

CLASS 3 SITE PLAN REVIEW AND CLASS 2 ADJUSTMENT NARRATIVE

South Salem Goodwill Expansion

DOWL Project Number 2380.16145.01

APRIL 2025

Prepared for:

Goodwill Industries of the
Columbia Willamette
1943 SE Sixth Avenue
Portland OR 97214

Prepared by:



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- A. APPLICATION FORMS
- B. PRE-AP24-55
- C. CIVIL PLANS
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- E. TRIP GENERATION ESTIMATE
- F. NEIGHBORHOOD ASSOCIATION LETTER
- G. STORMWATER MEMO

1.0 INTRODUCTION

1.1 General Information

Applicant(s):	Goodwill Industries of the Columbia Willamette 1943 SE Sixth Avenue Portland OR 97214 Contact: Todd Silbernagel Phone: 503.963.3200
Prepared By:	DOWL 309 SW 6 th Ave, Suite 700 Portland, OR 97204 Contact: Peter Anderson Phone: 541.762.2078
Project Location:	1125 Crowley Ave SE, Salem, OR 97302
Parcel ID Number(s):	083W10DA01700
Comprehensive Plan Designation:	MU – Mixed Use
Zoning:	MU-III (Mixed Use-III)
Overlay(s):	Mixed-Use
Critical area(s):	N/A
Site Area:	1.64 acres

2.0 PROJECT SUMMARY

2.1 Project Description

On behalf of Goodwill Industries of the Columbia Willamette (Applicant), DOWL requests approval of a Class 3 Site Plan Review and Class 2 Adjustment to construct an approximately 1,991 square foot addition to the northeast portion of the existing structure. A majority of the existing on-site parking lot will not be affected by this project, however minor alterations are proposed to accommodate the building expansion and a new pedestrian connection between the Goodwill building and the adjacent tenant, Sherwin Williams. A total of 8 parking spaces will be removed as part of this project. Alterations to the site's existing stormwater management system, including the existing detention basins within the parking lot, are not anticipated at this time. The existing sanitary sewer and water service lines are anticipated to remain in their current locations and no new services are proposed. The applicant is not proposing any modifications to the remainder of the tax lot.

2.2 Existing Conditions

The project site is located at 1125 Crowley Ave SE, Salem, OR 97302 and is further identified as tax lot 083W10DA01700. The site is zoned Mixed Use III (MU-III). It is approximately 1.64 acres in size and is currently developed with an approximately 20,756 sq ft Goodwill Superstore and associated parking lot area. Access is provided via an approximately 25-foot driveway off Crowley Ave along the southern boundary of the tax lot. The tax lot is bound by Crowley Avenue to the south, Commercial Street SE to the west, residentially zoned parcels to the east, and both mixed use and residentially zoned parcels to the north. No trees or vegetation are anticipated to be removed as part of this development. A vicinity map and zoning map have been provided as **Figure 1** and **Figure 2** respectively. **Table 1** below provides additional information regarding the surrounding properties and their existing uses.

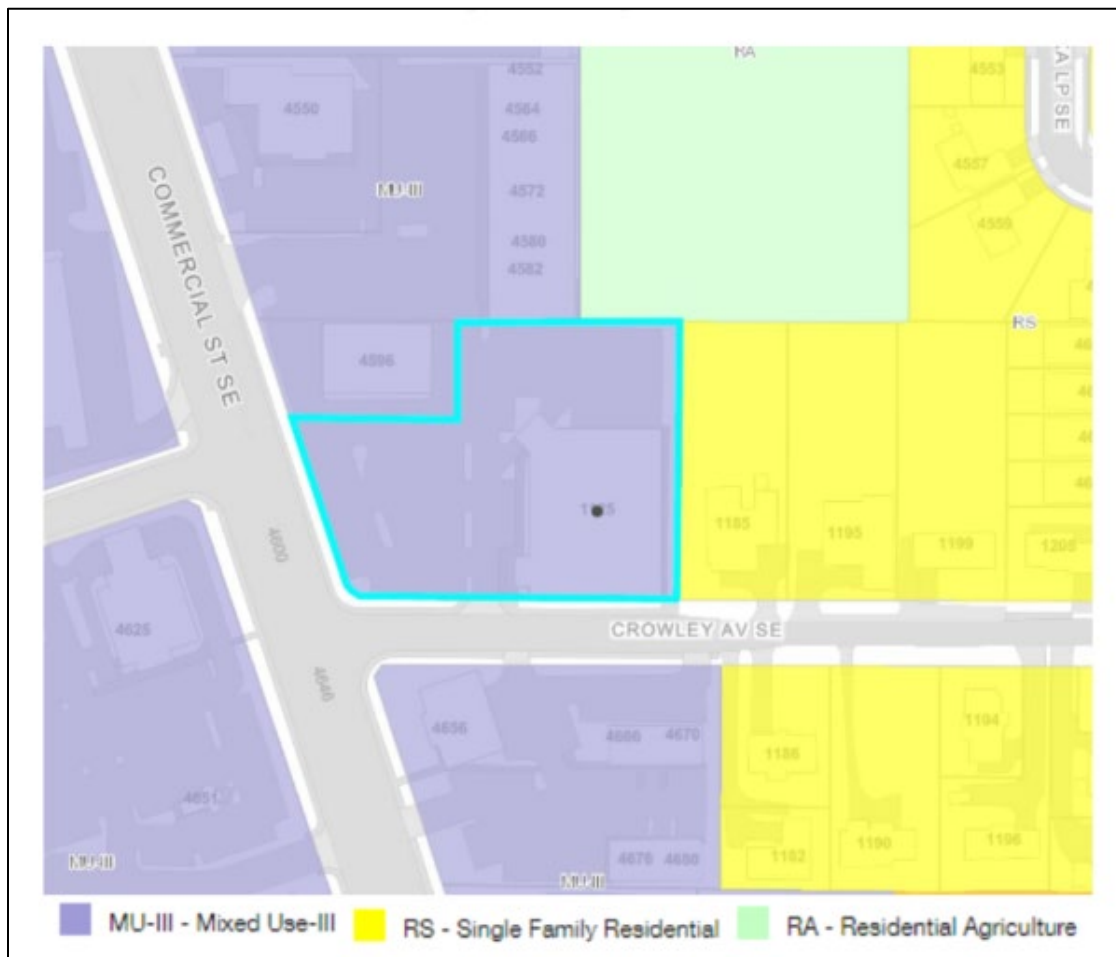
Table 1: Surrounding Uses

	Zoning	Comp. Plan	Use
North	Mixed Use III (MU-III) Residential Agriculture (RA)	Mixed Use Single Family Residential	Commercial Religious Institution
South	Mixed Use III (MU-III)	Mixed Use	Commercial
East	Single Family Residential (RS)	Single Family Residential	Single Family Residential
West	Mixed Use III (MU-III)	Mixed Use	Commercial

Figure 1. Vicinity Map



Figure 2. Zoning Map



3.0 SALEM REVISED CODE

The proposal is subject to provisions of the Salem Revised Code. The applicable criteria are set forth below with findings demonstrating the project's consistency with these provisions. Provisions that are not applicable to this proposal are not included.

Title X Salem, Oregon, Unified Development Code

Chapter 220. Site Plan Review.

220.005. Site Plan Review.

220.005.B. Classes.

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.*

Response: The subject application includes an adjustment request. Therefore, the proposed development must be reviewed via the Class 3 Site Plan Review process.

220.005.C. Procedure Type.

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

Response: Acknowledged.

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.

Response: Acknowledged. At this time, the applicant does not intend to submit a building permit concurrently with the site plan review.

220.005.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[...]

Response: A proposed site plan with the information noted in this section has been included in this submittal package as Sheet C2.0 of the Civil Plan Set (**Exhibit C**).

- 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[...]

Response: An existing conditions plan with the information noted in the section has been included in this submittal package as Sheet C1.0 of **Exhibit C**.

- 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[...]

Response: A tree planting plan with the information noted in this section has been included in this submittal package as Sheet L1.0 of **Exhibit C**.

- 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.

Response: A grading plan has been included with this application package as Sheet C3.0 of **Exhibit C**.

- e. 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.

Response: No modifications to the existing utilities are proposed as part of this development application. Existing utilities are shown on the civil plan sheets included in Exhibit C and demonstrate that there are no needed changes to the utility systems. The proposed building expansion is for warehouse space only, and will not add any

additional fixture units, and therefore will not be increasing the demand for water or sewer on the property. Existing capacities remain adequate for the project.

- f. A description of the proposed stormwater management system, including pre and post construction conditions, prepared in accordance with the Public Works Design Standards.**

Response: No modifications to the existing stormwater management system are proposed. Refer to the Stormwater Memo included as **Exhibit G** for further information on the existing stormwater management system. Existing impervious asphalt paving will be converted to impervious roof area and directed to the existing roof downspouts on the east side of the building. Thresholds for requiring stormwater treatment and flow control are not being met by the proposed development.

- g. A completed trip generation estimate for the proposed development, on forms provided by the City.**

Response: A trip generation estimate for the proposed development has been prepared and included with this application package as **Exhibit F**.

- h. 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.**

Response: Architectural drawings, including elevations, have been included with this application package as **Exhibit D**.

- i. For development in the Mixed Use-I (MU-I), 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.**

Response: The proposed development falls within the MU-III zoning designation. Architectural drawings depicting all elevations of the existing building and proposed alterations are included as **Exhibit D**.

- j. 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.**

Response: The proposed development does not include more than one-half acre of new off-street surface parking. This criterion is not applicable.

- 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;**

Response: All submittal requirements for a Class 2 site plan review have been included with this application package and are identified earlier in this narrative.

- b. The zoning district, comprehensive plan designation, and land uses for all properties abutting the site;**

Response: The zoning district, comprehensive plan designation, and land uses for all properties abutting the site are detailed in **Table 1** of this narrative.

- c. The elevation of the site at two-foot contour intervals, with specific identification of slopes in excess of 15 percent;**

Response: The project site is relatively flat. The site plan included as Sheet C2.0 of the Civil Plan Set (**Exhibit C**) depicts 1' & 5' contours instead of the two-foot contour intervals required above. These contours provide better detail than the two-foot contour intervals would provide, given the very slight elevation changes across the site.

- d. 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;**

Response: A summary table detailing the above required information has been included on Sheet C2.0 of the Civil Plan Set (**Exhibit C**).

- e. 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**

Response: A geological assessment or geotechnical report are not required for the proposed development.

- f. A Transportation Impact Analysis, if required by SRC chapter 803.**

Response: A Transportation Impact Analysis is not required per SRC 803.015(b), as the proposed development will not result in an increase of 200 or more daily vehicle trips onto a local street or alley, or 1,000 daily vehicle trips onto a collector, minor arterial, major arterial, or parkway. A Trip Generation Estimate has been included with this application as **Exhibit E**.

220.005.F. Criteria.

- 1. 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;**

- b. The transportation system into and out of the proposed development conforms to all applicable city standards;
- c. The proposed development mitigates impacts to the transportation system consistent with the approved traffic impact analysis, where applicable; and
- d. The proposed development will be served with City water, sewer, stormwater facilities, and other utilities.

Response: As detailed throughout this narrative, the proposed development application meets all applicable standards of the UDC, except for those specific provisions which are the subject of the proposed adjustment requests.

Chapter 250. Adjustments.

250.005. Adjustments.

250.005.B. Procedure Type.

Class 1 and Class 2 adjustments are processed as a Type II Procedure under SRC chapter 300.

Response: Acknowledged.

250.005.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 [...]***

Response: Acknowledged. A site plan (Sheet C2.0) and planting plan (Sheet L1.0) depicting the information required by this section have been included with this development application in **Exhibit C**.

- 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[...]***

Response: An existing conditions plan is included with this application package as Sheet C1.0 of the Civil Plan Set (**Exhibit C**).

250.005.D. Criteria.

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

a. The purpose underlying the specific development standard proposed for adjustment is:

i. Clearly inapplicable to the proposed development; or

ii. Equally or better met by the proposed development.

Response: The following development standards are proposed for adjustment:

Pedestrian Connectivity

An adjustment request to modify the pedestrian connectivity standards of SRC 800.065(a)(2), by providing a pedestrian connection within the same “site” to only one of the two abutting properties to the north, Tax Lot 083W10DA01701 (Sherwin Williams).

Per discussions held during the pre-application conference with City staff on August 19, 2024 (Pre-AP24-55), pedestrian connections between both of the adjacent properties to the North (Tax Lots 083W10DA01701 and 083W10DA01600) are required in accordance with SRC 800.065(a)(2), as staff has determined that the neighboring developments are considered part of a continuous “development site”. This adjustment requests a modification to the standard such that only one pedestrian connection is required between the subject parcel and one of the properties to the north (Tax lot 083W10DA01701 – Sherwin Williams).

The existing shopping center is connected by drive aisles through shared access easements; however, the adjacent retail buildings (Sherwin Williams and VCA) are under separate ownership and are within separate tax lots. Furthermore, per SRC 800.060(a)(5), pedestrian connections to abutting properties are not required, “Where buildings or other improvements on abutting properties physically preclude a connection now or in the future; or 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.” There are several constraints limiting the applicant’s ability to create a safe and effective pedestrian connection between the primary building entrance of the existing Goodwill, and the VCA to the north. There are significant grade challenges (see Sheet C3.0 of **Exhibit C**) that would prevent a connection to the VCA sidewalk, requiring significant re-working of the development site which would result in loss of parking and alteration of existing retaining walls which are not on the subject parcel nor under the control of Goodwill. Due to these constraints, providing additional pedestrian connection to the VCA parcel would negatively impact the development site, reducing the amount of parking and landscaping available, and could lead to increasingly unsafe conditions for pedestrians crossing drive aisles and vehicle circulation areas. A new pedestrian connection is proposed

between Goodwill and Sherwin Williams. This improvement meets the intent of the code and improves overall connectivity between adjacent uses.

Zone-to-Zone Setback

An adjustment request to reduce the minimum setback for a 19'6" tall structure abutting a RS zoned parcel from 16'9" to 15'6".

The existing building is 19'6" in height and situated 15'6" from the eastern property line as depicted on Sheet C2.0 of the Civil Plan Set (**Exhibit C**). Existing mature vegetation is planted within the setback as reflected in the Planting Plan (**Exhibit E**). Pursuant to SRC Table 535-4, the building addition will need to be setback 16'9" from the eastern boundary. To meet this setback requirement, the proposed addition would need to be offset from the existing building by approximately 1'3".

The proposed addition will not encroach further into the existing setback and would follow the existing configuration of the building, extending north by approximately 10 feet. To meet the required setback, the proposed addition would conflict with the existing loading/unloading dock found on the north side of the building, in addition to creating a difficult construction process to offset the addition by only 1'3". The potential conflicts and implications of adjusting the addition by such a small amount are disproportionate to the benefit gained by the additional separation from the property line. Therefore, to avoid conflicts with other existing improvements within the site such as the loading area, vehicle parking, and existing landscaped areas, the applicant proposes to maintain the existing setback of 15'6" and retain the existing mature vegetated buffer (landscaped to the Type C standard) to the maximum extent possible or replant if damage occurs during construction of the addition.

The proposed addition location, while encroaching on the required setback, will not result in adverse effects that are unreasonably detrimental to the public health, safety, and welfare or to property or improvements in the vicinity. The existing structure, which does not meet current setback requirements, has operated without negatively impacting the neighboring property to the east for decades. Furthermore, existing vegetative buffers provide visual screening from the structure to the east, ensuring that the neighboring property will not be negatively impacted by the proposed addition. These vegetative buffers, and the rest of the existing landscaping, are proposed to remain and will not be further reduced as part of this proposal.

Required Landscaping

An adjustment request to reduce the amount of required Type A landscaping from 15% of the total site area to 12%.

Per SRC 535.015(E-3), a minimum of 15% of the development site shall be landscaped to the Type A standard outlined in SRC 807. As depicted on the Planting Plan (Sheet L1.0 of **Exhibit C**), approximately 12% of the site will be landscaped in accordance with the Type A landscape standards. To achieve the required 15% minimum, approximately 2,400 square feet of additional landscaping

would be required. However, accommodating additional landscaping presents substantial challenges due to the existing site conditions further described below:

- **Parking and Vehicle Circulation:** A majority of the existing site is comprised of vehicle parking and circulation areas. The design and layout of these areas are essential for meeting code requirements and ensuring smooth traffic flow for both passenger vehicles and larger delivery trucks. Existing parking on site is necessary to support both Goodwill and Sherwin Williams. A significant amount of parking would be impacted or eliminated to accommodate the landscaping requirements. These elements are crucial to continued successful operation of both businesses, leaving limited room for integrating extensive landscaping as required by the SRC.
- **Site Constraints and Existing Conditions:** The site's existing conditions, including its shape and the location of existing structures and utilities, impose additional constraints on the amount of space available for landscaping. These conditions further limit the ability to comply with the required landscaping coverage. Ensuring adequate space for parking, vehicle circulation, and operational functions is crucial for maintaining the site's intended use and functionality. Attempting to reallocate this space for landscaping would impact the practicality and efficiency of the site.

The proposed improvements to the site result in a net increase in total landscape area over existing conditions as noted in the Planting Plan (Sheet L1.0 of **Exhibit C**). Where practical, additional landscaping was added around the stairs leading to the addition and reconfigured landscaping along the new pedestrian access provided to Sherwin Williams.

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

Response: The proposed development is not within a residential zone. The above criterion is not applicable.

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

Response: More than one adjustment has been requested. The development site has a zoning designation of MU-III and must therefore adhere to the following purpose statement:

“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.”

The proposed development, an expansion of an existing retail service, aligns well with the intended purpose of “redevelopment in mixed-use corridors” and is

considered an outright allowed use within the zone. Furthermore, as proposed, the development site provides pedestrian access across the site, connecting it directly to the adjacent Sherwin Williams property to the north and to SE Crowley Avenue to the south. The existing retail use and associated parking area have operated successfully for over two decades, and the associated off-street parking area modifications will help to provide additional pedestrian connectivity in the area.

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

300.310. Neighborhood Association Contact.

300.010.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.***
- 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.***
- 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.***

Response: Acknowledged. As identified under Table 300-2, a Class 3 Site Plan Review requires neighborhood association contact. The subject property falls within the Morningside Neighborhood Association. The contacts for the association are as follows:

Pamela Schmidling (Chair) – (503) 930-4616 | sidrakdragon@live.com

Liz Backer (Land Use Chair) – (503) 540-2303 | lizbackermna@gmail.com

300.010.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;*

Response: Acknowledged. A copy of the email letter sent to the neighborhood association has been included with this application package as **Exhibit F**.

300.010.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.

Response: Acknowledged. A copy of the email letter sent to the neighborhood association has been included with this application package as **Exhibit F**.

Chapter 535. MU III – Mixed Use-III.

535.010. Uses.

Table 2: Development Standards - Applicant Response

Requirement	Standard	Applicant Response
535.010. Uses.		
Uses (SRC Table 535-1)		
Use: Retail Sales	Permitted	Retail Sales is considered an outright allowed use. The proposed development expands upon an existing Goodwill store.
535.015. Development Standards.		
Lot Standards (SRC Table 535-2)		
Lot Area	None	N/A

Lot Width	None	N/A
Lot Depth	None	N/A
Street Frontage	Min. 16ft.	A minimum street frontage of 16 feet is maintained on the subject property.
Setbacks (SRC Table 535-3)		
Abutting Street	Min. 5 ft. Max. 30 ft.	As depicted on the Civil Plan Set (Exhibit C), the proposed development falls within the minimum and maximum setback distance from the abutting street, Crowley Avenue.
Interior Front	None	N/A
Interior Side (Abutting Residential)	Min. 10 ft. plus 1.5 feet for each 1 foot of building height above 15 feet, but in no case more than 50 ft	As depicted on the Civil Plan Set (Exhibit C), the proposed development falls closer than the required maximum setback of 16'9" for a building height of 19'6". An adjustment to reduce the maximum setback to 15'6" feet (consistent with the existing building's location) has been included with this review request.
Interior Rear	None	N/A
Lot Coverage; Height (SRC Table 535-5)		
Lot Coverage	No Max	N/A
Rear Yard Coverage	N/A	N/A
Building Height	Max. 70ft	The existing building is 19'6" tall. The proposed addition will maintain the existing building height, which is well below the maximum.

535.015.E. Landscaping.

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

- a. ***The required setback abutting a street for development that is exclusively residential shall meet the standard of a minimum of one plant unit per 16 square feet of landscaped area. Landscaping shall conform to the standards set forth in SRC chapter 807.***
- b. ***For all other uses, landscaping shall conform to the standards set forth in SRC chapter 807.***

Response: Acknowledged. All landscaping conforms to the standards set forth in SRC Chapter 807 as discussed later in this narrative. Refer to the Planting Plan included as Sheet L1.0 of **Exhibit C** for further details.

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

Response: Acknowledged. All vehicle use areas will be landscaped as provided in SRC Chapters 806 and 807 as discussed later in this narrative. Refer to the Planting Plan included as Sheet L1.0 of **Exhibit C** for further details.

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.***

Response: An adjustment request to reduce the minimum 15 percent landscaping requirement has been included with this review request. Refer to the Planting Plan included as Sheet L1.0 of **Exhibit C** for further details.

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.***

Response: The above criterion is not applicable to this application.

535.015.G. Pedestrian-Oriented Design.

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

- 1. Off-street parking location. New off-street surface parking areas and vehicle maneuvering areas shall be located behind or beside buildings and structures. New off-street surface parking areas and vehicle maneuvering areas shall not be located between a building or structure and a street.**

Response: No new off-street surface parking areas are proposed as part of this development. The above criterion is not applicable to this application.

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

Response: The proposed development does not include a new drive through. The above criterion is not applicable to this application.

- 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.**

Response: Outdoor storage of merchandise is not proposed. The above criterion is not applicable to this application.

- 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.**

Response: The existing building entrance faces Crowley Avenue along the southern portion of the project site. No new building entrances are proposed as part of this development.

- 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.**

Response: The existing Goodwill structure falls within the maximum setback abutting Crowley Avenue to the south. However, the proposed building expansion will be constructed on the northeastern portion of the structure, and no modifications to the street-facing portion of the building are proposed.

Chapter 800. General Development Standards.

800.035. Setbacks.

800.035.A. Setbacks to be unobstructed.

Except as otherwise provided under subsection (b) of this section, required setbacks shall be unobstructed.

Response: Acknowledged. All setbacks, except for the eastern property line setback requested for adjustment, will be unobstructed.

800.035.B. Permitted projections into required setbacks.

Permitted projections into required setbacks are set forth in Table 800-2.

Response: Acknowledged.

800.045. Height.

800.045.A. Generally.

Unless otherwise provided under the UDC, standards relating to height shall apply to all buildings and structures. Height shall be measured as set forth in SRC chapter 112.

Response: The building and proposed expansion will have a height of approximately 19'6", well below the maximum building height of 70-feet.

800.050. Fences, Walls, Hedges, Gates, and Retaining Walls.

800.050.A. Location, height, and density.

1. Fence and Walls

a. Nonresidential zones. Except for fences and walls on property used for uses falling under household living, fences and walls within nonresidential zones shall not exceed a maximum height of 12 feet; provided, however:

i. Front, side, and rear yards abutting street. Fences and walls within a front, side, or rear yard abutting a street shall not exceed a maximum height of eight feet when located within ten feet of a property line abutting a street; provided, however, any portion of the fence or wall above 30 inches in height shall be less than 25 percent opaque when viewed at any angle at a point 25 feet away from the fence or wall.

Response: No fences or walls are proposed as part of this application. The above criterion is not applicable to the proposed development.

2. **Hedges.** *There is no maximum height limitation for hedges; provided, however, where a hedge is located within ten feet of a property line abutting a street, any portion of the hedge more than 30 inches in height shall be less than 25 percent opaque when viewed at any angle at a point 25 feet away from the hedge.*

Response: Acknowledged. All hedges within the site will adhere to the identified standards. Refer to the Planting Plan included as Sheet L1.0 of **Exhibit C** for further details.

3. **Gates.** *Where a gate is part of a fence, wall, or hedge it shall conform to the height limitations applicable to fences and walls set forth under SRC 800.050(a)(1). Gates shall not swing open onto a public right-of-way or vehicle or pedestrian easement.*

Response: No gates are proposed as part of this development. The above criterion is not applicable to this application.

4. **Retaining walls.** *Retaining walls shall not exceed a maximum height of four feet when located at the property line abutting a street. Retaining walls not located at the property line abutting a street may exceed four feet in height.*

Response: No retaining walls are proposed as part of this development. The above criterion is not applicable to this application.

800.050.B. Vision Clearance.

Notwithstanding any other provision of this section, fence, walls, hedges, gates, and retaining walls shall conform to the vision clearance requirements of SRC chapter 805.

Response: Acknowledged

800.050.D. Hazardous Materials.

Fences and walls shall not be constructed of or contain any material which will do bodily harm, such as electric or barbed wire, upturned barbed selvage, broken glass, spikes, or any other hazardous or dangerous material, except as follows:

1. *Concertina wire. Concertina wire is permitted around state and county correctional facilities and secure mental health facilities.*
2. *Barbed wire and upturned barbed selvage[...]*

Response: Concertina or barbed wire is not proposed as part of this development application.

3. Electric Fencing

Response: Electric fencing is not proposed as part of this development application.

800.050.E. Maintenance.

Fences and walls shall be structurally maintained in safe condition. Wooden materials shall be protected from rot, decay, and insect infestation, and replaced as necessary. Failure to maintain an electric fence in conformance with the standards set forth in this section shall result in the fence being declared a public nuisance subject to abatement under SRC chapter 50.

Response: Acknowledged. Any existing fences and walls will be maintained in a safe condition.

800.055. Solid Waste Service Areas.

800.035.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.***

Response: No changes or new solid waste, recycling, and compostable service areas are proposed as part of this development application. The above criteria are not applicable.

800.060. Exterior Lighting.

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

Response: Acknowledged. If proposed, exterior lighting will not shine or reflect onto adjacent properties or cast glare onto the public right-of-way.

800.035.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.***

Response: Acknowledged. If proposed, exterior light fixtures will be located and designed so that the light source is no greater than five foot-candles in illumination.

800.060. 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.

800.060.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).*

Response: As demonstrated on the Civil Plan Set (**Exhibit C**), the proposed development provides pedestrian connections from the primary building entrance of the existing Goodwill to the primary building entrance of the existing Sherwin Williams structure located northwest of the site. Pedestrian connections from the primary building entrance to SE Crowley Avenue currently exist and are not impacted by the project. The above criterion is satisfied.

- 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).*

Response: There are no existing or planned transit stops along the street frontage of the development site. The above criterion 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.

Response: As demonstrated on the Existing Conditions Plan included as Sheet C1.0 of the Civil Plan Set (**Exhibit C**), the development site is a corner lot in which the building has a primary entrance and pedestrian connections located within 20 feet of the abutting southern street, SE Crowley Avenue. Therefore, additional pedestrian connection to SE Commercial Street is not required.

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.

Response: While the existing Goodwill building is the only structure on the subject tax lot, City staff determined that adjacent uses to the north, which are connected via paved off-street parking areas, constitute a development site thus requiring pedestrian connection. As demonstrated on the Civil Plan Set (**Exhibit C**), pedestrian connections are proposed to connect the primary building entrances of the existing Goodwill and Sherwin Williams. An adjustment has been included with this application seeking relief from the requirement to provide a pedestrian connection to VCA due to physical constraints which preclude the applicant from providing a safe, accessible connection.

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.

Response: An adjustment request and response to the above standards has been included earlier in this narrative. As demonstrated, the proposed development will provide pedestrian connection to the adjacent Sherwin Williams property to the north, but not the adjacent VCA property. Please refer to the adjustment criteria detailed earlier for further information regarding pedestrian connectivity to building entrances.

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.**

i. The pedestrian connections shall be:

- 1. Provided in a minimum amount of either one connection for every four drive aisles or one connection for every 250 feet (See Figure 800-13); provided, however, in no case shall less than one pedestrian connection be provided. Where the pedestrian connection requirements of this subsection result in a fractional number, any fractional number greater than 0.5 shall be round up to require an additional pedestrian connection;**
- 2. Spaced a minimum of two drive aisles apart; and**
- 3. Connected to a pedestrian connection, or pedestrian connections, that lead to the primary building entrance. Where there is no building, the pedestrian connections shall connect to the street either at the sidewalk or at the public street right-of-way when there is no sidewalk.**

Response: The paved off-street parking area is in excess of 25,000 square feet and is therefore held to the standards outlined in this section. No more than 4 parallel drive aisles are provided, and the total length of the existing parking area is approximately 250 feet. Therefore, one pedestrian connection must be provided through the parking area to the primary building entrance. As demonstrated on Sheet C2.0 of the Civil Plan Set (**Exhibit C**), a pedestrian connection is provided through the parking lot, connecting with the primary building entrance.

- ii. Where the off-street surface parking area is adjacent to a street that is a transit route and there is an existing or planned transit stop along the 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.**

Response: No existing or planned transit stops are found along the street frontage of the development site. The above criterion is not applicable.

- iii. A pedestrian connection provided between a primary building entrance and a street may be counted as a required connection through an off-street surface parking area.**

Response: Acknowledged. In addition to the proposed pedestrian connection through the parking lot area, an existing pedestrian connection between the primary building

entrance and SE Crowley Avenue is provided as demonstrated on Sheet 2.0 of the Civil Plan Set (**Exhibit C**).

- iv. Regardless of the size of the off-street parking area, pedestrian connections are not required through off-street surface parking areas that have a depth, in all locations, of not more than 124 feet. For purposes of this subsection, parking area depth is measured through the parking area from its outside edge towards the building.**

Response: The above criterion is not applicable to this application.

- v. For purposes of this subsection, off-street surface parking area means:**

- 1. An off-street surface parking area that is separated from other off-street surface parking areas on the development site by either a driveway, which begins at the street and extends into the site, or other physical separation; or**
- 2. An off-street surface parking area located in a separate location on the development site from other off-street surface parking areas.**

Response: Acknowledged.

- 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.**

Response: No parking structures or garages exist or are proposed as part of this development application. The above criterion 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 [...]**

Response: An existing or planned path or trail does not exist on the development site. The above criteria are not applicable.

- 5. Connection to abutting properties. Whenever a vehicular connection is provided from a development site to an abutting property, a pedestrian connection shall also be provided. A pedestrian connection is not required, however:**

- a. To abutting properties used for activities falling within the following use classifications, use categories, and uses under SRC chapter 400:**

- i. Single-family;**

- ii. Two-family;*
- iii. Group living;*
- iv. Industrial;*
- v. Infrastructure and utilities; and*
- vi. Natural resources.*
- vii. Where the use of an abutting property has specific security needs that make providing a connection impractical or undesirable;*
- viii. 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;*
- ix. Where buildings or other improvements on abutting properties physically preclude a connection now or in the future; or*
- x. 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.*

Response: As detailed earlier in this application narrative, an adjustment request to provide pedestrian connectivity to only one of the two abutting commercial properties to the north has been included. Connection to adjacent residential properties is not required as noted above.

800.060.B. Design and Material.

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.***

Response: Acknowledged. Please refer to the proposed site plan included as Sheet C2.0 of the Civil Plan Set (**Exhibit C**) for further information regarding all proposed walkways.

800.060.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.

Response: Acknowledged. All on-site pedestrian circulation systems will be lighted to a level where the system can be used at night.

Chapter 802. Public Improvements.

802.010. Design Standards and Specifications.

The Director shall prepare and adopt by administrative rule design standards and specifications consistent with sound engineering principles for the construction, reconstruction, or repair of public improvements within areas under the City's jurisdiction. The design standards and specifications shall be kept on file in the office of the Director. All public improvements shall conform to the adopted design standards and specifications, and with any other adopted plans and policies adopted by the City.

Response: The applicant acknowledges this provision.

802.015. Development to be served by city utilities.

Except as provided under SRC 802.035 and 802.040, all development shall be served by city utilities designed and constructed according to all applicable provisions of the Salem Revised Code and the Public Works Design Standards.

Response: Acknowledged.

802.020. Easements.

Subject to any constitutional limitations, the conveyance or dedication of easements for city utilities may be required as conditions of development approval. Easements may be required that are necessary for the development of adjacent properties. Easements shall, where possible, be centered on, or abut property lines, and shall be not less than ten feet in width. No building, structure, tree, or other obstruction other than landscaping shall be located within an easement required by this section.

Response: Acknowledged.

802.025. Utilities to be placed underground.

- 1. Except as otherwise provided in this section, all utility service shall be provided by underground facilities.*
- 2. In industrial and employment and commercial zones, electrical service may be provided by overhead wires where underground utility service is unavailable.*

3. Stormwater management shall be provided by above ground and below ground facilities.

Response: Acknowledged. No overground utilities are proposed as part of this development application.

802.040. Private stormwater, wastewater, and water systems.

A private stormwater, wastewater, or water system may be approved by the Director if each of the following conditions are met:

- 1. City utilities necessary to serve adjacent properties and to provide needed links in the overall collection and distribution system are provided.**
- 2. If the system is a water system:**
 - a. The water system conforms to the water distribution standards of the City;**
 - b. Except as authorized by state law, water from the system is not submetered or resold to other parties;**
 - c. Each building under separate ownership has a separate water meter; and**
 - d. The properties served are located within a commercial or an industrial and employment zone.**
- 3. If the system serves multiple properties under separate ownership:**
 - a. If the system is a wastewater system, the properties served are located within a commercial or an industrial and employment zone, and each building under separate ownership must have a separate wastewater monitoring manhole. Exceptions to the requirement for monitoring manholes may be granted by the Director if the owner of the system shows that no proposed use has any likelihood of discharging hazardous or illegal materials into the City's wastewater system.**
 - b. An agreement is executed by the utility owner and the owner of the property served by the system. The agreement shall be recorded in the deed records of the applicable county and provide that:**
 - i. The system serving the property is private;**
 - ii. The City has no responsibility to maintain the system;**
 - iii. The system will not be accepted by the City unless the system was constructed in a manner that conforms to the Public Works Design Standards;**
 - iv. A perpetual right of access to read and maintain the meters and inspect the system is granted to the City; and**

v. Persons served by the system assume responsibility for any repairs required for the City.

Response: No utility work is proposed as part of this development application. The above criteria are not relevant to this proposal.

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

806.015. Amount Off-Street Parking.

806.015.A. Maximum Off-Street Parking

Table 3: Maximum Off-Street Parking - Applicant Response

Requirement	Standard	Applicant Response
Maximum Off-Street Parking (SRC Table 806-1)		
Use: Retail Sales	Max Spaces Allowed: 1 per 200 sq. ft.	The total development size after redevelopment is 22,747 square feet, allowing for a maximum parking space total of 113 stalls. As depicted on the Site Plan included as Sheet C2.0 of the Civil Plan Set (Exhibit C), a total of 81 parking spaces will be provided onsite following completion of the project. .

806.015.B. Compact Parking.

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

Response: Acknowledged. 45 of the existing 81 parking spaces are compact parking spaces, or 55.5% of the off-street parking spaces. The criterion is satisfied.

806.015.C. Carpool and Vanpool Parking.

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

Response: Acknowledged. The proposed expansion of the existing retail use does not qualify as a public service or utility use. Therefore, the above criterion is not applicable.

806.015.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.

Response: No residential dwelling units exist on site or are proposed. This criterion is not applicable.

806.020. Method of Providing Off-Street Parking.

806.020.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*

Response: The off-street parking located on site is owned in fee by the property owner.

806.020.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.

Response: The above criterion is not applicable.

806.035. Off-Street Parking and Vehicle Use Area development Standards for Uses or Activities Other Than Single Family, Two Family, Three Family, and Four Family.

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.

806.035.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.*

Response: The proposed building expansion and associated site improvements will alter the existing off-street parking and vehicle use area by eliminating approximately 8 parking stalls, installing additional landscaping, and developing pedestrian connections throughout. Therefore, the development standards of SRC 806.035.A are applicable.

806.035.B. Location.

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

Response: Acknowledged. All off-street parking and vehicle use areas are located outside the required setbacks. No carpool or vanpool parking, or underground parking exists or is proposed as part of this application.

806.035.C. Perimeter Setbacks and Landscaping.

- 1. Perimeter setbacks and landscaping, generally.*
 - a. Perimeter setbacks. Perimeter setbacks, as set forth in this subsection, shall be required for off-street parking and vehicle use areas abutting streets, abutting interior front, side, and rear property lines, and adjacent to buildings and structures. Perimeter setbacks for parking garages are*

set forth under subsection (c)(5) of this section. Perimeter setbacks are not required for:

- i. Off-street parking and vehicle use areas abutting an alley.***
 - ii. Gravel outdoor storage areas within the IG zone where they are adjacent to an interior front, side, or rear property line abutting another IG zone.***
 - iii. Temporary and seasonal gravel off-street parking areas, approved pursuant to SRC chapter 701, abutting nonresidential zones, uses or activities other than household living, or local streets.***
 - iv. Gravel off-street parking areas, approved through a conditional use permit, abutting nonresidential zones, uses or activities other than household living, or local streets.***
 - v. Underground parking.***
- b. Perimeter landscaping. Required perimeter setbacks for off-street parking and vehicle use areas shall be landscaped as set forth in this subsection.***
- 2. Perimeter setbacks and landscaping abutting streets. Unless a greater setback is required elsewhere within the UDC, off-street parking and vehicle use areas abutting a street shall be setback and landscaped according to one the methods set forth in this subsection. Street trees located along an arterial street may be counted towards meeting the minimum required number of plant units.***

Response: Acknowledged. Perimeter landscaping is currently provided via existing street trees, landscaping strips, and other shrubs and vegetation. Refer to the Planting Plan included as Sheet L1.0 of **Exhibit C** for further details.

- 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.***

Response: As depicted on Sheet C2.0 of the Civil Plan Set (**Exhibit C**), all existing parking stalls are at least five feet from adjacent lot lines.

- 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.***

Response: As depicted on Sheet C2.0 of the Civil Plan Set (**Exhibit C**), all existing parking stalls are at least five feet from all buildings.

806.035.D. Interior Landscaping.

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

- a. Vehicle storage areas.**
- b. Vehicle display areas.**
- c. Temporary and seasonal gravel off-street parking areas, approved pursuant to SRC chapter 701.**
- d. Gravel off-street parking areas, approved through a conditional use permit.**
- e. Underground parking.**
- f. Parking garages.**

Response: The off-street parking area is larger than 5,000 square feet in size. Therefore, the standards of SRC 806.035.D are applicable.

2. Minimum percentage of interior landscaping required. Interior landscaping shall be provided in amounts not less than those set forth in Table 806-4. For purposes of this subsection, the total interior area of an off-street parking area is the sum of all areas within the perimeter of the off-street parking area, including parking spaces, aisles, planting islands, corner areas, and curbed areas, but not including interior driveways. Perimeter landscaped setbacks and required landscape strips separating off-street parking areas from buildings and structures shall not count towards satisfying minimum interior landscaping requirements.

Table 4: Interior Off-Street Parking Area Landscaping - Applicant Response

Requirement	Standard	Applicant Response
Interior Off-Street Parking Area Landscaping (SRC Table 806-4)		
Parking Area: Less than 50,000 sq. ft.	Required Landscaping: Min. 5%	The parking area is less than 50,000 square feet in size and is therefore held to a minimum landscaping requirement of 5%. As depicted on the Planting Plan (Exhibit C), approximately 6.6% of the parking area is landscaped.

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

Response: As depicted on Sheet C2.0 of the Civil Plan Set (**Exhibit C**), there are 81 existing parking stalls on site. Therefore, 7 deciduous trees are required. As depicted on the Planting Plan (**Exhibit C**), more than 7 deciduous trees are proposed. The criterion is satisfied.

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

Response: Two new planter bays or landscape islands have been proposed or modified as part of this application. As noted on the Planting Plan (**Exhibit C**) each island has a minimum planting area of 25 square feet and a minimum width of five feet.

806.035.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.**

Response: All off-street parking areas conform to the minimum dimensions set forth in Table 806-5. All stalls are 90-degree stalls as depicted on Sheet C2.0 of the Civil Plan Set (**Exhibit C**).

806.035.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.

Response: The off-street parking and vehicle use area does not exceed a maximum grade of ten percent, nor do any ramps exceed a maximum grade of 15 percent. Refer to the Grading Plan included as Sheet C3.0 of the Civil Plan Set (**Exhibit C**).

806.035.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. Outdoor 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.***

Response: Acknowledged. All off-street parking and vehicle use areas are paved with a hard surface material.

806.035.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.

Response: Acknowledged. The off-street parking and vehicle use area has been designed, graded, and drained in accordance with the Public Works Design Standards.

806.035.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.***

Response: Acknowledged. All off-street parking stalls will include bumper guards or wheel barriers so as not to project into required setbacks, landscaping, pedestrian connections, etc.

806.035.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.*

Response: Acknowledged. The off-street parking area will be striped in conformance with the off-street parking area dimension standards outlined in Table 806-6.

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

Response: Acknowledged. Directional signs and pavement markings are not included within the off-street parking area. All proposed compact parking spaces will be clearly marked as such. No carpool or vanpool parking is proposed.

806.035.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.

Response: Acknowledged. Lighting for off-street parking will not shine or reflect onto adjacent residentially zoned properties or cast glare onto the street.

806.035.N. Additional standards for new off-street surface parking areas more than one-half acre in size.

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

Response: A new off-street surface parking area is not proposed as part of this development.

806.040. Driveway development Standards for Uses or Activities Other Than Single Family, Two Family, Three Family, or 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.

806.040.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.

Response: As depicted on Sheet C2.0 of the Civil Plan Set (**Exhibit C**), a single driveway providing ingress and egress is located on the southern lot line, providing access from SE Crowley Avenue. The off-street parking area provides adequate vehicle circulation, allowing vehicles to loop back to the single point of access.

806.045. Bicycle Parking; When Required.

806.045.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.*

Response: As depicted on Sheet C2.0 of the Civil Plan Set (**Exhibit C**),

806.065. Off-Street Loading Areas; When Required**806.045.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.*

Response: For retail sale uses under 60,000 square feet in size, one (1) off-street loading area is required. As depicted on Sheet C2.0 of the Civil Plan Set (**Exhibit C**), an off-street loading area is provided directly north of the existing Goodwill structure. The criteria are satisfied.

Chapter 807. Landscaping and Screening.**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.

807.015.A. Landscaping and Screening

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.

Table 5: Landscape Standards - Applicant Response

Requirement	Standard	Applicant Response
Landscaping Types (SRC Table 807-1)		
Type A	Required Plant Units (PU): Min. 1 PU per 20 sq. ft. of landscaped area Required Screening: None	As depicted on the Planting Plan (Exhibit C), approximately 8,344 square feet of landscaped area is provided, including 124 square feet of new landscaping, requiring a total of 24 PU. A total of 44 PU are

		proposed for the development site, satisfying this requirement.
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807.015.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.

Response: Acknowledged. As depicted on the Planting Plan included as Sheet L1.0 of **Exhibit C**, a minimum of 40% of the required number of plant units is met through a combination of mature trees, shade trees, evergreen/conifer trees, or ornamental trees. It is anticipated that plant materials shall provide for a minimum of 75% coverage within five years.

807.015.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.

Response: No trees are proposed for removal as part of this development application.

807.015.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.*
- 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.

Response: No trees are proposed for removal as part of this development application. The above criteria are not applicable.

807.015.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.***

Response: Acknowledged. No fences or walls are proposed as part of this development application. Any existing and new landscaping provided as screening will attain a height of at least six feet within three years after planting and will be at least 75% opaque when viewed from any angle at a point 25 feet away. Maintenance will be provided in accordance with the above provisions.

807.015.F. Berm.

Unless otherwise provided under the UDC, where screening is required in the form of 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.

Response: No berms are proposed as part of this development application. The criterion is not applicable.

807.015.G. Street Trees.

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

Response: Acknowledged. As depicted on the Planting Plan included as Sheet L1.0 of **Exhibit C**, four new street trees adhering to the standards and specifications set forth in SRC Chapter 86 are proposed along SE Crowley Avenue.

807.020. Landscaping Plan and Landscaping Permit.

807.015.A. Landscaping Plan.

A landscaping plan is required for all building permit applications for development subject to the landscaping requirements of this chapter and all landscaping permit applications required under subsection (b) of this section.

Landscaping plans shall be of a size and form established by the Planning Administrator, and shall include the following [...]

Response: A landscaping plan including the information required by this section has been provided with this development application as Sheet L1.0 of **Exhibit C**.

807.025. Landscaping Plan and Landscaping Permit.

All plant materials shall be, upon installation, vigorous and well-branched, with healthy and well-furnished root systems free of disease, insects, pests, and injuries.

Response: Acknowledged.

807.030. Tree Protection Measures During Construction

Trees used to meet the landscaping requirements set forth in this chapter shall be protected during construction as provided under SRC chapter 808.

Response: Acknowledged. All trees will be protected during construction in accordance with SRC Chapter 808 as described on the Planting Plan (Sheet L1.0 of **Exhibit C**).

807.030. Installation.

Landscaping shall be installed at the time of construction, unless seasonal conditions or temporary site conditions make installation impractical; in which case, an acceptable performance guarantee to ensure installation of the landscaping shall be provided as set forth in SRC 807.050.

Landscaping shall be installed in a manner that conforms to the standards of the American Association of Nurserymen, Inc.

Response: Acknowledged. All landscaping will be installed at the time of construction.

807.040. Irrigation.

A permanent underground or drip irrigation system with an approved backflow prevention device shall be provided for all landscaped areas required under the UDC;

provided, however, a permanent underground or drip irrigation system is not required for:

- 1. Existing healthy vegetation that has been established for at least two years and that is being preserved to meet the landscaping requirements under this chapter;*
- 2. New vegetation that is drought resistant, in which case a two-year plant establishment schedule shall be provided with the landscaping plan describing the amount of water to be applied over a two-year time period and how that water will be distributed to the plant material; and*
- 3. New vegetation located within stormwater facilities as required by the Public Works Design Standards, in which case a two-year plant establishment schedule shall be provided with the landscaping plan describing the amount of water to be applied over a two-year time period and how that water will be distributed to the plant material.*

Wherever feasible, sprinkler heads irrigating lawns or other high-water-demand landscape areas shall be circuited so that they are on a separate zone or zones from those irrigating trees, shrubbery, or other reduced-water-requirement areas.

Response: Acknowledged. A permanent irrigation system exists on site and will be modified to accommodate all proposed new landscaping as identified on the Planting Plan (Sheet L1.0 of **Exhibit C**).

807.045. Maintenance.

The owner and tenant shall be jointly and severally responsible for maintaining all landscaping material in good condition so as to present a healthy, neat, and orderly appearance.

Unhealthy or dead plant materials shall be replaced in conformance with the approved landscape plan.

Response: Acknowledged.

807.050. Compliance/Performance Assurance.

Planting and installation of all required landscaping shall be inspected and approved prior to the issuance of a certificate of occupancy; provided, however, a certificate of occupancy may be issued prior to the complete installation of all required landscaping if a performance guarantee equal to 100 percent of the cost of plant materials and labor, as determined by the Planning Administrator, is filed with the City assuring such installation within 12 months after the certificate of occupancy is issued.

A performance guarantee shall consist of a surety bond, cash, certified check, time certificate of deposit, an irrevocable letter of credit, or assignment of savings account in a form approved by the City Attorney and recorded in the deed records of the appropriate county.

If the installation of the required landscaping is not completed within the specified period, the performance guarantee may be used by the City to complete the installation. Upon completion of the installation, any portion of the remaining security deposited with the City shall be returned. The final landscape inspection shall be made prior to any security being returned. Any portions of the plan not installed, not properly installed, or not properly maintained shall cause the inspection to be postponed until the project is completed or cause the security to be used by the City to complete the project.

Response: The applicant acknowledges the above provision.

Chapter 808. Preservation of Trees and Vegetation.

808.010. Purpose.

The purpose of this chapter is to provide for the protection of heritage trees, significant trees, and trees and native vegetation in riparian corridors, as natural resources for the City, and to increase tree canopy over time by requiring tree preservation and planting of trees in all areas of the City.

Response: No trees are proposed for removal as part of this development application. Therefore, the standards outlined in SRC 808 are not relevant to this application.

Chapter 809. Wetlands.

809.001. Purpose.

The purpose of this chapter is to identify those wetlands located within the City which are significant and non-significant, and to establish the foundation for a wetlands protection program that will provide for the long-term protection of wetlands within the City.

Response: No wetlands exist on site. The standards of SRC Chapter 809 are not applicable to this development application.

4.0 CONCLUSION

As evidenced throughout this narrative and attached exhibits, the proposed Class 3 Site Plan Review and Class 2 Adjustment meets the governing approval criteria. Therefore, the applicant respectfully requests City approval of this request.

EXHIBIT A:

EXHIBIT B:

EXHIBIT C:

EXHIBIT D:

EXHIBIT E: