
DRN. RS
CKD. JW
DATE: 02/2025

REGISTERED PROFESSIONAL ENGINEER
OREGON
NOV. 12, 2008
WILLIAM J. WELLS
REVIEW
RENEWS: 6/30/2026

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

MOSAIC MANAGEMENT, INC.
KUEBLER VILLAGE LOT 1 IMPROVEMENTS

EPSC DETAILS

DRAWING
C1.6

JOB NUMBER
3263.3000

KUEBLER BLVD.

27TH AVE.

IR 5/8" W/YPC "WILSON PLS 2687"

WALL WITH FENCING & RAILINGS PERMITTED/UNDER CONSTRUCTION

(3) BIKE STALLS

R.O.W.

FIN. FLR = 346.75

SEE ARCHITECTURAL DRAWINGS FOR STAIR/RAILING DETAILS

(2) BIKE STALLS

PUBLIC IMPROVEMENTS ALONG 27TH AVE. PERMITTED/UNDER CONSTRUCTION

LOT 2
29937 S.F.

STORM WATER INFRASTRUCTURE PERMITTED/UNDER CONSTRUCTION

20' PUBLIC SANITARY SEWER EASEMENT

LOT 1
39786 S.F.

10' P.U.E.

SS ESMT

E/P

℄

WETLAND

SEE ARCHITECTURAL DRAWINGS FOR TRASH ENCLOSURE DETAILS

LOT 3
18016 S.F.

30' ACCESS ESM'T

EXISTING DRIVE

0 10 20 40
(feet)

VERIFY SCALE
BAR IS ONE INCH ON ORIGINAL DRAWING
0 IF NOT ONE INCH, OT THIS SHEET, ADJUST SCALES ACCORDINGLY
1"

DSN.	JW
DRN.	RS
CKD.	JW
DATE:	01/2025

NO.	DATE	DESCRIPTION	BY
1		REVISIONS	

REGISTERED PROFESSIONAL ENGINEER
OREGON
NOV. 12, 2008
WILLIAM J. WELLS
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REVIEW

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MOSAIC MANAGEMENT, INC.
KUEBLER VILLAGE
LOT 1 IMPROVEMENTS

SITE & DIMENSIONING PLAN

DRAWING
C2.0

JOB NUMBER
3263.3000

2/28/2025 11:17:10 AM
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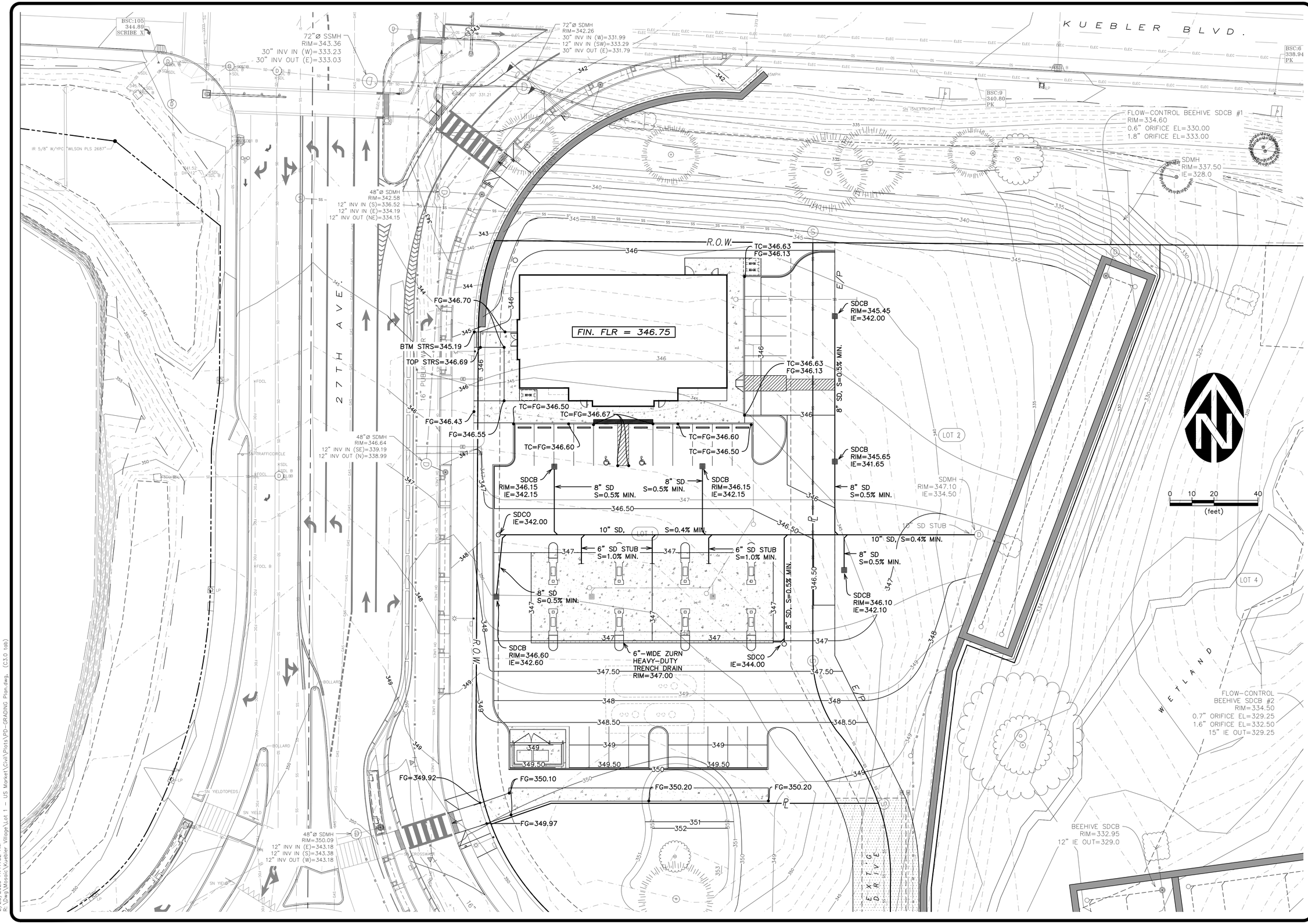

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NO.	DATE	DESCRIPTION	BY
		REVISIONS	
1			

VERIFY SCALE
BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH, ADJUST THIS SHEET, ADJUST SCALES ACCORDINGLY

DSN. JW
DRN. RS
CKD. JW
DATE: 01/2025

REGISTERED PROFESSIONAL ENGINEER
OREGON
NOV. 12, 2008
WILLIAM J. WELLS
RENEWS: 6/30/2026

REVIEW

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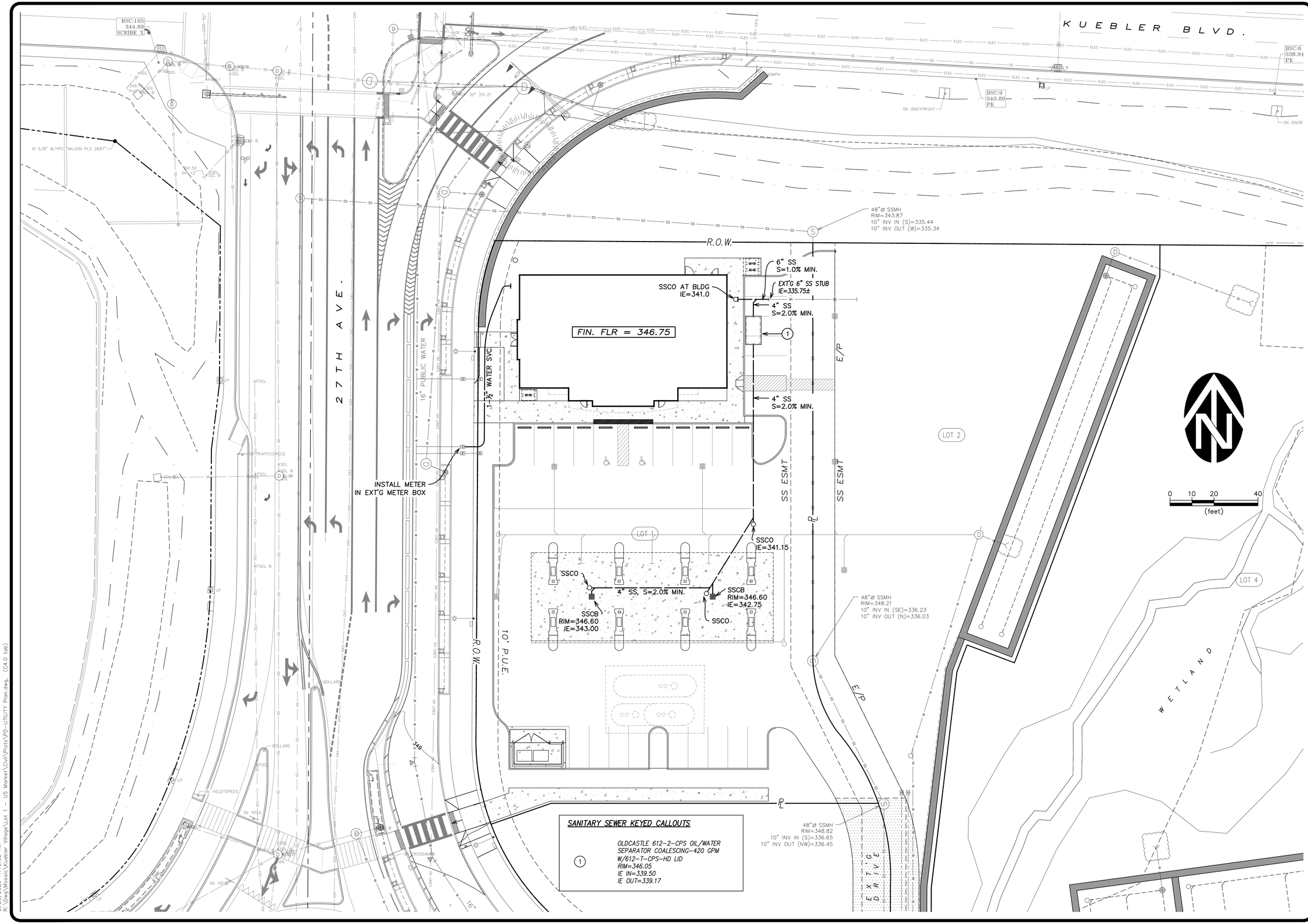
MOSAIC MANAGEMENT, INC.
KUEBLER VILLAGE
LOT 1 IMPROVEMENTS

GRADING & DRAINAGE PLAN

DRAWING
C3.0

JOB NUMBER
3263.3000



SANITARY SEWER KEYED CALLOUTS

① OLDCASTLE 612-2-CPS OIL/WATER SEPARATOR COALESCING-420 GPM W/612-T-CPS-HD LID
RIM=346.05
IE IN=339.50
IE OUT=339.17

NO.	DATE	REVISIONS	BY
1		DESCRIPTION	

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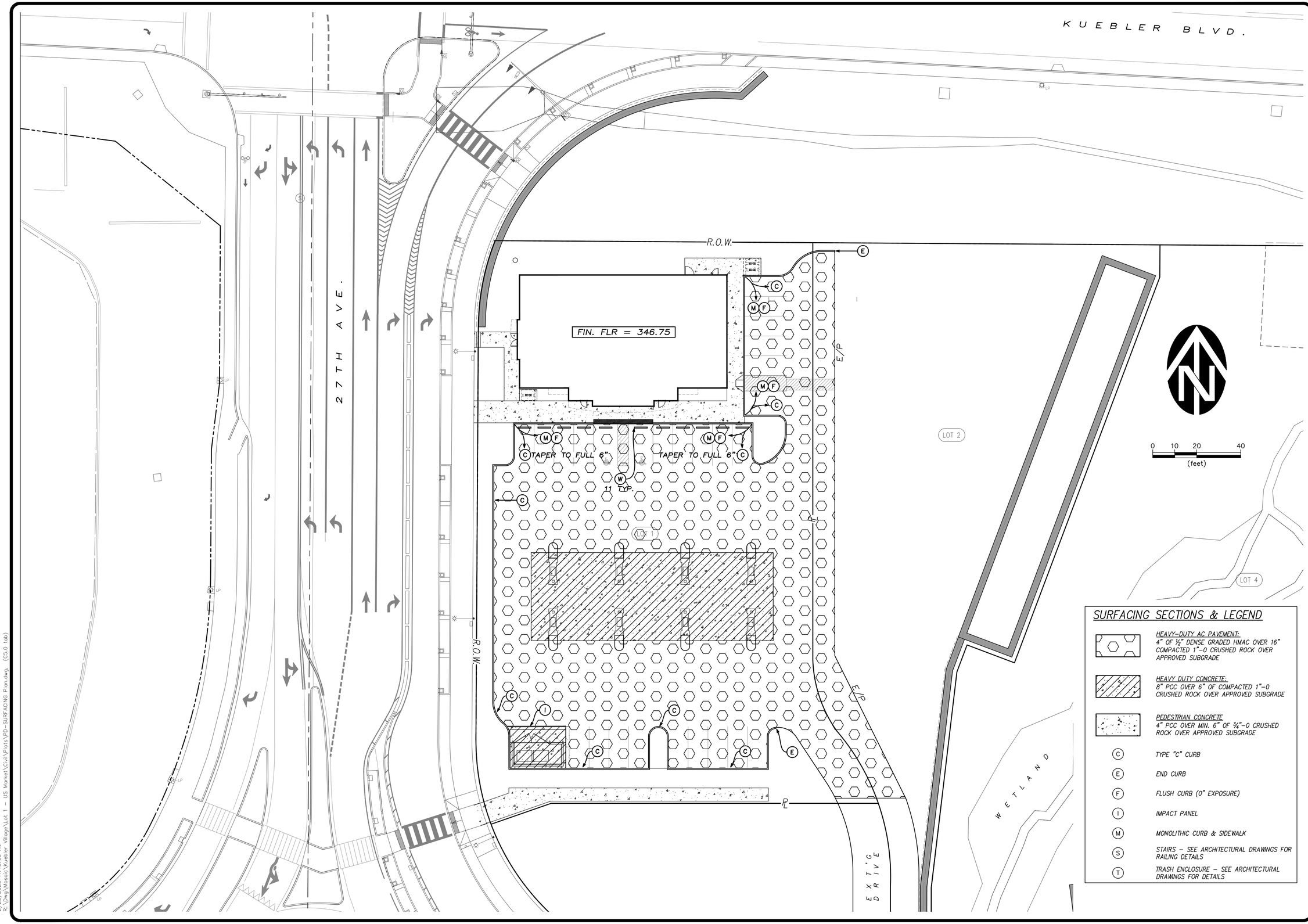
MOSAIC MANAGEMENT, INC.
KUEBLER VILLAGE
LOT 1 IMPROVEMENTS

UTILITY PLAN

DRAWING
C4.0

JOB NUMBER
3263.3000



SURFACING SECTIONS & LEGEND

HEAVY-DUTY AC PAVEMENT:
4" OF ½" DENSE GRADED HMAC OVER 16" COMPACTED 1"-0 CRUSHED ROCK OVER APPROVED SUBGRADE

HEAVY DUTY CONCRETE:
8" PCC OVER 6" OF COMPACTED 1"-0 CRUSHED ROCK OVER APPROVED SUBGRADE

PEDESTRIAN CONCRETE
4" PCC OVER MIN. 6" OF ¾"-0 CRUSHED ROCK OVER APPROVED SUBGRADE

- (C) TYPE "C" CURB
- (E) END CURB
- (F) FLUSH CURB (0" EXPOSURE)
- (I) IMPACT PANEL
- (M) MONOLITHIC CURB & SIDEWALK
- (S) STAIRS – SEE ARCHITECTURAL DRAWINGS FOR RAILING DETAILS
- (T) TRASH ENCLOSURE – SEE ARCHITECTURAL DRAWINGS FOR DETAILS

NO.	DATE	DESCRIPTION	BY
1		REVISIONS	

VERIFY SCALE
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MOSAIC MANAGEMENT, INC.
KUEBLER VILLAGE
LOT 1 IMPROVEMENTS

SURFACING PLAN

DRAWING
C5.0

JOB NUMBER
3263.3000

GENERAL NOTES

1. Contractor shall procure, and conform to all construction permits required by the City of Salem

2. Owner to pay all project permit costs, including but not limited to utility tapping, TV, and chlorination costs. The Contractor shall coordinate with the Approving Agency to determine appropriate fees and provide the Owner with 48 hours notice prior to the required payment of fees or costs.

3. Oregon law requires the Contractor to follow rules adopted by the Oregon Utility Notification Center. Those rules are set forth in OAR 952-001-0010 through OAR 952-001-0090. Obtain copies of the rules by calling the center. (Note: the telephone number for the Oregon Utility Notification Center is 503-232-1987).

4. Contractor to notify City, ODOT and all utility companies a minimum of 48 business hours (2 business days) prior to start of construction, and comply with all other notification requirements of the Approving Agency with jurisdiction over the work.

5. Contractor shall procure a right-of-entry permit from ODOT State Highway Division for all work within the State right-of-way and conform to all conditions of the permit.

6. Contractor shall provide all bonds and insurance required by public and/or private agencies having jurisdiction. Where required by public and/or private agencies having jurisdiction, the Contractor shall submit a suitable maintenance bond prior to final payment.

7. For City Construction Permits, contact Salem Public Works Engineering Construction Management at 503-588-6211. For City Building Permits, contact Salem Permit Application Center at 503-588-6256.

8. Contractor to apply for services at the Permit Application Center (PAC office) for work to be done by City forces on public mains.

9. All materials and workmanship for facilities in street right-of-way or easements shall conform to Approving Agencies' construction specifications wherein each has jurisdiction, including but not limited to the City, County, Oregon Health Division (OHD) and the Oregon Department of Environmental Quality (DEQ).

10. Unless otherwise approved by the Public Works Director, construction of all public facilities shall be done between 7:00 a.m. and 6:00 p.m., Monday through Saturday.

11. The Contractor shall perform all work necessary to complete the project in accordance with the approved construction drawings including such incidentals as may be necessary to meet the Approving Agencies' requirements and provide a completed project.

12. Any inspection by the City, ODOT or other Approving Agency shall not, in any way, relieve the Contractor from any obligation to perform the work in strict compliance with the contract documents, applicable codes, and Approving Agency requirements.

13. Contractor shall maintain one complete set of approved drawings on the construction site at all times whereon he will record all approved deviations in construction from the approved drawings, as well as the station locations and depths of all existing utilities encountered. These field record drawings shall be kept up to date at all times and shall be available for inspection by the Approving Agency or Owner's Representative upon request. Failure to conform to this requirement may result in delay in payment and/or final acceptance of the project.

14. Upon completion of construction of all new facilities, Contractor shall submit a clean set of field record drawings containing all as-built information to the Engineer. All information shown on the Contractor's field record drawings shall be subject to verification. If significant errors or deviations are noted, an as-built survey prepared and stamped by a registered professional Land Surveyor shall be completed at the Contractor's expense.

15. Contractor shall procure and conform to DEQ stormwater permit No. 1200C for construction activities where 1 acre or more are disturbed.

16. The contractor shall retain and pay for the services of a registered Civil Engineer and/or Land Surveyor licensed in the State of Oregon to establish construction control and perform initial construction surveys to establish the lines and grades of improvements as indicated on the drawings. Staking for buildings, structures, curbs, gravity drainage pipes/structures and other critical improvements shall be completed using equipment accurate to 0.04 feet horizontally and 0.02 feet vertically, or better. Use of GPS equipment for final construction staking of these critical improvements is prohibited. The registered professional surveyor shall provide the design engineer with copies of all grade sheets for construction staking performed for the project.

17. See architectural drawings for site lighting, site dimensioning, and continuation of all utilities.

TRAFFIC CONTROL

18. Contractor shall erect and maintain barricades, warning signs, traffic cones (and all other traffic control devices required) per City and ODOT requirements in accordance with the current MUTCD (including Oregon amendments). Access to driveways shall be maintained at all times. All traffic control measures shall be approved and in place prior to any construction activity. Prior to any work in the existing public right-of-way, Contractor shall submit final traffic control plan to the Approving Agency for review and issuance of a Lane Closure or Work in Right-of-Way Permit.

19. Prior to any work in the existing right-of-way, Contractor shall submit final traffic control plan to City of Salem for review and issuance of lane closure permit. Contractor to obtain a lane closure permit before construction starts for any work within the existing public right-of-way, including public street improvements or driveway connections to existing streets.

TESTING AND INSPECTION:

20. For public and private improvements, the Contractor shall be responsible to ensure that all required or necessary inspections are completed by authorized inspectors prior to proceeding with subsequent work which covers or that is dependent on the work to be inspected. Failure to obtain necessary inspection(s) and approval(s) shall result in the Contractor being fully responsible for all problems and/or corrective measures arising from uninspected work.

21. Unless otherwise specified, the attached "Required Testing and Frequency" table outlines the minimum testing schedule for private improvements on the project. This testing schedule is not complete, and does not relieve the Contractor of the responsibility of obtaining all necessary inspections or observations for all work performed, regardless of who is responsible for payment. Cost for retesting shall be borne by the Contractor.

EXISTING UTILITIES & FACILITIES:

22. The location and descriptions of existing utilities shown on the drawings are compiled from available records and/or field surveys. The Engineer or utility companies do not guarantee the accuracy or the completeness of such records. Contractor shall field verify locations and sizes of all existing utilities prior to construction.

23. Utility locations are based on record information and should be field-verified. Call 1-800-332-2344 at least 48 hours prior to construction for on-site locating of utilities.

24. Contractor shall field verify location and depth of all existing utilities where new facilities cross. All utility crossings marked or shown on the drawings shall be potholed using hand tools or other non-invasive methods prior to excavating or boring. Contractor shall be responsible for exposing potential utility conflicts far enough ahead of construction to make necessary grade or alignment modifications without delaying the work. If grade or alignment modification is necessary, Contractor shall notify the Design Engineer, and the Design Engineer or the Owner's Representative shall obtain approval from the Approving Agency prior to construction.

25. The Contractor shall be responsible for locating and marking all existing survey monuments of record (including but not limited to property and street monuments) prior to construction. If any survey monuments are removed, disturbed or destroyed during construction of the project, the Contractor shall retain and pay for the services of a Registered Professional Surveyor licensed in the State of Oregon to reference and replace all such monuments prior to final payment. The monuments shall be replaced within a maximum of 90 days, and the County Surveyor shall be notified in writing as required by per ORS 209.150. Per ORS 92.044(7), utility infrastructure may not be placed within one foot of a survey monument location noted on a subdivision or partition plat.

26. All facilities shall be maintained in-place by the Contractor unless otherwise shown or directed. Contractor shall take all precautions necessary to support, maintain, or otherwise protect existing utilities and other facilities at all times during construction. Contractor to leave existing facilities in an equal or better-than-original condition and to the satisfaction of the Approving Agency and Owner's Representative.

27. Utilities or interfering portions of utilities that are abandoned in place shall be removed by the Contractor to the extent necessary to accomplish the work. The Contractor shall plug the remaining exposed ends of abandoned utilities after appropriate verification procedures have taken place.

28. Contractor shall remove all existing signs, mailboxes, fences, landscaping, etc., as required to avoid damage during construction and replace them to existing or better condition.

29. The Contractor shall be responsible for managing construction activities to ensure that public streets and right-of-ways are kept clean of mud, dust or debris. Dust abatement shall be maintained by adequate watering of the site by the Contractor.

GRADING, PAVING & DRAINAGE:

30. Contractor to review soils report prepared by Central Geotechnial Services, and conform to all recommendations listed in the report.

31. All materials and workmanship for compaction, fills, grading, rocking and paving within the public right-of-way shall conform to City of Salem Standard Construction Specifications.

32. Unless otherwise noted, all grading, rocking and paving to conform to Oregon Standard Specifications for Construction (OSSC/ODOT/APWA), 2021 edition.

33. Clear and grub within work limits all surface vegetation, trees, stumps, brush, roots, etc. Do not damage or remove trees except as approved by the Owner's Representative or as shown on the drawings. Protect all roots two inches in diameter or larger.

34. Strip work limits, removing all organic matter, which cannot be compacted into a stable mass. All trees, brush, and debris associated with clearing, stripping or grading shall be removed and disposed of off-site.

35. For public and private improvements, except as otherwise allowed by the specifications required by Salem Standard Construction Specifications, drawing details or notes, immediately following stripping and grading operations, compact subgrade to 92% of the maximum dry density per AASHTO T-180 test method (Modified Proctor). Subgrade must be inspected and approved by the Owner's authorized representative before placing, engineered fills or fine grading for base rock.

36. Unless otherwise required by Salem Standard Construction Specifications, Engineered fills shall be constructed and compacted in 6" lifts over approved subgrade. All fills shall be engineered and comply with the Oregon Structural Specialty Code, with each lift compacted to 92% of the maximum dry density per AASHTO T-180 test method (Modified Proctor).

37. Granular baserock shall conform to the requirements of OSSC (ODOT/APWA) 02630.10 (Dense Graded Base Aggregate), with no more than 10% passing the #40 sieve and no more than 5% passing the #200 sieve.

38. Compact granular baserock to 92% of the maximum dry density per AASHTO T-180 test method (Modified Proctor). Written baserock compaction test results from an independent testing laboratory must be received by the Owner's authorized representative before placing AC pavement, and a finished rock grade proof-roll (witnessed by the Owners authorized representative) must be performed.

39. Unless otherwise required by Salem Standard Construction Specifications, A.C. pavement shall conform to OSSC (ODOT/APWA) 00745 (Hot Mixed Asphalt Concrete Pavement) for standard duty mix. Unless otherwise specified or shown on the drawings, base lifts shall be 3/4" dense graded mix, while wearing courses shall be 1/2" dense graded mix. Unless otherwise specified or shown on the drawings, A.C. pavement for parking lots and streets shall be Level 2 mix (50 blow Marshall) per OSSC (ODOT/APWA) 00744.13. A.C. Pavement shall be compacted to a minimum of 91% of maximum density as determined by the Rice standard method. Written AC pavement compaction test results from an independent testing laboratory must be received by the Owner's authorized representative before final payment.

40. Pavement surface shall be a smooth, well-sealed, tight mat without depressions or bird baths. Bony or open graded pavement surfaces shall be repaired to the satisfaction of the Owner's authorized representative, prior to final acceptance of the work.

41. Unless otherwise required by Salem Standard Construction Specifications, HMAC mixtures shall be placed only when the surface is dry and weather conditions are such that proper handling, finishing and compaction can be accomplished. In no case shall bituminous mixtures be placed when the surface temperature is below the minimum established under 2021 OSSC (ODOT/APWA) 00744.40 (AC - Season and Temperature Limitations) or the project specifications, whichever is more stringent.

42. Contractor shall protect new pavement against traffic as required, until it has cooled sufficiently to avoid tracking.

43. For parking lots or private access drives, the final lift of AC pavement shall not be placed until after the building is fully enclosed and weatherproof, unless otherwise approved by the Owner's authorized representative.

44. Unless otherwise shown on the drawings or details, straight grades shall be run between all finish grade elevations and/or finish contour lines shown (exception: where grades are shown across sidewalks, slopes shall be adjusted to ensure that maximum allowable sidewalk cross slopes are not exceeded).

45. Finish pavement grades at transition to existing pavement shall match existing pavement grades or be feathered past joints with existing pavement as required to provide a smooth, free draining surface.

46. All existing or constructed manholes, cleanouts, monument boxes, gas valves, water valves and similar structures shall be adjusted to match finish grade of the pavement, sidewalk, landscaped area or median strip wherein they lie. Verify that all valve boxes and risers are clean and centered over the operating nut.

47. Unless otherwise shown on the drawings, no cut or fill slopes shall be constructed steeper than 3H:1V.

48. Unless otherwise shown on the landscape plans, all planter areas, shall be backfilled with approved topsoil minimum 8" thick. Stripping materials shall not be used for planter backfill.

49. Contractor shall seed and mulch (uniformly by hand or hydroseed) all exposed slopes and disturbed areas which are not scheduled to be landscaped, including trench restoration areas. If the Contractor fails to apply seed and mulch in a timely manner during periods favorable for germination, or if the seeded areas fail to germinate, the Owner's Representative may (at his discretion) require the Contractor to install sod to cover such disturbed areas.

50. Grading shown on the drawings is critical to functioning of detention system and shall be strictly followed.

51. Contractor shall coordinate and ensure that detention pond volumes are inspected and approved by public agencies having jurisdiction before paving and landscaping.

CURBS & SIDEWALKS:

52. Unless otherwise shown or indicated on the drawings, 6-inches nominal curb exposure used for design of all parking lot and street grades.

53. Where new curbing connects to existing curbing or is installed along existing streets or pavement, the gutter grade shall match the existing street grades so as to allow drainage from the street to the gutter and through any transitions. The Contractor shall notify the Owner's Representative in writing of any grade discrepancies or problems prior to curb placement.

54. Road widening design is based on available survey taken at random intervals. Street pavement widening cross slope shall be a minimum of 2% and a maximum of 5% except at intersections, where the street cross slopes shall not exceed 2% maximum (intersection defined from end of curb radius both directions). Prior to placing curbs, Contractor shall field verify pavement widening cross slope and contact Engineer if the design pavement widening cross slope is not within the limits stated above.

55. Contractor shall construct all handicap access ramps in accordance with current ADA requirements.

56. Sidewalks shall be a minimum of 4-inches thick. Commercial use driveways and alley approaches shall be minimum 8-inches thick. All curbs, sidewalks and driveways shall be constructed using 3300-psi concrete, and shall be cured with Type 1 or Type 1D clear curing compound. All sidewalks shall be ADA compliant.

57. Curb & sidewalk concrete shall be placed only during periods when it will not be damaged by rain (protect unhardened concrete from precipitation). Concrete shall not be placed on frozen baserock. Do not begin concrete placement until temperature in the shade is a minimum of 35°F and rising, and stop placement if air temperature falls below 35°F. Protect concrete from freezing for a minimum of 5 days after placement per OSSC (ODOT/APWA) 00440.40.d & 00756.40 or the project specifications, whichever is more stringent.

58. Contraction joints shall be installed directly over any pipes that cross under the sidewalk, to control cracking. In general, cracks in new curbs or sidewalks (at locations other than contraction joints) are not acceptable, and cracked panels shall be removed & replaced unless otherwise approved by the Approving Agency and the design engineer.

59. All sidewalks shall be ADA compliant. Direction of sidewalk cross slope shall conform with the slope direction shown on the grading plan. Sidewalk cross slopes shall not exceed 1:67 (1.5%) nor be less than 1%. Longitudinal slope shall not exceed 1:20 (5%).

60. Where trench excavation requires removal of PCC curbs and/or sidewalks, the curbs and/or sidewalks shall be sawcut and removed at a tooled joint unless otherwise authorized in writing by the Approving Agency. The sawcut lines shown on the drawings are schematic and not intended to show the exact alignment of such cuts.

61. Unless otherwise shown on the drawings, areas along curbs and sidewalks shall be backfilled with approved topsoil, as well as being seeded and mulched (or hydroseeded).

PIPED UTILITIES:

62. All tapping of existing sanitary sewer, storm drain mains, and manholes must be done by City forces.

63. All tapping to be done by City of Salem forces. To schedule water/sewer/storm taps call (503) 588-6333. Taps are generally available within two business days.

64. The Contractor shall have appropriate equipment on site to produce a firm, smooth, undisturbed subgrade at the trench bottom, true to grade. The bottom of the trench excavation shall be smooth, free of loose materials or tooth grooves for the entire width of the trench prior to placing the granular bedding material.

65. All pipes shall be bedded with minimum 6-inches of 3/4"-0 crushed rock bedding and backfilled with compacted 3/4"-0 crushed rock in the pipe zone (crushed rock shall extend a minimum of 12-inches over the top of the pipe in all cases). Unless CDF or other backfill is shown or noted on the drawings, crushed rock trench backfill shall be used under all improved areas, including pavement, sidewalks, foundation slabs, buildings, etc.

66. Granular trench bedding and backfill shall conform to the requirements of OSSC (ODOT/APWA) 02630.10 (Dense Graded Base Aggregate), 3/4"-0. Unless otherwise shown on the drawings, compact granular backfill to 92% of the maximum dry density per AASHTO T-180 test method (Modified Proctor).

67. Contractor shall arrange to abandon existing sewer and water services not scheduled to remain in service in accordance with approving agency requirements.

68. All piped utilities abandoned in place shall have all openings closed with concrete plugs with a minimum length equal to 2 times the diameter of the abandoned pipe.

69. The end of all utility service lines shall be marked with a 2-x-4 painted white and wired to pipe stub. The pipe depth shall be written on the post in 2" block letters.

70. All non-metallic water, sanitary and storm sewer piping shall have an electrically conductive insulated 12 gauge solid core copper tracer wire the full length of the installed pipe using blue wire for water and green wire for storm and sanitary piping. Tracer wire shall be extended up into all valve boxes, catch basins, manholes and lateral cleanout boxes. Tracer wire penetrations into manholes shall be within 18 inches of the rim elevation and adjacent to manhole steps. The tracer wire shall be tied to the top manhole step or otherwise supported to allow retrieval from the outside of the manhole. All tracer wire splices shall be made with waterproof splices or waterproof/corrosion resistant wire nuts.

71. No trenches in sidewalks, roads, or driveways shall be left in an open condition overnight. All such trenches shall be closed before the end of each workday and normal traffic and pedestrian flows restored.

72. Before mandrel testing, TV inspection or final acceptance of gravity pipelines, all trench compaction shall be completed and all sewers and storm drains flushed & cleaned to remove all mud, debris & foreign material from the pipelines, manholes and/or catch basins.

73. Where future extensions are shown upstream of new manholes (sewer or storm), catch basins or junction boxes, pipe stubs (with gasketed caps) shall be installed at design grades to a point 2' minimum outside of the structure.

WATER SYSTEM:

74. City forces to operate all valves, including fire hydrants, on existing public mains.

75. All water mains shall be Class 52 ductile iron.

76. All fittings 4-inches through 24-inches in diameter shall be ductile iron fittings in conformance with AWWA C-153 or AWWA C-110. The minimum working pressure for all MJ cast iron or ductile iron fittings 4-inches through 24-inch in diameter shall be 350 psi for MJ fittings and 250 psi for flanged fittings.

77. All water mains to be installed with a minimum 36 inch cover to finish grade unless otherwise noted or directed. Water service lines shall be installed with a minimum 30-inch cover. Deeper depths may be required as shown on the drawings or to avoid obstructions.

78. Unless otherwise shown or approved by the Engineer, all valves shall be flange connected to adjacent tees or crosses.

79. Thrust restraint shall be provided on all bends, tees and other direction changes per Approving Agency requirements and as specified or shown on the drawings.

80. Water service pipe 2-inch and smaller on the public side of the meter shall be Type K soft copper tubing conforming to ASTM B-88. Water service pipe 3-inch and larger shall conform to the construction drawings and approving agency standards.

81. Unless otherwise noted, water service pipe 3-inch and smaller on the private side of the meter shall be Schedule 40 PVC. Unless otherwise specified, private water service piping shall be hydrostatically pressure tested to a minimum of 150% of the maximum static pressure at the site. All materials and workmanship for all private water lines, including water lines located within any building envelope, shall be installed in conformance with Uniform Plumbing Code requirements. All water service pipe on the private side of the meter shall be installed by a licensed plumber in accordance with Uniform Plumbing Code requirements.

82. Domestic and fire backflow prevention devices and vaults shall conform to requirements of public and/or private agencies having jurisdiction. The Contractor shall be responsible for having backflow devices tested and certified prior to final acceptance of the work.

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NO.	DATE	DESCRIPTION	BY
		REVISIONS	

VERIFY SCALE
BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

DSN. JW
DRN. RS
CKD. JW
DATE: 02/2025

REGISTERED PROFESSIONAL ENGINEER
OREGON
NOV. 12, 2008
WILLIAM J. WELLS
REVIEW
RENEWS: 6/30/2026

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

MOSAIC MANAGEMENT, INC.
KUEBLER VILLAGE
LOT 1 IMPROVEMENTS

CONSTRUCTION NOTES

DRAWING
C6.0

JOB NUMBER
3263.3000

83. Contractor shall provide all necessary equipment and materials (including plugs, blowoffs, valves, service taps, etc.) required to flush, test and disinfect waterlines per the Approving Agency requirements.

84. The work shall be performed in a manner designated to maintain water service to buildings supplied from the existing waterlines. In no case shall service to any main line or building be interrupted for more than four (4) hours in any one-day. Contractor shall notify the Approving Agency and all affected residents and businesses a minimum of 24 business hours (1 business day) before any interruption of service.

85. Where new waterlines cross below or within 18-inches vertical separation above a sewer main or sewer service lateral, center one full length of waterline pipe at point of crossing the sewer line or sewer lateral. In addition (unless otherwise approved in writing by the Approving Agency, existing sewer mains and/or service laterals within this zone shall be replaced with a full length of Class 50 Ductile Iron or C-900 PVC pipe (DR 18) centered at the crossing in accordance with OAR 333-061 and Approving Agency requirements. Connect to existing sewer lines with approved rubber couplings. Example: For an 8-inch waterline with 36-inches cover, 4-inch service lateral inverts within 5.67-feet (68-inches) of finish grade must be DI or C-900 PVC at the crossing.

86. All waterlines, services and appurtenances shall be pressure tested for leakage. All testing shall conform to requirements as outlined in the specifications, Approving Agency standards and/or testing forms. The hydrostatic test shall be performed with all service line corporation stops open and meter stops closed, and with all hydrant line valves open. Prior to the start of each pressure test, the position of all mainline valves, hydrant line valves and service line corporation stops in the test segment shall be verified.

87. After the pressure test and prior to disinfecting, the water lines shall be thoroughly flushed through hydrants, blow offs or by other approved means.

88. Disinfection & Bacteriological Testing. All water mains and service lines shall be chlorine disinfected per Approving Agency requirements, AWWA C-651 or OAR 333-061 (25 mg/L minimum chlorine solution, 24 hours contact time), whichever is more stringent. Unless otherwise approved by the Approving Agency, a Representative from the Approving Agency shall witness the application of the chlorine solution and the chlorine testing at the end of the 24 hour contact period. After the 24 hour chlorine contact period, the free chlorine concentration shall be checked, and if it is found to be 10 mg/L or more, the chlorine solution shall be drained (otherwise the line shall be rechlorinated), the waterline flushed with potable water, and a minimum of two consecutive samples taken at least 24 hours apart shall be collected from the waterline for microbiological analysis (ie. one sample immediately after flushing, and another sample 24 hours later). Contractor to pay for laboratory analysis of water samples taken under the supervision of the Approving Agency. If the results of both analyses indicate that the water is free of coliform organisms, the waterline may be placed in service. Should the initial treatment prove ineffective, the chlorination shall be repeated until confirmed tests show acceptable results.

89. Disinfection of Connections. For connections which cannot be disinfected with the waterline mainlines as noted above, all fittings, valves and appurtenances, including tool surfaces which will come in contact with potable water, shall be thoroughly cleaned by washing with potable water and then swabbed or sprayed with a one percent (1%) hypochlorite solution (10,000 mg/L) in accordance with the requirements of AWWA C-651 and OAR 333-061.

SEWER & STORM MANHOLES:

90. All precast manholes shall be provided with integral rubber boots. Where manholes without integral rubber boots are approved by the Owner's Representative and Approving Agency, a pipe joint shall be provided on all mainlines within 1.5 feet of the outside face of the manhole. Where required by Public Works, watertight lockdown lids required on all manholes outside of public right-of-way.

91. Openings for connections to existing manholes shall be made by core-drilling the existing manhole structure, and installing a rubber boot. Connections shall be watertight and shall provide a smooth flow into and through the manhole with no ponding. Small chipping hammers or similar light tools which will not damage or crack the manhole base may be used to shape channels, but may be used to enlarge existing openings only if authorized in writing by the Owner's Representative. Use of pneumatic jackhammers shall be prohibited.

92. Manhole channels depths (sewer & storm) shall be to the heights shown on the drawings, but in no case shall the channel depth be less than 2/3 of the pipe diameter. Channels, as well as shelves between the channels and the manhole walls, shall be sloped to drain per plan details.

93. Manholes constructed over existing sanitary sewers shall conform to the requirements of OSSC (ODOT/APWA) 490.41, Manholes over Existing Sewers. The existing pipe shall not be broken out until after the completion of the manhole test.

SANITARY SEWER SYSTEM:

94. Unless otherwise specified, sanitary sewer pipe shall be solid wall PVC in conformance with ASTM D3034, SDR 35 (≤15") or ATSM F-679, PS 46 (≥18"). Minimum stiffness shall be 46 psi per ASTM D-2412 and joint type shall be elastomeric gasket conforming to ASTM D-3212. All other appurtenances and installation to conform to the Approving Agency's specifications. All materials and workmanship for all private sanitary sewers, including sewers located within any building envelope, shall be installed in conformance with Uniform Plumbing Code requirements.

95. Unless otherwise specifically noted on the drawings, manufactured fittings (tee or wye per Approving Agency) shall be used for all lateral connections to new sewer mainlines.

96. Contractor shall provide all necessary materials, equipment and facilities to test sanitary sewer pipe and appurtenances for leakage in accordance with testing schedule herein or the Approving Agency's construction standards, whichever are more stringent. Sanitary sewer pipe and appurtenances shall be tested for leakage. Leakage tests shall include an air test of all sewer mains and laterals and vacuum testing of the manholes. Manhole testing shall be performed after completion of AC pavement and final surface restoration.

97. After manhole channeling and prior to mandrel testing and/or TV inspection, flush and clean all sewers, and remove all foreign material from the mainlines and manholes. Failure to clean all dirt, rock and debris from pipelines prior to TV inspection will result in the need to re-clean and re-TV the sewer lines.

98. Contractor shall conduct deflection test of flexible sanitary sewer pipes by pulling an approved mandrel through the completed pipeline following trench compaction. The diameter of the mandrel shall be 95% of the initial pipe diameter. Test shall be conducted not less than 30 days after the trench backfilling and compaction has been completed, unless otherwise approved by the Approving Agency.

99. Upon completion of all sanitary sewer construction, testing and repair, the Contractor shall conduct a color TV acceptance inspection of all mainlines in accordance with OSSC (ODOT/APWA) 445.74 to determine compliance with grade requirements of OSSC (ODOT/APWA) 445.40.b. The TV inspection shall be conducted by an approved technical service which is equipped to make audio-visual recordings of the TV inspections on DVD or flash drive. Unless otherwise required by the Approving Agency, a standard 1-inch diameter ball shall be suspended in front of the camera during the inspection to determine the depth of any standing water. Sufficient water to reveal low areas or reverse grades shall be discharged into the pipe immediately prior to initiation of the TV inspection. The DVD and written report shall be delivered to the Approving Agency.

STORM DRAIN SYSTEM:

100. Storm sewer pipe materials shall conform to the construction drawings and Approving Agency's requirements. Unless otherwise noted or shown on the drawings, storm sewer pipe materials with watertight joints shall conform to the attached "Storm Pipe Table". Contractor shall use uniform pipe material on each pipe run between structures unless otherwise directed or approved. Jointed HDPE pipe shall not be used for slopes exceeding ten percent (10%). All materials and workmanship for all private storm drains, including storm drains located within any building envelope, shall be installed in conformance with Uniform Plumbing Code requirements.

101. Contractor shall designate the pipe material actually installed on the field record drawings and provide this information for inclusion on the as-built drawings.

102. Catch basins and junction boxes shall be set square with buildings or with the edge of the parking lot or street wherein they lie. Storm drain inlet structures and paving shall be adjusted so water flows into the structure without ponding water.

103. Unless otherwise approved by the Engineer, all storm drain connections shall be by manufactured tees or saddles.

104. Unless otherwise shown on the drawings, all storm pipe inlets & outfalls shall be beveled flush to match the slope wherein they lie.

105. Sweep (deflect) storm sewer pipe into catch basins and manholes as required. Maximum joint deflection shall not exceed 5 degrees or manufacturers recommendations, whichever is less.

106. Unless otherwise shown or directed, install storm sewer pipe in accordance with manufacturer installation guidelines.

107. After manhole channeling and prior to mandrel testing or final acceptance, flush and clean all sewers, and remove all foreign material from the mainlines, manholes and catch basins.

108. Mandrel Testing. Contractor shall conduct deflection test of flexible storm sewer pipes by pulling an approved mandrel through the completed pipeline following trench compaction. The diameter of the mandrel shall be 95% of the initial pipe diameter. Test shall be conducted not more than 30 days after the trench backfilling and compaction has been completed.

109. TV Inspection. Upon completion of all storm sewer construction, testing and repair, the Contractor shall conduct a color TV acceptance inspection of all mainlines in accordance with OSSC (ODOT/APWA) 445.74 to determine compliance with grade requirements of OSSC (ODOT/APWA) 445.40.b. The TV inspection shall be conducted by an approved technical service which is equipped to make audio-visual recordings of the TV inspections on DVD (VHS video tape acceptable only upon prior written approval by Public Works). Unless otherwise required by the agency with jurisdiction, a standard 1-inch diameter ball shall be suspended in front of the camera during the inspection to determine the depth of any standing water. Sufficient water to reveal low areas or reverse grades shall be discharged into the pipe immediately prior to initiation of the TV inspection. The DVD and written report shall be delivered to the Approving Agency.

110. Prior to acceptance, the Owner's Representative may lamp storm lines upstream & downstream of structures to verify that the pipes are clean and there is no grout or concrete in the mainlines, and that there are no observable bellies in the line. When necessary, sufficient water to reveal low areas shall be discharged into the pipe by the Contractor prior to any such inspection by the Owner's Representative or the Approving Agency.

STREET LIGHTS:

111. Street lights shall be installed after all other earthwork and public utility installations are completed and after rough grading of the property is accomplished to prevent damage to the poles.

112. Streetlight poles shall be set to a depth as specified by the manufacturer, but not less than 5 feet.

113. Street light poles shall be installed within one degree (1°) of plumb.

114. Contractor and franchise utility companies shall conform to SCS Section 309 for all street lighting installation.

115. Contractor shall coordinate with utility companies and pay all costs for procurement, installation, wiring, hook up and activation of streetlights.

FRANCHISE & PRIVATE UTILITIES:

116. Unless otherwise shown on the drawings or approved by jurisdiction having authority, all new franchise and private utilities (power, cable TV, telephone, gas, data, communication, control, alarms, etc.) shall be installed underground. Installation of such utilities or associated conduits in a common trench with public water, sanitary sewer, or storm sewer is prohibited.

117. Contractor shall coordinate with gas, power, telephone, and cable TV Company for location of conduits in common trenches, as well as location or relocation of vaults, pedestals, etc. The Contractor shall be responsible for providing franchise utility companies adequate written notice of availability of the open trench (typically 10 days minimum), and reasonable access to the open trench. Unless otherwise approved in writing by the Approving Agency, all above-grade facilities shall be located in PUEs (where PUEs exist or will be granted by the development), and otherwise shall be placed in a location outside the proposed sidewalk location.

118. Unless otherwise approved by the Approving Agency, installation of private utilities (including either franchise utilities or private water, sewer or storm services) in a common trench with or within 3 feet horizontally of and paralleling public water, sanitary sewer or storm drains is prohibited.

119. Power, telephone and TV trenching and conduits shall be installed per utility company requirements with pull wire. Contractor shall verify with utility company for size, location and type of conduit before construction, and shall ensure that trenches are adequately prepared for installation per utility company requirements. All changes in direction of utility conduit runs shall have long radius steel bends.

120. Contractor shall notify and coordinate with franchise utilities for removal or relocation of power poles, vaults, pedestals, manholes, etc. to avoid conflict with Public utility structures, fire hydrants, meters, sewer or storm laterals, etc.

STORM PIPE TABLE	
Cover Depth	6" – 18" Diameter
Less than 2' Cover	Class 50 ductile iron pipe with bell and spigot joints and rubber gasket.
2' to 2–1/2' Cover	Pipe specified for lesser cover depths —or— Class 3, ASTM C–14 non–reinforced concrete pipe with bell and spigot joints & rubber gaskets, ASTM 150 Type II cement. —or— PVC pipe conforming to AWWA C900 DR 18 (6"–12") or AWWA C–905 (14"–18") with bell and spigot joints and rubber gasket
2–1/2' to 15' Cover	Pipe specified for lesser cover depths —or— PVC pipe conforming to ASTM D–3034 PVC SDR 35 (6"–15") or ASTM F–679 PVC solid wall SDR 35 (18") with bell and spigot joints and rubber gasket. —or— HDPE (high density polyethlene) pipe conforming to AASHTO M–252, (8"–10") or AASHTO M–294 (12"–18"). For slopes less than 6% the pipe shall be ADS N–12 IB ST, Hancor Sure–Lok F477, or approved equal. For slopes greater than 6% the pipe shall be ADS N–12 IB WT, Hancor Blue Seal, or approved equal with watertight pressure testable fittings, —except— jointed HDPE (high density polyethylene) pipe referenced above not permitted for depth to invert greater than 12 feet.
More than 15' Cover	See construction drawings.
Cover Depth	21" – 30" Diameter
Less than 2' Cover	Class 50 ductile iron pipe with bell and spigot joints and rubber gasket.
2' to 2–1/2' Cover	Pipe specified for lesser cover depths —or— Class IV ASTM C–76 reinforced concrete pipe with bell and spigot joints and rubber gasket, ASTM 150, Type II cement.
2–1/2' to 15' Cover (**HDPE allowed up to 60" diameter subject to max. depth limits listed)	Pipe specified for lesser cover depths —or— ASTM F–679 PVC solid wall SDR 35 pipe with bell and spigot joints and rubber gasket —or— HDPE (high density polyethlene) pipe conforming to AASHTO M–294. For slopes less than 6% the pipe shall be ADS N–12 IB ST, Hancor Sure–Lok F477. or approved equal. For slopes greater than 6% the pipe shall be ADS N–12 IB WT, Hancor Blue Seal, or approved equal with watertight pressure testable fittings, —except— (**)jointed HDPE (high density polyethylene) pipe referenced above not permitted for depth to invert greater than 12 feet.
More than 15' Cover	See construction drawings.
Greater than 30" diameter and other pipe materials: Case by case basis.	
Perforated pipe underdrains to be SCH 40 ABS or SCH 40 PVC perforated or slotted pipe unless otherwise specified.	

REQUIRED TESTING AND FREQUENCY TABLE *Contractor to notify Owner's Representative prior to all testing, to allow Owner's Representative to be present if desired.*		Party Responsible for payment		
		Contractor		Others (see note 1)
Streets, Fire Lanes, Common Driveways, Parking Lots, Pads, Fills, etc.				
Subgrade	1 Test/4000 S.F./Lift (4 min), locations acceptable to approving agency (typically alternate sides of road or access aisles)	✓	See note 2 & note 3	
Engineered Fills	1 Test/4000 S.F./Lift (4 min), locations acceptable to approving agency	✓	See note 2 & note 5	
Baserock	1 Test/4000 S.F./Lift (4 min), locations acceptable to approving agency (typically alternate sides of road or access aisles)	✓	See note 2 & note 3	
Asphalt	1 Test/6000 S.F./Lift (4 min), locations acceptable to AA (typ. alternate as above)	✓	See note 2	
Piped Utilities, All (including backfill in lifts & AC restoration at manholes, etc.)				
Trench Backfill	1 Test/200 Foot Trench/Lift (4 min)	✓	See note 2	
Trench AC Restoration	1 Test/300 Foot Trench (4 min)	✓	See note 2	
Water				
Pressure Test	(to be witnessed by Owner's Representative or approving agency)	✓	See note 4	
Bacterial Water Test	Per OHA–Drinking Water Services	✓	See note 2	
Chlorine Residual Test	Per City Requirements	✓		
Sanitary Sewer				
Air Test	Per City or APWA Requirements, whichever is more stringent	✓	See note 4	
Mandrel	95% of actual inside diameter	✓	See note 4	
TV Inspection	All. Lines must be cleaned prior to TV work	✓		
Manhole	Vacuum test each manhole, witnessed by Owner's Representative or approving agency	✓	See note 2	
Storm				
Mandrel	95% of actual inside diameter	✓	See note 4	
TV Inspection	All. Lines must be cleaned prior to TV work	✓		
Concrete, Block, etc.				
Slump, Air & Cylinders for structural & reinforced concrete, equipment slabs, curbs, sidewalks & PCC pavements. Unless otherwise specified, one set of cylinders per 100 cubic yards (or portion thereof) of each class of concrete placed per day. Slump & air tests required on same load as cylinders.		✓	See note 2	
Retaining Walls				
Building permit inspection and Special Inspection, as well as compaction testing on backfill, all in conformance with applicable State Building Code requirements		✓	See note 5 & note 6	

Note 1: "Others" refers to Owner's authorized Representative or Approving Agency as applicable. Contractor responsible for scheduling testing. All testing must be completed prior to performing subsequent work.

Note 2: Testing must be performed by an approved independent testing laboratory/firm.

Note 3: In addition to in–place density testing, the subgrade and base rock shall be proof–rolled with a loaded 10 yard dump truck provided by the Contractor. Baserock proofroll shall take place immediately prior to (within 24 hours of) paving, and shall be witnessed by the Owner's authorized Representative or approving agency. Location and pattern of testing and proofroll to be as approved or directed by said Owner's authorized Representative or approving agency.

Note 4: To be witnessed by the Owner's Representative or approving agency. The Contractor shall perform pretests prior to scheduling witnessed waterline or sanitary sewer pressure tests, or pipeline mandrel test.

Note 5: The approved independent laboratory retained by the Contractor shall provide a certification (stamped by an engineer licensed in the State of Oregon) that the subgrade was prepared and all engineered fills were placed in accordance with the provisions of the construction drawings and the contract documents.

Note 6: Regardless of who is responsible for payment, the Contractor is responsible for scheduling and coordinating any and all required inspections and Special Inspections as required by applicable building codes or jurisdictions having authority.

Contractor to notify Owner's Representative prior to all testing, to allow Owner's Representative to be present if desired.

NO.	DATE	DESCRIPTION	BY
1		REVISIONS	

VERIFY SCALE
BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

DSN. JW
DRN. RS
CKD. JW
DATE: 02/2025

REGISTERED PROFESSIONAL ENGINEER
OREGON
NOV. 12, 2008
WILLIAM J. WELLS
RENEWS: 6/30/2026

REVIEW

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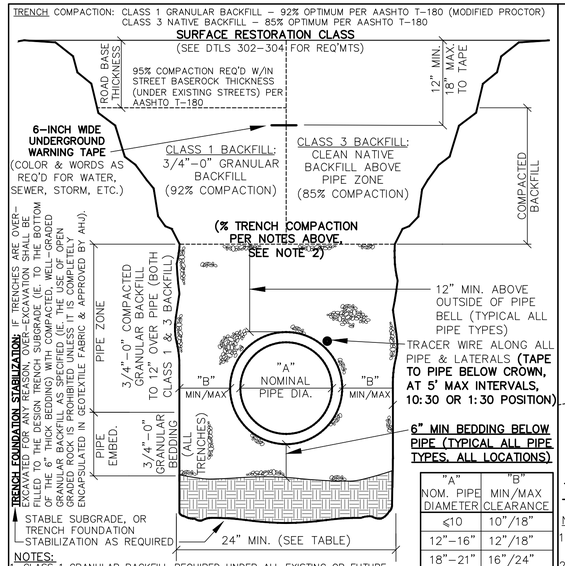
MOSAIC MANAGEMENT, INC.
KUEBLER VILLAGE
LOT 1 IMPROVEMENTS

CONSTRUCTION NOTES

DRAWING
C6.1

JOB NUMBER
3263.3000



"A" NOM. PIPE DIAMETER	"B" MIN/MAX CLEARANCE
≤10	10"/18"
12"-16"	12"/18"
18"-21"	16"/24"
24"-30"	18"/30"
>30"	24"/36"

(SEE NOTE 5)

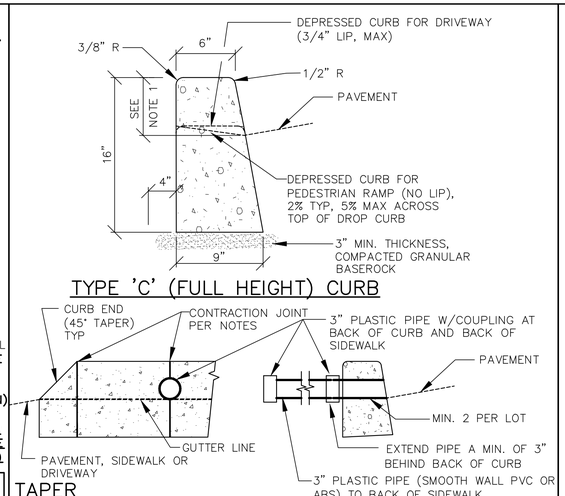
NOTES:
1. CLASS 1 GRANULAR BACKFILL REQUIRED UNDER ALL EXISTING OR FUTURE IMPROVED AREAS, INCLUDING STREETS, SHOULDERS, PARKING, SIDEWALKS, ETC.
2. SUBMIT WRITTEN BACKFILL COMPACTION TEST RESULTS PRIOR TO INSTALLING AC PAVEMENT OR CONCRETE SURFACE RESTORATION.
3. WHERE NEW PIPING IS IN SAME ALIGNMENT AS EXISTING PIPING, GRANULAR PIPE EMBEDMENT SHALL EXTEND TO A MIN. OF 6" BELOW THE NEW PIPING OR 6" BELOW EXISTING PIPING, WHICHEVER IS DEEPER.
4. SHORING NOTE, PIPE ZONE: FOR FLEXIBLE PIPE, BOTTOM OF TRENCH SHORING SHALL BE ABOVE PIPE SPRINGLINE PRIOR TO COMPACTING BACKFILL BELOW THE PIPE SPRINGLINE AND UNDER THE PIPE HAUNCHES (TO AVOID LOSS OF PIPE SIDE SUPPORT).
5. MINIMUM CLEARANCES SHOWN ("B") ASSUMES STANDARD 6" WALL TRENCH BOXES SET ON TRENCH BOTTOM, AND REPRESENTS WIDTH REQUIRED TO CONSOLIDATE GRANULAR MATERIAL UNDER PIPE HAUNCHES (TO AVOID LOSS OF SIDE SUPPORT WHEN TRENCH BOX IS MOVED OR PULLED FORWARD). TRENCH WIDTH REDUCTION REQUIRES PRIOR APPROVAL BASED ON ACTUAL TRENCH SHORING PROPOSED.

LAST REVISION DATE:	
MAR 2024	STANDARD

TRENCH BACKFILL, BEDDING, AND PIPE ZONE

(NTS)

WESTECH ENG.	DETAIL NO. 3010



TYPE 'C' (FULL HEIGHT) CURB

TAPER

WEEP HOLE THROUGH CURB

NOTES
1. 7" CURB EXPOSURE FOR ARTERIAL & COLLECTOR STREETS TYP WHERE TYPE C CURB IS ALLOWED. 6" EXPOSURE OTHER PUBLIC STREETS, PRIVATE STREETS & PARKING LOTS.
2. CONTRACTION JOINTS SHALL BE PLACED AT 15' MAX. INTERVALS, WITH AGGREGATE SEPARATION TO EXTEND AT LEAST 50% THROUGH THE CURB.
2. A CONTRACTION JOINT SHALL BE PLACED ACROSS SIDEWALK OVER WEEP HOLE PIPE.
3. ALL CONCRETE SHALL BE 3300 PSI @ 28 DAYS, MAX 5" SLUMP, 4.5% AIR (±1.5%).
4. WHERE SIDEWALKS ARE TO BE CONSTRUCTED, EXTEND 3" PIPE TO BACK OF SIDEWALK LOCATION & INSTALL COUPLING AT END OF PIPE.
5. INSTALL AT LEAST 2 WEEP HOLES ON ALL LOTS. IN ADDITION TO WEEPHOLES AT DRIVEWAY WINGS, INSTALL ONE WEEPHOLE AT LOW POINT OF LOT, 5' MAX FROM P/L. ANY WEEPHOLES IN EXTG CURBS SHALL BE CORE DRILLED.
6. **MONOLITHIC CURB & PUBLIC SIDEWALK OR DRIVEWAY APRON PLACEMENT IS NOT PERMITTED EXCEPT PED RAMPS (IE. CURB CONCRETE & SIDEWALK OR DRIVEWAY CONCRETE SHALL BE PLACED SEPARATELY).**

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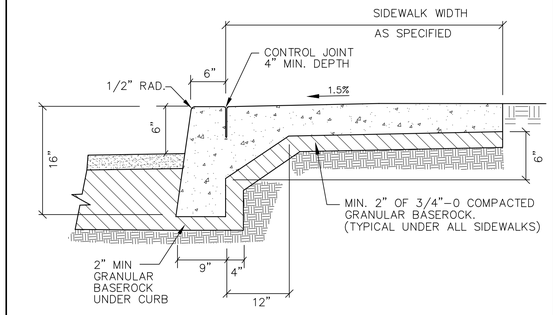
FEB 2024	

TYPE 'C' CURB AND WEEPHOLE

(NTS)

WESTECH ENG.	DETAIL NO. 2110



TYPICAL SECTION

NTS

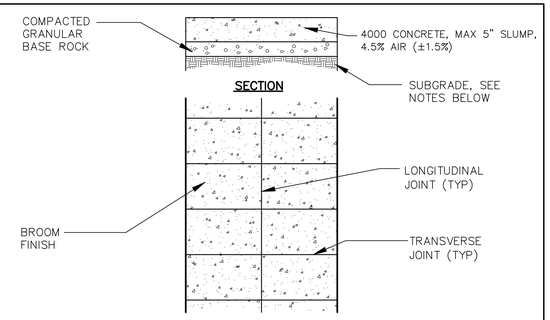
NOTES:
1. CONCRETE THICKNESS. 4" MIN. CONCRETE THICKNESS FOR STANDARD SIDEWALKS. 6" MIN CONCRETE THICKNESS THROUGH RESIDENTIAL DRIVEWAYS (INCLUDING WINGS). 8" MIN CONCRETE THICKNESS THROUGH COMMERCIAL/INDUSTRIAL DRIVEWAYS & ALLEY APPROACHES.
2. CONCRETE SHALL BE 3300 PSI @ 28 DAYS, MAX 5" SLUMP, 4.5% AIR (±1.5%).
3. INSTALL TOOLED CONTRACTION JOINTS AT 5' INTERVALS. SIDEWALKS 10' & WIDER SHALL HAVE A LONGITUDINAL CONTRACTION JOINT AT 5' MAX ON CENTER.
4. INSTALL AT LEAST 2 WEEP HOLES ON ALL LOTS. IN ADDITION TO WEEPHOLES AT DRIVEWAY WINGS, INSTALL ONE WEEPHOLE AT LOW POINT OF LOT, 5' MAX FROM P/L.
5. A CONTRACTION JOINT SHALL BE PLACED ALONG AND OVER WEEPHOLE & DRAIN PIPE.
6. SIDEWALKS SHALL BE LOCATED ENTIRELY WITHIN PRIVATE RIGHT-OF-WAYS OR SIDEWALK EASEMENTS, INCLUDING SIDEWALKS AT DRIVEWAY APRONS.

LAST REVISION DATE:	JO #
JAN 2024	STANDARD

MONOLITHIC CURB AND PRIVATE SIDEWALK

(NTS)

WESTECH ENG.	DETAIL NO. 2112



PLAN

CONCRETE PAVEMENT SECTION

NTS

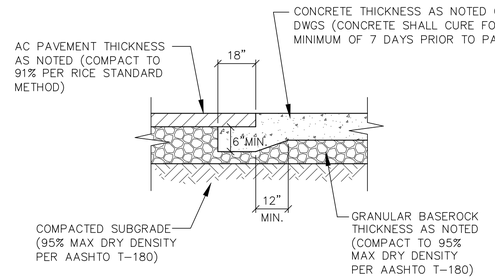
NOTES:
1. PCC CONSTRUCTION SHALL CONFORM TO PORTLAND CEMENT ASSOCIATION (PCA) SPECIFICATIONS.
2. MAXIMUM LONGITUDINAL JOINT SPACING IS 15 FEET. TRANSVERSE JOINTS REQUIRED AT ALL CURB JOINTS OR A MAXIMUM OF 15 FEET.
3. LENGTH OF ANY PARTICULAR PANEL (BETWEEN JOINTS) SHALL NOT EXCEED 1.5 X WIDTH.
4. JOINT PATTERN TO BE APPROVED BY OWNER'S REPRESENTATIVE PRIOR TO POURING PCC.
4. DEPTH OF JOINTS SHALL BE 1/3 MINIMUM TO 1/2 MAX OF THE PAVEMENT THICKNESS.
5. ALL DESIGN SUBGRADES SHALL BE COMPACTED AND PROOF-ROLLED PRIOR TO PLACEMENT OF BASEROCK.
6. IF SUBGRADE FAILS THE PROOF-ROLL, SUBGRADE SHALL BE OVEREXCAVATED TO UNDISTURBED SOIL AND BACKFILLED WITH BASEROCK OVER MINIMUM 8.0-OZ. NONWOVEN FABRIC AS REQUIRED TO ALLOW COMPACTION OF UPPER (DESIGN) BASEROCK SECTION AND TO MAINTAIN STRUCTURAL INTEGRITY OF NATIVE SUBGRADE SOILS. TYPICAL MINIMUM OVEREXCAVATION REQUIRED IS 18-INCHES. NO RUBBER TIRED EQUIPMENT ALLOWED ON SUBGRADE FOLLOWING OVEREXCAVATION.

LAST REVISION DATE:	JO #
AUG 2020	STANDARD

CONCRETE PAVEMENT SECTION

(NTS)

WESTECH ENG.	DETAIL NO. 2392



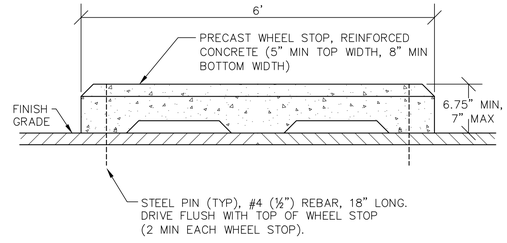
NOTE:
1. CONCRETE SHALL BE A MINIMUM 3300 PSI AT 28 DAYS, MAX 5" SLUMP, 4.5% AIR (±1.5%).

LAST REVISION DATE:	JO #
FEB 2024	STANDARD

IMPACT PANEL FOR TRANSITION FROM CONCRETE TO A.C. PAVEMENT

(NTS)

WESTECH ENG.	DETAIL NO. 2394



SECTION

NTS

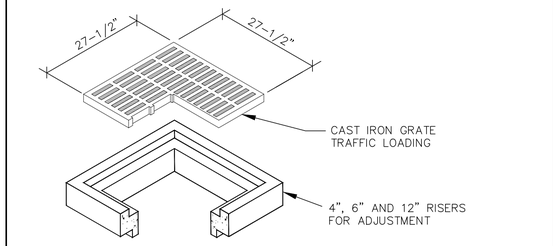
NOTES:
1. SEE DRAWINGS FOR LOCATION & NUMBER OF WHEEL STOPS, INCLUDING DIMENSION FROM CURB, EDGE OF PAVEMENT OR BUILDING AS APPLICABLE.
2. UNLESS OTHERWISE SPECIFIED OR SHOWN ON SITE PLAN, SET WHEEL STOPS 2 FEET FROM FACE OF CURB OR EDGE OF PAVEMENT, MEASURED FROM THE FACE OF THE WHEEL STOP (VEHICLE SIDE) TO FACE OF CURB (OR EDGE OF PAVEMENT). SET BACK FROM PROPERTY LINES PER CITY STANDARDS (3' MIN). MIN SETBACK FROM BUILDINGS AS SHOWN ON DWGS.

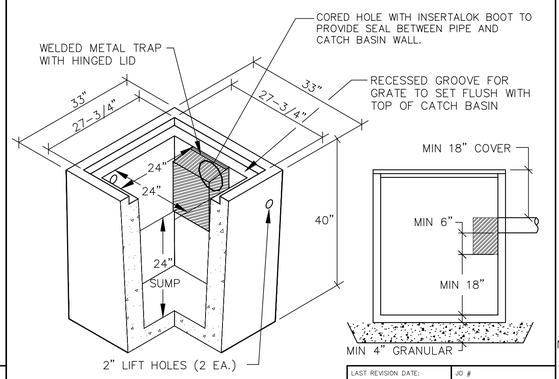
LAST REVISION DATE:	JO #
FEB 2024	STANDARD

PRECAST WHEELSTOP DETAIL

(NTS)

WESTECH ENG.	DETAIL NO. 2396





NOTES:
1. SEE CONSTRUCTION DRAWINGS FOR PIPE SIZE, LOCATION AND INVERT ELEVATION.
2. CONCRETE SHALL BE 4000 PSI @ 28 DAYS.
3. SET CB SQUARE WITH BUILDINGS OR WITH EDGE OF PARKING LOT, ALLEY OR DRIVEWAY WHEREIN IT LIES.
4. ADJUST PAVING SO WATER FLOWS TO CB WITH NO PONDING

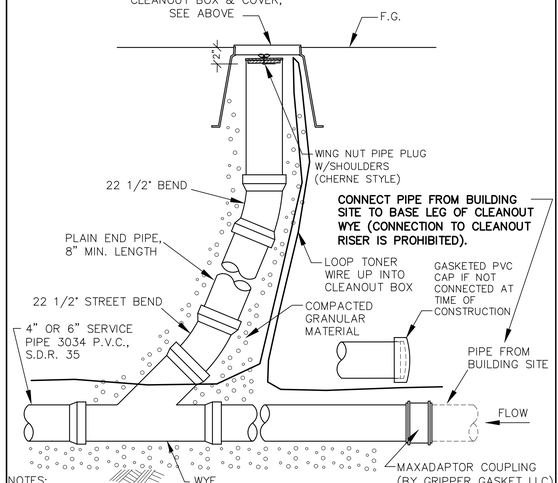
LAST REVISION DATE:	JO #
MAR 2024	STANDARD

PARKING LOT CATCH BASIN or PUBLIC ALLEY CATCH BASIN (PRECAST CONCRETE)

(NTS)

WESTECH ENG.	DETAIL NO. 3150

CLEANOUT COVERS: ALL SEWER CLEANOUT LIDS TO READ "SEWER". ALL STORM CLEANOUT LIDS TO READ "STORM" OR "C/O".
1. NON-TRAFFIC AREAS: CARSON MODEL 910 T-COVER OR EQUAL (GREEN FOR SEWER, GREY FOR STORM).
2. TRAFFIC AREAS, INCLUDING DRIVEWAYS: 8" X 4" CAST IRON FRAME & COVER, OLYMPIC M1007 OR EQUAL. 8" X 6" CAST IRON FRAME & COVER, OLYMPIC M1018 OR EQUAL. (FOR CI CLEANOUTS IN UNPAVED AREAS, SET IN 6" THICK CONCRETE PAD)



NOTES:
1. CLEANOUT RISER SHALL BE SAME SIZE AND MATERIAL AS LATERAL PIPE.
2. PROVIDE CONCRETE PAD FOR CLEANOUTS LOCATED IN UNPAVED DRIVEWAYS OR TRAFFIC AREAS (6" THICK PAD TO BE 6" LARGER THAN CLEANOUT BOX FRAME ON ALL SIDES).
3. CLEANOUT PIPE SHALL BE LEFT A MINIMUM OF 18" ABOVE EXISTING GRADE UNTIL ALL CURBING IS INSTALLED AND ALL PRIVATE UTILITY TRENCHES ARE BACKFILLED. CLEANOUTS SHALL THEN BE SET NO MORE THAN 6" BELOW FINISH GRADE, AND CLEANOUT BOXES SET FLUSH WITH FINISH GRADE.

LAST REVISION DATE:	JO #
MAY 2024	STANDARD

STANDARD SERVICE LATERAL CLEANOUT (ON PRIVATE PROPERTY)

(NTS)

WESTECH ENG.	DETAIL NO. 4161

BY	DESCRIPTION	NO.	DATE
	REVISIONS	1	

VERIFY SCALE
BAR IS ONE INCH ON ORIGINAL DRAWING 1"
0 IF NOT ONE INCH, ON THIS SHEET, ADJUST SCALES ACCORDINGLY

DSN. JW
DRN. RS
CKD. JW
DATE: 02/2025

REGISTERED PROFESSIONAL ENGINEER
OREGON
NOV. 12, 2008
WILLIAM J. WELLS
RENEWS: 6/30/2026

REVIEW

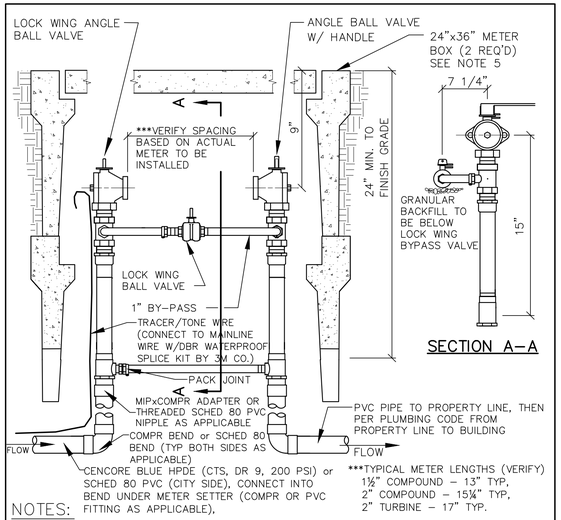
WESTECH ENGINEERING, INC.
CONSULTING ENGINEERS AND PLANNERS
3841 Fairview Industrial Dr. S.E., Suite 100, Salem, OR 97302
Phone: (503) 585-2474 Fax: (503) 585-3986
E-mail: westech@westech-eng.com

MOSAIC MANAGEMENT, INC.
KUEBLER VILLAGE
LOT 1 IMPROVEMENTS

CIVIL DETAILS

DRAWING
C7.0

JOB NUMBER
3263.3000



SECTION A–A

NOTES:

1. METERSET TO BE FORD BOTTOM INLET COPPERSETTER, #VBB86–15HB–11–66 (1½") OR #VBB87–15HB–11–77 (2") WITH RAISED HIGH LOCKING BYPASS OR APPROVED EQUAL.
2. SUBSTITUTES FOR ANY MATERIALS SHOWN SHALL BE APPROVED BY THE CITY ENGINEER.
3. BACKFILL & COMPACTION PER CITY STANDARDS.
4. SET METER BOX PER CITY STANDARDS IN RELATION TO PROPERTY LINE & METER BOX. NO METERS ON PRIVATE PROPERTY WITHOUT A RECORDED EASEMENT.
5. METER BOX SHALL BE CENTERED OVER COMPLETED METER ASSEMBLY. METER BOX TO BE ARMORCAST –A6001974PCX12 W/A6001975 LID IN NON–TRAFFIC AREAS,
   –TRAFFIC RATED VERSION OF BOX/LID IN TRAFFIC AREAS.
   PROVIDE WITH OR WITHOUT KNOCKOUTS PER CITY STANDARDS.
6. COPPERSETTER, METER BOX, & ALL FITTINGS PROVIDED BY CONTRACTOR. CONTRACTOR TO VERIFY DIMENSIONS & CLEARANCE BASED ON ACTUAL METER TO BE PROVIDED BY THE CITY. WATER METER INSTALLED BY CITY, OR BY CONTRACTOR UNDER CITY INSPECTION & APPROVAL, AS DIRECTED BY CITY.
7. SEE DETAIL 5170A or B FOR TAPPING REQUIREMENTS.
8. **THREADED FEMALE PVC FITTINGS ARE NOT ALLOWED.**
9. **USE OF PURPLE PVC PRIMER ON ALL PVC SOLVENT CEMENT JOINTS IS MANDATORY (SEE ALSO OPSC 605.12.2).**

LAST REVISION DATE:	JO #
AUG 2024	STANDARD

1-1/2" AND 2" METER SET W/OFFSET 1" HIGH BY-PASS (HDPE or PVC SERVICE LINE)

(NTS)

	DETAIL NO.
WESTECH ENG.	5160

NO.	DATE	DESCRIPTION	BY
		REVISIONS	
1			

VERIFY SCALE
BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH, DO THIS SHEET, ADJUST SCALES ACCORDINGLY

DSN. JW
DRN. RS
CKD. JW
DATE: 02/2025

REGISTERED PROFESSIONAL ENGINEER
OREGON
NOV. 12, 2008
WILLIAM J. WELLS
RENEWS: 6/30/2026

REVIEW

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MOSAIC MANAGEMENT, INC.

KUEBLER VILLAGE
LOT 1 IMPROVEMENTS

CIVIL DETAILS

DRAWING
C7.1

JOB NUMBER
3263.3000

2/28/2025 11:19:29 AM
R:\Dwg\Mosaic\Kuebler Village\Lot 1 – US Market\Civil\Plots\PD-CONST Notes & Details.dwg, (C7.1 tab)