

NOTICE OF DECISION

PLANNING DIVISION
555 LIBERTY ST. SE, RM 305
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*Si necesita ayuda para comprender esta información, por favor llame
503-588-6173*

DECISION OF THE PLANNING ADMINISTRATOR

CLASS 3 SITE PLAN REVIEW / CLASS 2 ADJUSTMENT CASE NO.: SPR-ADJ25-09

APPLICATION NO.: 24-123957-PLN

NOTICE OF DECISION DATE: May 8, 2025

REQUEST: A Class 3 Site Plan Review site for improvements to Bailey Ridge Park, including restoration to portions of Chambers Swale and construction of a new pathway linking Illahe Court S and Tayside Street S, with a Class 2 Adjustment to eliminate the lighting requirement for pedestrian connections under SRC 800.065(c), for property approximately 5.5 acres in size, zoned PA (Public Amusement), and located at 3801 Tayside Street S (Marion County Assessor's Map and Tax Lot number: 083W06CC / 13900).

APPLICANT: Parks and Recreation, City of Salem

LOCATION: 3801 Tayside St S, Salem OR 97302

CRITERIA: Salem Revised Code (SRC) Chapters 220.005(f)(3) – Class 3 Site Plan Review; 250.005(d)(2) – Class 2 Adjustment

FINDINGS: The findings are in the attached Decision dated May 8, 2025

DECISION: The **Planning Administrator APPROVED** Class 3 Site Plan Review and Class 2 Adjustment Case No. SPR-ADJ25-09 subject to the following conditions of approval:

Condition 1: At the time of building permit review, the applicant shall provide the location and installation details for the new bicycle racks indicating conformance with SRC 806.060.

The rights granted by the attached decision must be exercised, or an extension granted, by May 24, 2029, or this approval shall be null and void.

Application Deemed Complete:	<u>March 14, 2025</u>
Notice of Decision Mailing Date:	<u>May 8, 2025</u>
Decision Effective Date:	<u>May 24, 2025</u>
State Mandate Date:	<u>July 12, 2025</u>

Case Manager: Jamie Donaldson, jdonaldson@cityofsalem.net, 503-540-2328

This decision is final unless written appeal and associated fee (if applicable) from an aggrieved party is filed with the City of Salem Planning Division, Room 320, 555 Liberty Street SE, Salem OR 97301, or by email at planning@cityofsalem.net, no later than 5:00 p.m., Friday, May 23, 2025. The notice of appeal must contain the information required by SRC 300.1020 and must state where the decision failed to

conform to the provisions of the applicable code section, SRC Chapters 220 and 250. The appeal fee must be paid at the time of filing. If the appeal is untimely and/or lacks the proper fee, the appeal will be rejected. The Hearings Officer will review the appeal at a public hearing. After the hearing, the Hearings Officer may amend, rescind, or affirm the action, or refer the matter to staff for additional information.

The complete case file, including findings, conclusions and conditions of approval, if any, is available for review by contacting the case manager, or at the Planning Desk in the Permit Application Center, Room 305, City Hall, 555 Liberty Street SE, during regular business hours.

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

BEFORE THE PLANNING ADMINISTRATOR OF THE CITY OF SALEM

DECISION

IN THE MATTER OF APPROVAL OF)	FINDINGS & ORDER
CLASS 3 SITE PLAN REVIEW)	
AND CLASS 2 ADJUSTMENT,)	
CASE NO. SPR-ADJ25-09)	
3801 TAYSIDE ST S)	MAY 8, 2025

In the matter of the applications for Class 3 Site Plan Review and Class 2 Adjustment, submitted by Ray Joseph, a representative of the applicant, the City of Salem Parks and Recreation Department, and the property owner, City of Salem (Bailey Ridge Park), the Planning Administrator, having received and reviewed evidence and the application materials, makes the following findings and adopts the following order as set forth herein.

REQUEST

Summary: Various site improvements to Bailey Ridge Park.

Request: A Class 3 Site Plan Review site for improvements to Bailey Ridge Park, including restoration to portions of Chambers Swale and construction of a new pathway linking Illahe Court S and Tayside Street S, with a Class 2 Adjustment to eliminate the lighting requirement for pedestrian connections under SRC 800.065(c), for property approximately 5.5 acres in size, zoned PA (Public Amusement), and located at 3801 Tayside Street S (Marion County Assessor Map and Tax Lot number: 083W06CC / 13900).

A vicinity map illustrating the location of the property is attached hereto and made a part of this staff report (**Attachment A**).

PROCEDURAL FINDINGS

1. Background

On December 4, 2024, a consolidated application for Class 3 Site Plan Review and Class 2 Adjustment was filed for the proposed development. After additional information was provided, the applications were deemed complete for processing on March 14, 2025. The 120-day state mandated decision deadline for this consolidated application is July 12, 2025.

The proposed development plans are included as **Attachment B**, and the applicant's written statement addressing the approval criteria can be found in the record, accessible online as indicated below.

SUBSTANTIVE FINDINGS

2. Summary of Record

The following items are submitted to the record and are available: 1) all materials and testimony submitted by the applicant, including any applicable professional studies such as traffic impact analysis, geologic assessments, stormwater reports, and; 2) materials, testimony,

and comments from public agencies, City Departments, neighborhood associations, and the public. All application materials are available on the City's online Permit Application Center at <https://permits.cityofsalem.net>. You may use the search function without registering and enter the permit number listed here: 24 123957.

3. Neighborhood Association and Public Comments

The subject property is located within the boundaries of the South West Association of Neighbors (SWAN).

Applicant Neighborhood Association Contact: SRC 300.310 requires an applicant to contact the neighborhood association(s) whose boundaries include, and are adjacent to, property subject to specific land use application requests. Pursuant to SRC 300.310(b)(1), land use applications included in this proposed consolidated land use application request require neighborhood association contact. On August 19, 2024, the applicant contacted the neighborhood association to provide details about the proposal in accordance with the requirements of the SRC.

Neighborhood Association Comment: Notice of the application was provided to the neighborhood association pursuant to SRC 300.520(b)(1)(B)(v), which requires notice to be sent to any City-recognized neighborhood association whose boundaries include, or are adjacent to, the subject property. As of the date of completion of this staff report, no comments have been received from the neighborhood association.

Public Comment: Notice was also provided, pursuant to SRC 300.520(b)(1)(B)(iii), (vi), & (vii), to all property owners and tenants within 250 feet of the subject property. One public comment was received after the comment period ended; and two public comments were received during the comment period expressing concerns with the proposal, which are summarized below:

- **Proposed Improvements:** Comments received posed questions regarding confusion on the plans and details of the proposed improvements, including materials and equipment used, timeline.

Staff Response: Answers to the questions posed in the public comment are all addressed within this decision and the attached development plans. The proposal includes creek restoration and the construction of a north-south asphalt path with a bench, waste receptacle and a bicycle rack; no other improvements are planned at this time. The full-color Site Analysis plan (**Attachment C**) provides a general overview of the site, and a conceptual plan identifying "opportunity areas," or options, for potential pathways in the future. Additional improvements may be proposed in the future, but Parks Planning will engage with neighbors prior to constructing any additional amenities as identified in the Bailey Ridge Master Plan. Additionally, the City's current five-year Capital Improvement Plan (CIP) does not allocate funding for any additional park improvements.

Construction for this project is anticipated to commence in early 2026. All construction staging will occur within the park property or on the park side of the street, avoiding any obstruction of driveways or ADA accessible routes; however, the specific equipment to be utilized is not yet determined.

- **Natural Features, Trees, and Wildlife:** Comments received expressed concern for wildlife habitats in the park and wetlands, poison oak, and removal of trees.

Staff Response: The City adheres to Salem Revised Code Chapter 86, “Trees on City Owned Property,” and will only remove trees if they meet one of the specified removal criteria outlined in that chapter. Due to the presence of wetlands and a waterway with Bailey Ridge Park, the City will ensure full compliance with all permitting requirements from the Army Corps of Engineers, Department of State Lands, and other relevant agencies before commencing any work within these areas. The pathway project is intended to enhance public access to the park's natural areas while minimizing environmental impact. To protect nesting birds, tree removal will be avoided to the extent feasible during nesting season. However, the property is not designated as a protected wildlife habitat, and the potential impacts to wildlife habitats that are not registered as a protected area is not a criterion for granting or denying a site plan review.

The Parks Operations Team conducts ongoing removal of Poison Oak and other invasive species according to a prioritized schedule and chemical treatments have occurred within the park within the past year. Managing poison oak is not addressed by this project, but comments regarding park maintenance have been shared with Parks Operations staff.

- **Budget:** Comments received expressed concerns over the maintenance budget for the park, and redirecting park improvement money elsewhere in the City.

Staff Response: Development of the maintenance budget is not within the scope of this project phase. It is important to clarify that the project's funding, sourced from System Development Charges and utility fees, is legally designated for capital improvement projects and cannot be reallocated to other municipal services, such as library operations. City Parks understands the desire to prioritize other municipal services, such as library operations; however, the project's funding is specifically restricted. The goal is to achieve a balanced approach between park accessibility and responsible environmental stewardship, within the parameters of the project's designated funding sources.

Homeowners Association: The subject property is not located within a Homeowners Association.

4. City Department Comments

Development Services Division: Reviewed the proposal and provided a memo with findings that have been incorporated herein by reference. The memo in full can be found in the record, accessible online as indicated above.

Building and Safety Division: Reviewed the proposal and indicated *ensure accessible route is maintained, if required*.

Fire Department: Reviewed the proposal and indicated no objections.

5. Public Agency Comments

Notice to public agencies was sent and no comments were received.

DECISION CRITERIA FINDINGS

6. Analysis of Class 3 Site Plan Review Approval Criteria

Salem Revised Code (SRC) 220.005(f)(3) provides that an application for a Class 3 Site Plan Review shall be granted if the following criteria are met. The following subsections are organized with approval criteria, followed by findings of fact upon which the decision is based. Lack of compliance with the following criteria is grounds for denial or for the issuance of conditions of approval to satisfy the criteria.

SRC 220.005(f)(3)(A): The application meets all applicable standards of the UDC.

Finding: The application is proposing various site improvements to Bailey Ridge Park, including construction of a new ADA-compliant shared pathway through the park connecting Illahe Court S and Tayside Street S, and restoration to portions of Chambers Swale by removing invasive plants and materials, regrading channel for better flow, and planting native vegetation. The subject property is zoned PA (Public Amusement) and is therefore, evaluated for conformance with SRC Chapter 540 and all other applicable development standards of the UDC, except for the requested adjustment to the lighting requirement for pedestrian connections. Findings for the adjustment can be found in Section 7 of this report.

❖ ZONING AND DEVELOPMENT STANDARDS

SRC Chapter 540 – PA (Public Amusement) Zone

SRC 540.005 – Uses.

The permitted (P), special (S), conditional (C), and prohibited (N) uses in the PA zone are set forth in Table 540-1.

Finding: The proposal includes various site improvements to Bailey Ridge Park, which is classified as a *parks and open space* use, and is an outright permitted use in the PA zone.

SRC 540.010(a) – Lot Standards.

Lots within the PA zone shall conform to the standards set forth in Table 540-2.

Finding: The existing lots comply with the minimum lot standards of the PA zone, and no changes are proposed to the existing lot sizes or dimensions; therefore, the proposal meets the standards.

SRC 540.010(b) – Setbacks.

Setbacks within the PA zone shall be provided as set forth in Table 540-3 and Table 540-4

Finding: The proposal is for improvements to pedestrian connectivity and natural resources on site. The proposed development does not include the addition of any new building or vehicle use area that would require the application of any setback abutting a street, or any zone-to-zone setback to abutting properties. These standards are met.

SRC 540.010(c) – Lot Coverage; Height.

Buildings and accessory structures within the PA zone shall conform to the lot coverage and height standards set forth in Table 540-5.

Finding: No buildings or accessory structures are a part of this proposal; therefore, these standards are not applicable.

SRC 540.010(d) – Landscaping.

(1) *Setbacks.* Required setbacks shall be landscaped. Landscaping shall conform to the standards set forth in SRC Chapter 807.

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

Finding: There are no required setbacks that are applicable to the proposed development, and no new vehicle use areas are proposed; therefore, there are no landscaping requirements for the proposed development.

SRC 540.010(e) – Outdoor Storage.

Within the PA zone, outdoor storage shall be screened from streets and adjacent properties by a minimum six-foot-high sight-obscuring fence, wall, or hedge.

Finding: No outdoor storage areas are proposed for the development site.

SRC Chapter 800 – General Development Standards

▪ ***Solid Waste Service Areas***

SRC 800.055(a) – Applicability.

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

Finding: The proposed development does not include a new solid waste service area; therefore, the standards of this section do not apply.

▪ ***Pedestrian Access***

SRC 800.065 – Applicability.

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

Finding: The Bailey Ridge Park development site does not have an established pedestrian circulation system existing on-site that provides access from adjacent streets to each recreational area throughout the park. The applicant is proposing to pave unpaved areas, which requires site plan review, to provide a pedestrian connection from Illahe Court S and through the park to Tayside Street S. Because this is a new path providing a necessary connection where there are no previous paved walkways; the pedestrian access standards of SRC Chapter 800 apply to the proposed development.

SRC 800.065(a) – Pedestrian Connections Required.

The on-site pedestrian circulation system shall provide pedestrian connectivity throughout the development site as follows:

(1) Connection Between Entrances and Streets

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

Finding: The proposed site plan indicates a new pedestrian connection extending from an existing access easement to Illahe Court to the north of the site, through the park and out to Tayside Street S to the south, providing a needed connection between the two streets. This standard is met.

- (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.

Finding: There is no transit route or planned transit stop abutting the development site; therefore, this standard is not applicable.

(2) Connection Between Buildings on the same Development Site.

- (A) Where there is more than one building on a development site, a pedestrian connection(s), shall be provided to connect the primary building entrances of all of the buildings.

Finding: There are no new buildings existing or proposed for the park at this time; therefore, this standard does not apply.

(3) Connection Through Off-Street Parking Areas.

- (A) *Surface parking areas.* Except as provided under subsection (a)(3)(A)(iii) of this section, off-street surface parking areas greater than 25,000 square feet in size or including four or more consecutive parallel drive aisles shall include pedestrian connections through the parking area to the primary building entrance as provided in this subsection.
- (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.

Finding: The development site does not include any existing or proposed parking structures or garages greater than 25,000 square feet; therefore, this standard 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.

Finding: Condition 6 of the Illahe Forest Subdivision decision (SUB-UGA17-01) required a ten-foot-wide pedestrian pathway, with a 15-foot-wide access easement, to be constructed at the end of the Illahe Court to the property line of Bailey Ridge Park, in order to provide safe and convenient access to the future park in lieu of a street connection through the property. The proposed pedestrian connection is a planned connection from the subdivision decision, and construction of the path is providing the necessary connection between the two streets. This standard is met.

(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.

Finding: The development does not include any vehicular connections to an abutting property; therefore, this standard is not applicable.

SRC 800.065(b) – Design and materials

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

(1) Walkways shall conform to the following:

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

(B) Where a walkway crosses driveways, parking areas, parking lot drive aisles, and loading areas, the walkway shall be visually differentiated from such areas through the use of elevation changes, a physical separation, speed bumps, a different paving material, or other similar method. Striping does not meet this requirement, except when used in a parking structure or parking garage.

(C) Where a walkway is located adjacent to an auto travel lane, the walkway shall be raised above the auto travel lane or separated from it by a raised curb, bollards, landscaping, or other physical separation. If the walkway is raised above the auto travel lane it must be raised a minimum of four inches in height and the ends of the raised portions must be equipped with curb ramps. If the walkway is separated from the auto travel lane with bollards, bollard spacing must be no further than five feet on center.

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

Finding: All pedestrian connection is proposed to be six-feet-wide and paved with asphalt to provide an ADA-compliant path; therefore, these standards are met.

SRC 800.065(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.

Finding: The applicant has requested a Class 2 adjustment to eliminate this standard due to the hours of operation for the park. Findings for the adjustment can be found in Section 7 of this report.

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

SRC 806.015 – Amount Off-Street Parking.

- (a) ***Maximum Off-Street Parking.*** Except as otherwise provided in this section, and unless otherwise provided under the UDC, off-street parking shall not exceed the amounts set forth in Table 806-1. For the purposes of calculating the maximum amount of off-street parking allowed, driveways shall not be considered off-street parking spaces.

Finding: There are no minimum parking standards for any development within the City, and no new off-street parking is included with the proposal; therefore, this standard is met.

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

- (a) ***General Applicability.*** The off-street parking and vehicle use area development standards set forth in this section apply to:
- (1) The development of new off-street parking and vehicle use areas;
 - (2) The expansion of existing off-street parking and vehicle use areas, where additional paved surface is added;
 - (3) The alteration of existing off-street parking and vehicle use areas, where the existing paved surface is replaced with a new paved surface; and
 - (4) The paving of an unpaved area.

Finding: The proposal does not include alteration or development of any off-street parking and vehicle use area; therefore, this section is not applicable.

▪ ***Bicycle Parking***

SRC 806.045 – Bicycle Parking; When Required.

- (a) ***General Applicability.*** Bicycle parking shall be provided as required under this chapter for each proposed new use or activity, any change of use or activity, or any intensification, expansion, or enlargement of a use or activity.
- (b) ***Applicability to change of use of existing building in Central Business District (CB) zone.*** Notwithstanding any other provision of this chapter, the bicycle parking requirements for a change of use of an existing building within the CB zone shall be met if there are a minimum of eight bicycle parking spaces located within the public right-of-way of the block face adjacent to the primary entrance of the building. If the minimum number of required bicycle parking spaces are not present within the block face, the applicant shall be required to obtain a permit to have the required number of spaces installed. For purposes of this subsection, "block face" means the area within the public street right-of-way located along one side of a block, from intersecting street to intersecting street.
- (c) ***Applicability to nonconforming bicycle parking area.*** When bicycle parking is required to be added to an existing bicycle parking area that has a nonconforming number of spaces, the number of spaces required under this chapter for any new use or activity, any change of use or activity, or any intensification, expansion, or enlargement of a use or activity shall be provided, in addition to the number of spaces required to remedy the existing deficiency.

Finding: The proposed improvements indicate an expansion or intensification of Bailey Ridge Park with the addition of new walkways providing for expanded recreational areas and

increased pedestrian use; therefore, the bicycle parking requirements of this section apply to the proposed development

SRC 806.050 – Proximity of Bicycle Parking.

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

SRC 806.055 – Amount of Bicycle Parking.

Unless otherwise provided under the UDC, bicycle parking shall be provided in amounts not less than those set forth in Table 806-8.

Finding: *Parks and open space* uses require the greater of four bicycle parking spaces, or one space per 30 vehicle parking spaces. There is existing or proposed vehicle parking on site; therefore, the greater of four spaces is required. The applicant has proposed the addition of four new bicycle racks that will meet the approved bike rack styles, and provide a total of eight new bicycle parking spaces on site, exceeding the number of spaces required; therefore, this standard is met.

SRC 806.060 – Bicycle Parking Development Standards

Unless otherwise provided under the UDC, bicycle parking areas shall be developed and maintained as set forth in this section.

(a) Location.

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

Finding: The proposal does not include the addition of a new building with a primary entrance; however, the location of the new bike racks is proposed adjacent to the right-of-way of Tayside Street S, meeting the intent of short-term bike parking to be located outside, clearly visible, and within convenient distance of the entrance to the park. This standard is met.

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

Finding: As indicated above, the location of the new bike racks is proposed adjacent to the right-of-way of Tayside Street S, providing direct and accessible access to the public right-of-way and the entrance for the park.

(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 806-9.

(2) Access aisles. Bicycle parking spaces shall be served by access aisles conforming to the minimum widths set forth in Table 806-9. Access aisles serving bicycle parking spaces may be located within the public right-of-way.

Finding: The applicant's plans indicate only two feet between the bicycle racks located side-by-side, when the minimum spacing requirement should be three feet. Therefore, the following condition applies:

Condition 1: At the time of building permit review, the applicant shall provide the location and installation details for the new bicycle racks indicating conformance with SRC 806.060.

Additionally, two of the bike racks are proposed within the public right-of-way. The applicant can choose to remove these two racks, as more the required minimum is provided, or coordinate with Public Works to verify conformance with any requirements for locating them within the right-of-way. Further conformance with these standards will be evaluated at the time of building permit review.

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

Finding: The bicycle parking spaces are proposed be placed on concrete, meeting the hard surface requirement. This standard is met.

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

- (1) Racks must support the bicycle frame in a stable position, in two or more places without damage to wheels, frame, or components.
- (2) Racks must allow the bicycle frame and at least one wheel to be locked to the rack with a high security, U-shaped shackle lock;
- (3) Racks shall be of a material that resists cutting, rusting, and bending or deformation; and
- (4) Racks shall be securely anchored.
- (5) Examples of types of bicycle racks that do, and do not, meet these standards are shown in Figure 806-11.

Finding: The applicant has proposed the addition of four new bicycle racks that will meet the allowed bike rack styles, as shown in Figure 806-11. As conditioned above, the applicant shall provide the installation details, including dimension and spacing requirements, and conformance with this standard will be verified at the time of building permit review.

▪ ***Off-Street Loading Areas***

SRC 806.065 – General Applicability.

- (a) Off-street loading areas shall be provided and maintained for each proposed new use or activity; any change of use or activity, when such change of use or activity results in a greater number of required off-street loading spaces than the previous use or activity; or any intensification, expansion, or enlargement of a use or activity.
- (b) *Applicability to nonconforming off-street loading area.* When off-street loading is required to be added to an existing off-street loading area that has a nonconforming number of spaces, the number of spaces required under this chapter for any new use or activity, any change of use or activity, or any intensification, expansion, or enlargement of a use or activity shall be provided, in addition to the number of spaces required to

remedy the existing deficiency.

Finding: No off-street loading space is required for a *Parks and open space* use; therefore, this section is not applicable.

SRC Chapter 807 – Landscaping

All required setbacks shall be landscaped with a minimum of 1 plant unit per 20 square feet of landscaped area. A minimum of 40 percent of the required number of plant units shall be a combination of mature trees, shade trees, evergreen/conifer trees, or ornamental trees. Plant materials and minimum plant unit values are defined in SRC Chapter 807, Table 807-2. All building permit applications for development subject to landscaping requirements shall include landscape and irrigation plans meeting the requirements of SRC Chapter 807.

Finding: As indicated above, there are no required setbacks that are applicable to the proposed development, and no new vehicle use areas are proposed; therefore, there are no landscaping requirements for the proposed development.

❖ CITY INFRASTRUCTURE STANDARDS

The existing conditions of public infrastructure available to serve the subject property are described in the following table:

Utilities	
Type	Existing Conditions
Water	Water Service Level: G-0 and S-1
	A 12-inch water main is located in Tayside Street S.
Sanitary Sewer	An 8-inch sanitary sewer main is located in Tayside Street S.
Storm Drainage	A 10-inch storm main is located in Tayside Street S.

SRC Chapter 200 – Urban Growth Management

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

Finding: The subject property is located outside of the Urban Service Area. The proposal does not meet the definition of "development" in SRC Chapter 200; therefore, no UGA permit is required. Future development on the subject property may require an UGA.

SRC Chapter 71 – Stormwater

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

Finding: The applicant shall be required to design and construct a storm drainage system at the time of development. The application shall provide an evaluation of the connection to the

approved point of discharge for new areas of impervious surface per SRC 71.075. The applicant's engineer submitted a statement demonstrating compliance with SRC Chapter 71 because the project involves less than 5,000 square feet of new or replaced impervious surface.

SRC Chapter 802 – Public Improvements

▪ *Development to be served by City utilities*

SRC 802.015 requires development to be served by City utilities designed and constructed according to all applicable provisions of the Salem Revised Code and Public Works Design Standards (PWDS).

Finding: Public water, sanitary sewer, and stormwater infrastructure is available along the perimeter of the site and appears to be adequate to serve the property as shown on the applicant's preliminary utility plan. The applicant shall design and construct all utilities (sewer, water, and storm drainage) according to the PWDS and to the satisfaction of the Public Works Director.

SRC Chapter 803 – Street and Right-of-way Improvements

The existing conditions of streets abutting the subject property are described in the following table:

Streets			
Street Name		Right-of-way Width	Improvement Width
Tayside Street S (Local Street)	Standard:	60-feet	30-feet
	Existing Condition:	50-feet	30-feet

▪ *Boundary Street Improvements*

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

Finding: Tayside Street S abuts the subject property and is classified as a Local street according to the Salem Transportation System Plan (TSP). Tayside Street S does not meet the current right-of-way width standards for a local street. The ultimate right-of-way width for a local street is 60 feet according to SRC 803.025, Table 803-1 (Right-of-way Width), and the existing right-of-way width is 50 feet. The proposal does not involve a new building or building addition subject to boundary street improvements established in SRC 803.040(a); therefore, no right-of-way dedication or street improvements are required as a condition of development. The existing street system is adequate to serve the proposed development.

▪ ***City-Owned Trees***

Pursuant to SRC Chapter 86, trees on City-owned Property are considered City trees. Removal of City-owned trees is subject to the provisions in SRC Chapter 86.

Finding: The proposal is a City Parks project which will include restoration to portions of Chambers Swale and construction of a new pathway linking Illahe Court S and Tayside Street S. Removal of existing trees on the City Park property are required to complete this work. Pursuant to SRC 86.050(b), where the City project complies with applicable Public Works Design Standards and input from the City's Urban Forester, City projects and programs will be considered in compliance with the permitting requirements of this section and SRC 86.030(a). Therefore, SRC Chapter 86 removal permits are not required as part of the application and will be reviewed at time of construction by the City's Urban Forester.

SRC Chapter 804 – Driveway Approaches

SRC 804 establishes development standards for driveway approaches providing access from the public right-of-way to private property in order to provide safe and efficient vehicular access to development sites.

Finding: The subject property is a neighborhood park. There are no existing driveway approaches serving the property and no new driveway approaches are proposed. This chapter is not applicable to the proposed development.

❖ **NATURAL RESOURCES AND LANDSCAPE**

SRC Chapter 601 – Floodplain

Development in the floodplain shall be regulated to preserve and maintain the capability to the floodplain to convey the flood water discharges and to minimize danger to life and property.

Finding: Floodplain Administrator has reviewed the Flood Insurance Study and Flood Insurance Rate Maps and has determined that no floodplain or floodway areas exist on the subject property.

SRC Chapter 808 – Preservation of Trees and Vegetation

The City's tree preservation ordinance, under SRC Chapter 808, provides that no person shall remove the following trees unless undertaken pursuant to a permit issued under SRC 808.030(d), undertaken pursuant to a tree conservation plan approved under SRC 808.035, or permitted by a variance granted under SRC 808.045.

1. Heritage Trees;
2. Significant Trees (including Oregon White Oaks with diameter-at-breast-height (*dbh*) of 20 inches or greater and any other tree with a *dbh* of 30 inches or greater, with the exception of tree of heaven, empress tree, black cottonwood, and black locust);
3. Trees and native vegetation in riparian corridors; and
4. Trees on lots or parcels 20,000 square feet or greater.

The tree preservation ordinance defines "tree" as, "any living woody plant that grows to 15 feet

or more in height, typically with one main stem called a trunk, which is 10 inches or more dbh, and possesses an upright arrangement of branches and leaves.”

Finding: Trees located within City parks are considered City Trees and are regulated by SRC Chapter 86 instead of SRC Chapter 808; therefore, this section does not apply.

SRC Chapter 809 – Wetlands

Grading and construction activities within wetlands are regulated by the Oregon Department of State Lands (DSL) and US Army Corps of Engineers. State and Federal wetlands laws are also administered by the DSL and Army Corps, and potential impacts to jurisdictional wetlands are addressed through application and enforcement of appropriate mitigation measures. SRC Chapter 809 establishes requirements for notification of DSL when an application for development is received in an area designated as a wetland on the official wetlands map.

Finding: The Salem-Keizer Local Wetland Inventory shows that there are wetland channels and/or hydric soils mapped on the property. The applicant should contact the Oregon Department of State Lands to verify if any permits are required for development or construction in the vicinity of the mapped wetland area(s), including any work in the public right-of-way. Wetland notice was sent to the Oregon Department of State Lands pursuant to SRC 809.025.

SRC Chapter 810 – Landslide Hazards

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

Finding: According to the City’s adopted landslide hazard susceptibility maps and SRC Chapter 810 (Landslide Hazards), there are no mapped landslide hazard areas on the subject property.

SRC 220.005(f)(3)(B): The transportation system into and out of the proposed development conforms to all applicable city standards y.

Finding: Access to the proposed development will be provided by the network of existing public streets that surround the property. The street system in and adjacent to the development will provide for the safe, orderly, and efficient circulation of traffic to and from the development. This criterion is met.

SRC 220.005(f)(3)(C): The proposed development mitigates impacts to the transportation system consistent with the approved traffic impact analysis, where applicable.

Finding: The proposed park improvements do not generate additional traffic. Therefore, a TIA is not required as part of the proposed subdivision submittal per SRC 803.015(b)(1) and this criterion is not applicable.

SRC 220.005(f)(3)(D): The proposed development will be served with City water, sewer, storm drainage, and other utilities.

Finding: The Development Services division reviewed the proposal and determined that water, sewer, and storm infrastructure are available and appear to be adequate to serve the lots within the proposed development. This approval criterion is met.

7. Analysis of Class 2 Adjustment Approval Criteria

Salem Revised Code (SRC) 250.005(d)(2) provides that an application for a Class 2 Adjustment shall be granted if the following criteria are met. The following subsections are organized with approval criteria, followed by findings of fact upon which the decision is based. Lack of compliance with the following criteria is grounds for denial or for the issuance of conditions of approval to satisfy the criteria.

SRC 250.005(d)(2)(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.***

Finding: The applicant is requesting a Class 2 Adjustment to eliminate required lighting standard for pedestrian connections, pursuant to SRC 800.065(c).

The proposal includes new concrete sidewalks providing connections between the existing parking lot and buildings near the sport fields, to the new picnic shelter and dog park areas. SRC 800.065(c) provides that 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. The applicant is requesting an adjustment to eliminate this standard due to the hours of operation of the park, which is only open from sunrise to sunset daily. The purpose of the lighting standard is to ensure that paths can be used safely during all times; however, the park development is not intended to be used outside of daylight hours. As such, lighting of the pedestrian pathways would encourage use of the park outside of operating hours, and is therefore not a reasonable improvement for the park development. Limiting access to daylight hours will discourage unauthorized nighttime use, enhancing overall safety and preserving the park's natural beauty. Staff finds that the pedestrian connections proposed with the park development, without the required lighting, equally meets the intent to provide safe circulation of pedestrians throughout the park during the allowed hours of operation, and further ensures the safety of pedestrians by discouraging use of the park during dark, unattended hours.

Due to the specified hours for use of the park, staff finds the proposal equally meets the intent of the standard, in compliance with this criterion.

SRC 250.005(d)(2)(B): If located within a residential zone, the proposed development will not detract from the livability or appearance of the residential area.

Finding: The subject property is not located within a residential zone; therefore, this criterion is not applicable.

SRC 250.005(d)(2)(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.

Finding: Only one adjustment has been requested with this development; therefore, this criterion is not applicable.

8. Conclusion

Based upon review of SRC Chapters 220 and 250, the applicable standards of the Salem Revised Code, the findings contained herein, and due consideration of comments received, the application complies with the requirements for an affirmative decision.

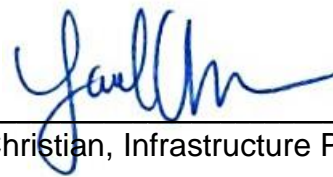
IT IS HEREBY ORDERED

Final approval of Class 3 Site Plan Review and Class 2 Adjustment, Case No. SPR-ADJ25-09, is hereby **APPROVED** subject to SRC Chapters 220 and 250, the applicable standards of the Salem Revised Code, conformance with the approved site plan included as **Attachment B**, and the following condition of approval:

Condition 1: At the time of building permit review, the applicant shall provide the location and installation details for the new bicycle racks indicating conformance with SRC 806.060.



Jamie Donaldson, Planner III



Laurel Christian, Infrastructure Planner III

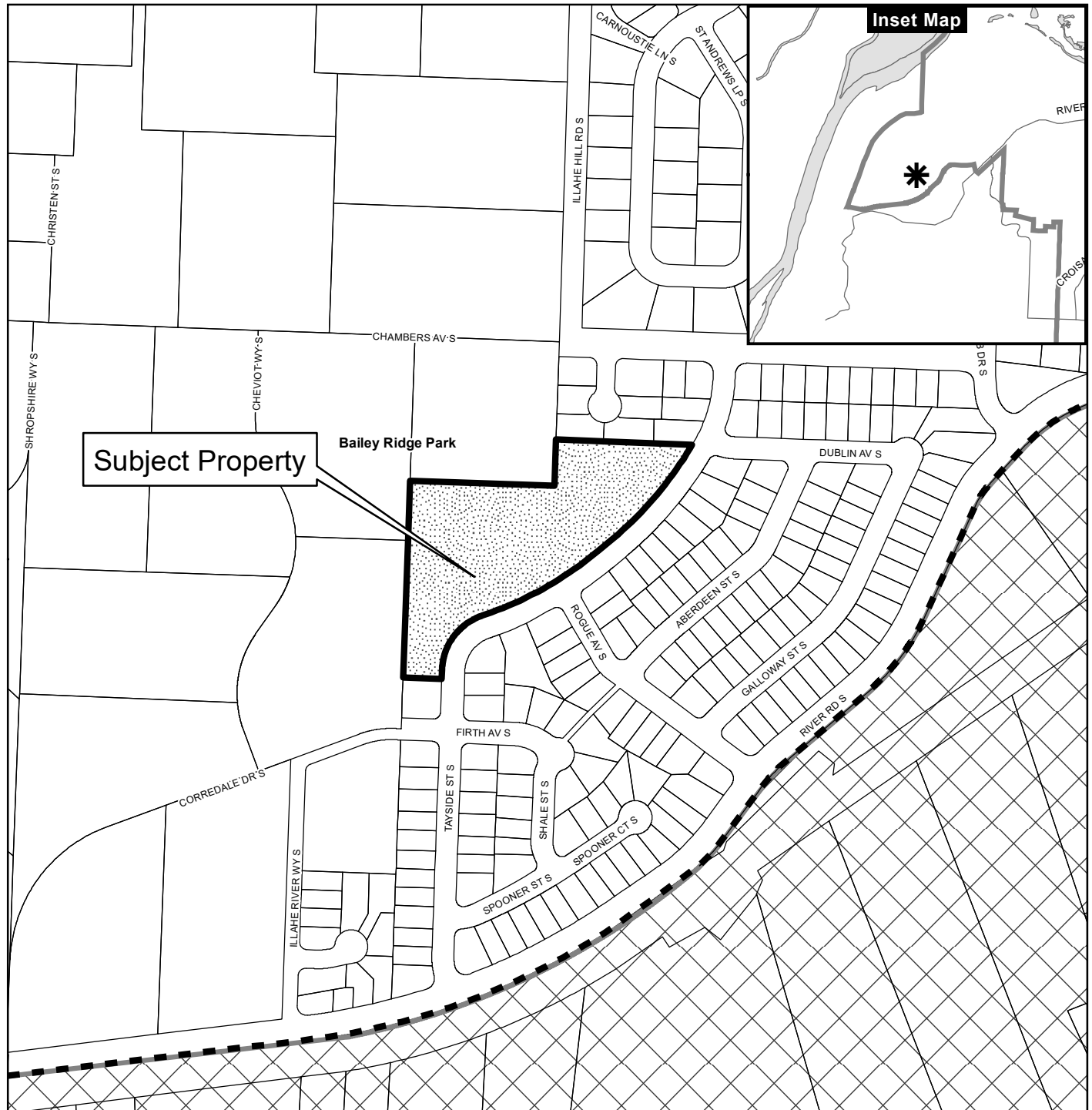
On behalf of Lisa Anderson-Ogilvie, AICP
Planning Administrator

Attachments: A. Vicinity Map
B. Proposed Development Plans
C. Conceptual Plan for Site Analysis of Bailey Ridge Park Project

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

Vicinity Map

3801 Tayside Street S



Legend

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

0 100 200 400 Feet

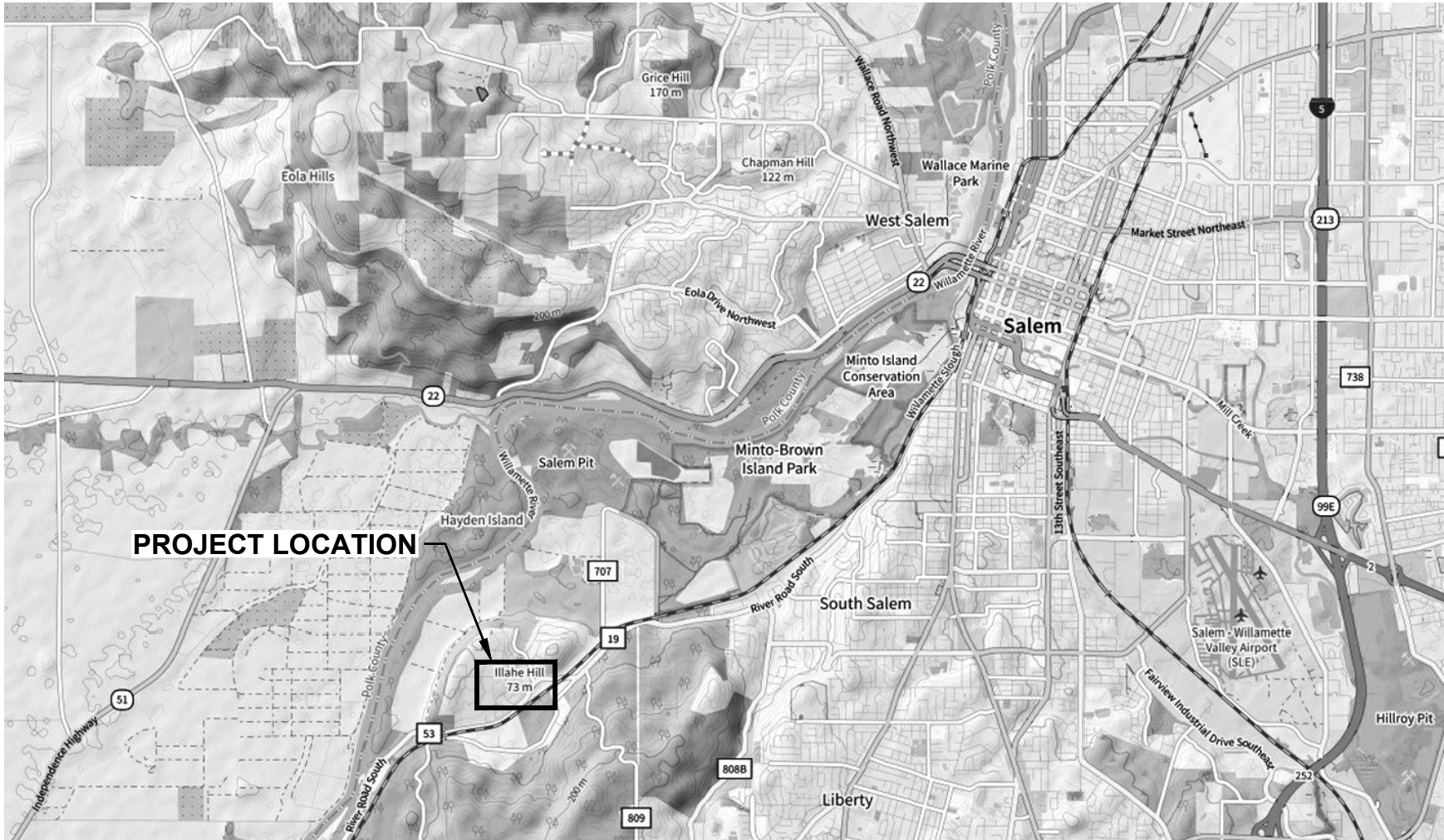


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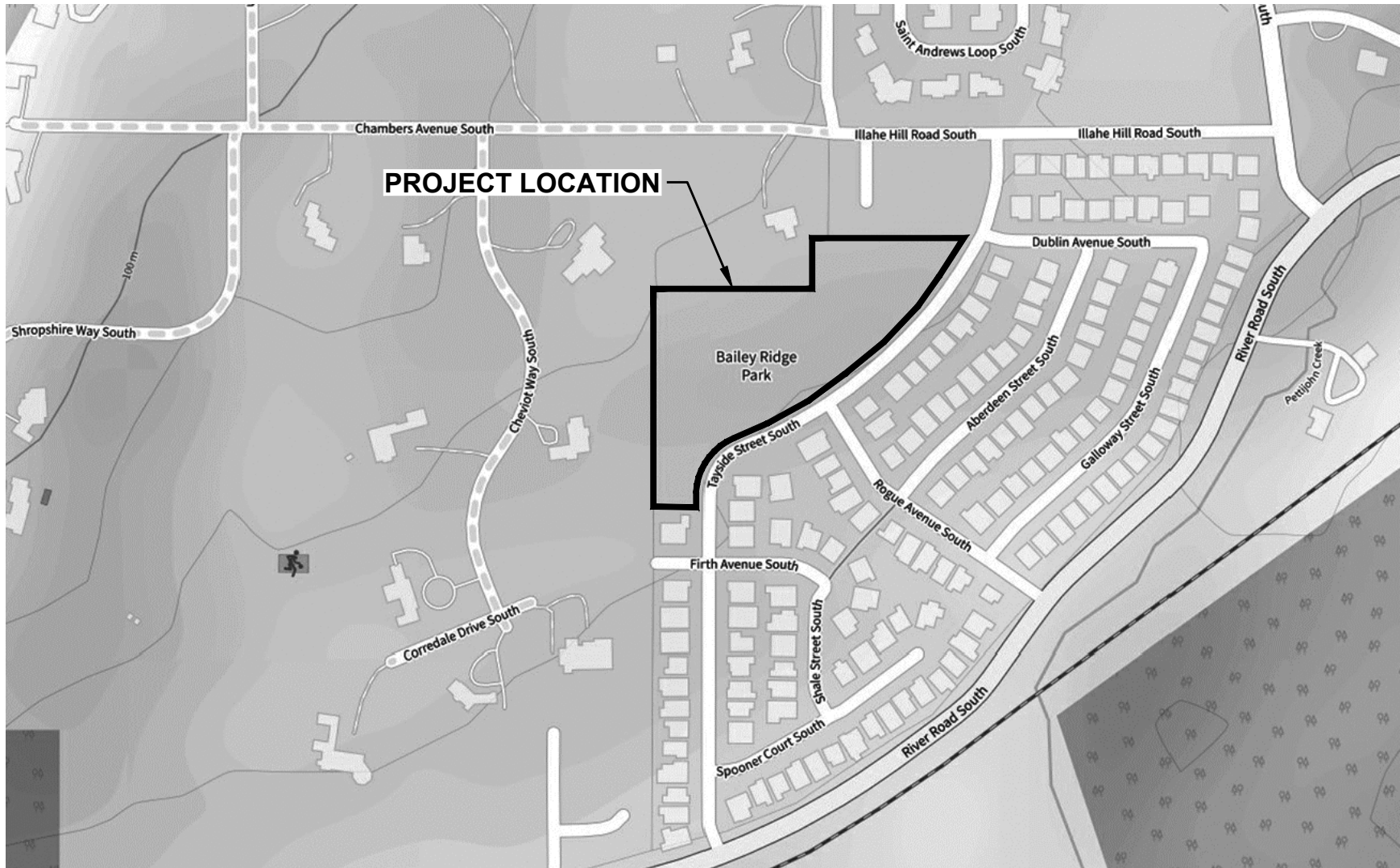
BAILEY RIDGE PARK RESTORATION AND PATHWAY PROJECT

30% DRAFT DESIGN
JANUARY 2025



VICINITY MAP

SCALE: NOT TO SCALE



CONTEXT MAP

SCALE: NOT TO SCALE



SHEET INDEX

SHEET	SHEET NAME
G0.0	COVER SHEET
G1.0	GENERAL NOTES
G2.0	EXISTING CONDITIONS
G3.0	CONSTRUCTION ACCESS, STAGING, AND TESC PLAN
G4.0	DEMOLITION & TREE PROTECTION NOTES
G4.1	DEMOLITION & TREE PROTECTION PLAN
C1.0	SITE PLAN OVERVIEW
C2.0	SWALE PROFILE AND SECTIONS
L1.0	PATH GRADING PLAN
L2.0	MATERIALS & LAYOUT PLAN - EAST
L2.1	MATERIALS & LAYOUT PLAN - WEST
L3.0	PLANTING LEGENDS & NOTES
L3.1	PLANTING PLAN
L4.0	IRRIGATION LEGEND & NOTES
L4.1	IRRIGATION PLAN
C3.0	DROP STRUCTURE DETAILS
C3.1	TESC DETAILS
L5.0	LANDSCAPE DETAILS
L5.1	LANDSCAPE DETAILS
L5.2	PLANTING DETAILS

CITY OF SALEM



PROJECT MANAGER: RAYMOND JOSEPH,
SENIOR PARKS PLANNER

PRIME CONSULTANT:
LANDSCAPE ARCHITECTURE
PERMITTING, ENGINEERING



ENVIRONMENTAL SCIENCE ASSOCIATES
819 SE MORRISON STREET SUITE 310
PORTLAND, OR 97214
(503) 274-2010

PROJECT MANAGER: MATTHEW CRAMPTON, RLA
PROJECT ENGINEER: CHAD MCKINNEY, PE, CFM

SURVEY

OTAK
808 SW THIRD AVE., SUITE 800
PORTLAND, OR 97204

(503) 415 2332

CONTACT:
SUE TSOI, PLS

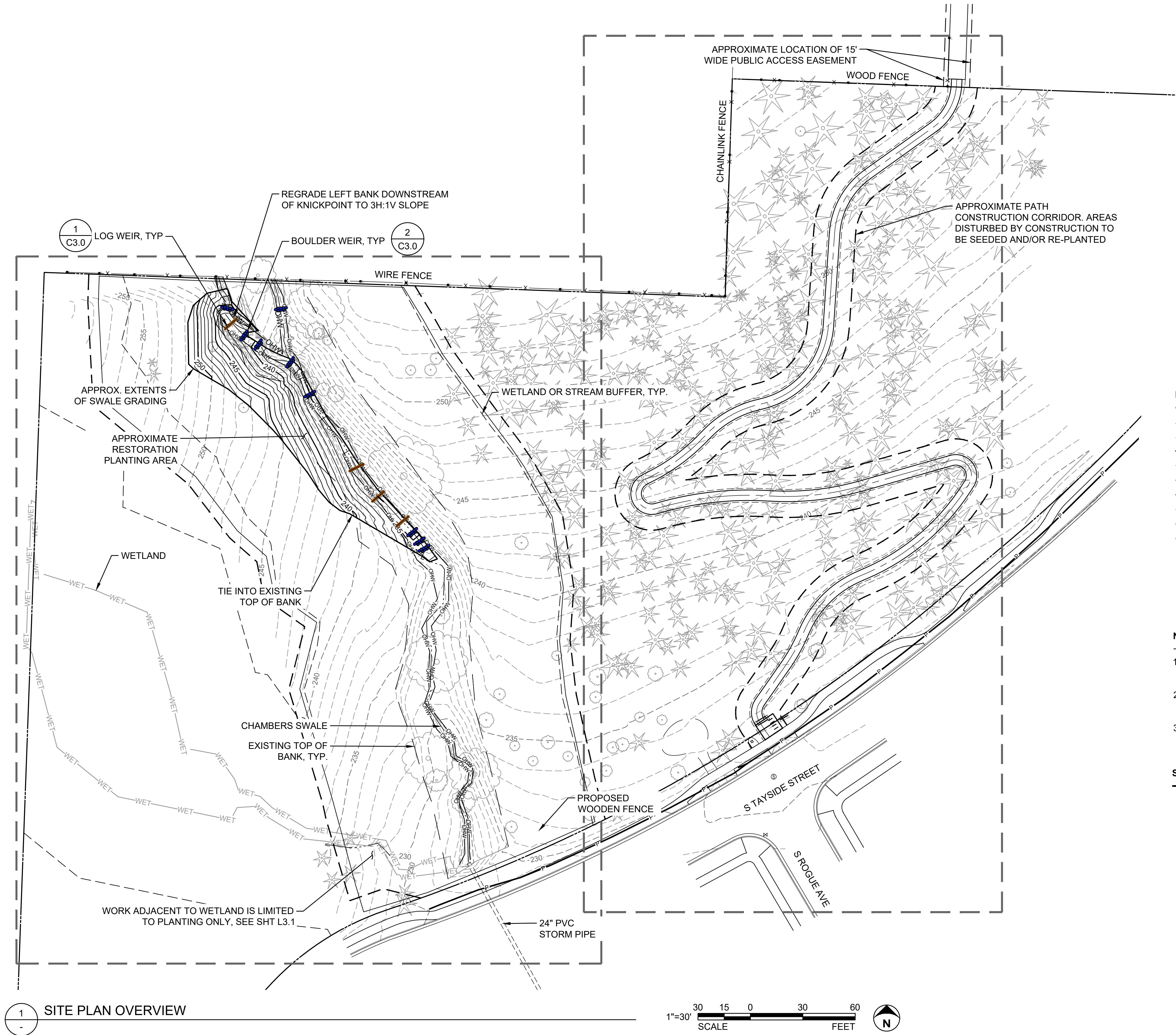
CULTURAL RESOURCE STUDY

HISTORICAL RESEARCH ASSOCIATES
59 E. 14TH AVE
EUGENE, OR 97401

(206) 898 5781

CONTACT:
BRADLEY BOWDEN, PRINCIPAL ARCHAEOLOGIST

FILE: P:\01 CAD\2022\xxxx\1202200371.02 - City of Salem Bailey Ridge Park\DWG\C1.0 SITE PLAN OVERVIEW.dwg PLOT DATE: 1/24/2025 4:08:44 PM PLOTTED BY: THOMAS FISCHER



EXISTING LEGEND

- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPERTY LINE
- FENCE
- TOP OF BANK
- ORDINARY HIGH WATER
- WETLAND
- 50' WETLAND OR STREAM BUFFER
- SWALE CENTERLINE
- EXISTING CONIFEROUS TREE
- EXISTING DECIDUOUS TREE

NOTES

- THE RIGHT BANK OF CHAMBERS SWALE SHALL BE REGRADED TO A STABLE SLOPE OF 3 HORIZONTAL TO 1 VERTICAL.
- THE LEFT BANK OF CHAMBERS SWALE WILL UNDERGO MINIMAL GRADING TO AVOID DISTURBING ESTABLISHED TREES.
- TREES PROPOSED FOR DEMOLITION ARE APPROXIMATE AND SUBJECT TO CHANGE WITH PLAN DEVELOPMENT.

STREAM STABILIZATION LEGEND

- BOULDER WEIR
- LOG WEIR

**BAILEY
RIDGE PARK**

TAXLOT NUMBER:
083W06CC13900

REVISIONS
DATE DESCRIPTION

DRAWN	MFN/TTF
CHECKED	MAC
APPROVED BY	MAC

PROJECT # D202200371.02

ISSUE DATE JANUARY 2025

SCALE IS AS SHOWN WHEN
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1" = 30'

PHASE
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DOCUMENTATION**

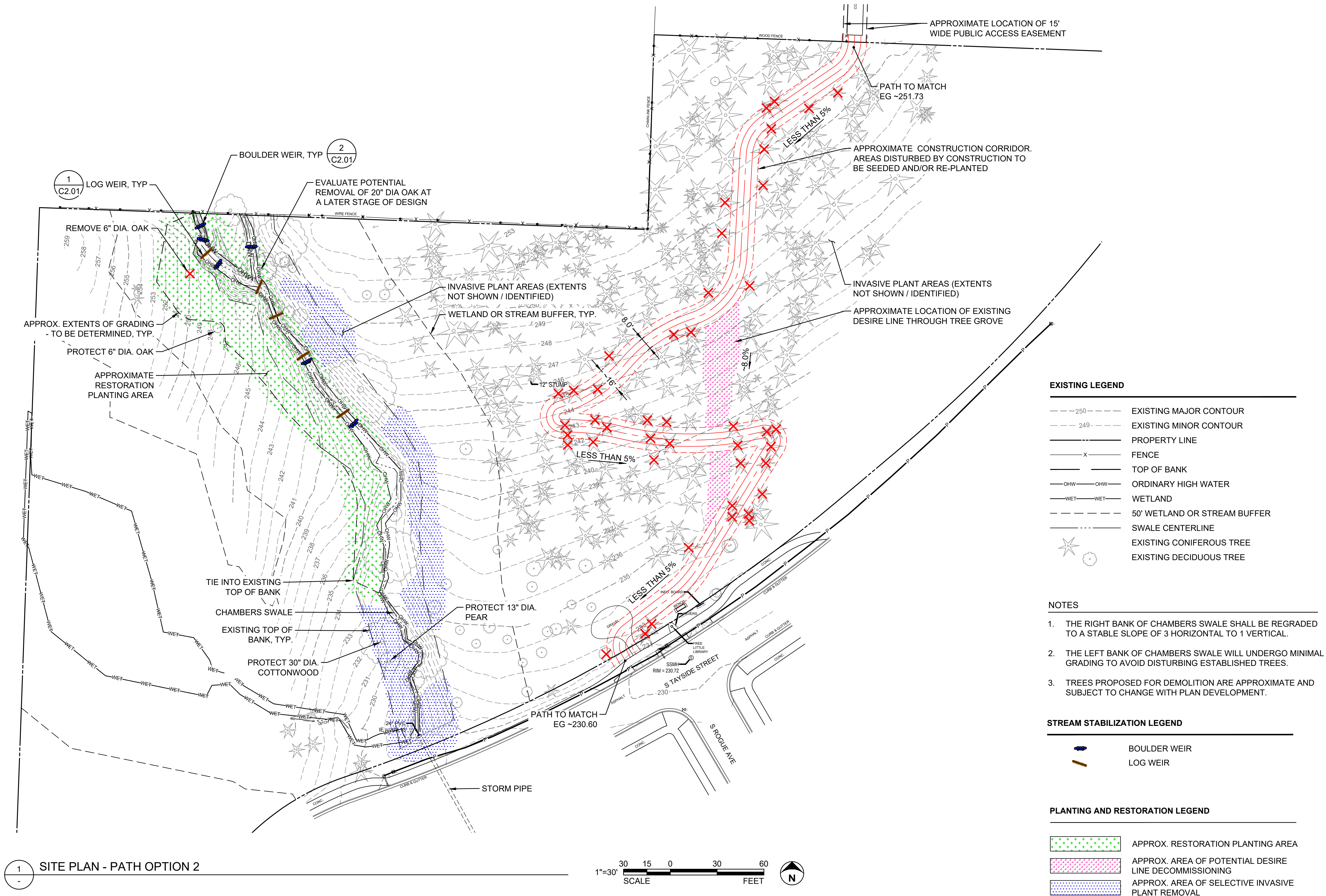
SHEET TITLE

SITE PLAN

SHEET NUMBER
C1.0

SHEET 7 OF 20

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1 SITE PLAN - PATH OPTION 2

EXISTING LEGEND

---	250	---	EXISTING MAJOR CONTOUR
---	249	---	EXISTING MINOR CONTOUR
---		---	PROPERTY LINE
---	X	---	FENCE
---		---	TOP OF BANK
---	OHW	---	ORDINARY HIGH WATER
---	WET	---	WETLAND
---		---	50' WETLAND OR STREAM BUFFER
---		---	SWALE CENTERLINE
---		---	EXISTING CONIFEROUS TREE
---		---	EXISTING DECIDUOUS TREE

NOTES

1. THE RIGHT BANK OF CHAMBERS SWALE SHALL BE REGRADED TO A STABLE SLOPE OF 3 HORIZONTAL TO 1 VERTICAL.
2. THE LEFT BANK OF CHAMBERS SWALE WILL UNDERGO MINIMAL GRADING TO AVOID DISTURBING ESTABLISHED TREES.
3. TREES PROPOSED FOR DEMOLITION ARE APPROXIMATE AND SUBJECT TO CHANGE WITH PLAN DEVELOPMENT.

STREAM STABILIZATION LEGEND

	BOULDER WEIR
	LOG WEIR

PLANTING AND RESTORATION LEGEND

	APPROX. RESTORATION PLANTING AREA
	APPROX. AREA OF POTENTIAL DESIRE LINE DECOMMISSIONING
	APPROX. AREA OF SELECTIVE INVASIVE PLANT REMOVAL

TREE DEMOLITION LEGEND

	TREE PROPOSED FOR DEMOLITION
--	------------------------------



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REVISIONS

#	DATE	DESCRIPTION

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PROJECT # D202200371.02

ISSUE DATE NOVEMBER 2024

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1" = 30'

PHASE
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SHEET TITLE

SITE PLAN

SHEET NUMBER

C1.01

SHEET 3 OF 4

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SCALE IS AS SHOWN WHEN
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1" = 10'0"












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SHEET TITLE

SHEET NUMBER

SHEET 6 OF 20







- | | |
|---|------------------------------|
|  | EXISTING MAJOR CONTOUR |
|  | EXISTING MINOR CONTOUR |
|  | PROPERTY LINE |
|  | FENCE |
|  | TOP OF BANK |
|  | ORDINARY HIGH WATER |
|  | WETLAND |
|  | 50' WETLAND OR STREAM BUFFER |
|  | SWALE CENTERLINE |
|  | EXISTING CONIFEROUS TREE |
|  | EXISTING DECIDUOUS TREE |

DEMOLITION KEYNOTES (NOT ALL NOTES APPEAR ON EACH SHEET)

- ① REMOVE CONCRETE BENCH PAD

DEMOLITION LEGEND

-  CLEAR AND GRUB, NO HEAVY EQUIPMENT.
PROTECT (E) TREE ROOTS
-  INVASIVE PLANT REMOVAL AREA
-  TREE PROTECTION FENCE
-  CONSTRUCTION FENCE

TREE DEMOLITION & PROTECTION LEGEND

- X TREE PROPOSED FOR DEMOLITION
 Δ TREE TO REMAIN

PROTECTION KEYNOTES (NOT ALL NOTES APPEAR ON EACH SHEET)

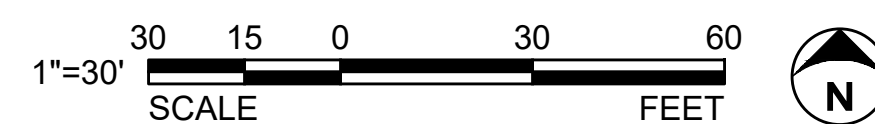
1. PROTECT IN PLACE CONCRETE/ASPHALT PAVING
2. PROTECT IN PLACE LITTLE LIBRARY & PAVERS
3. PROTECT IN PLACE INFORMATION BOARD
4. PROTECT IN PLACE GRAVEL PAVING
5. PROTECT IN PLACE PICNIC TABLE
6. PROTECT IN PLACE LIGHT POLE, TYP.
7. PROTECT IN PLACE UTILITIES, TYP.
8. PROTECT IN PLACE FENCE, TYP.
9. PROTECT IN PLACE STORM PIPE
10. PROTECT IN CURB AND GUTTER

SALVAGE KEYNOTES (NOT ALL NOTES APPEAR ON EACH SHEET)

- 1 SALVAGE BENCH, PROVIDE TO OWNER

SHEET NOTES

1. SEE SHEET G4.0 FOR DEMOLITION AND TREE PROTECTION GENERAL NOTES.
2. SEE SHEET G1.0 FOR GENERAL PROJECT NOTES.



FILE: P:\01 CAD\2022\xxxx\1D202200371.02 - City of Salem Bailey Ridge Park\DWG\L2.0 PATH MATERIALS AND LAYOUT PLAN.dwg PLOT DATE: 1/24/2025 4:09:36 PM PLOTTED BY: THOMAS FISCHER

EXISTING LEGEND

- EXISTING MAJOR CONTOUR
----- EXISTING MINOR CONTOUR
----- PROPERTY LINE
---X--- FENCE
----- TOP OF BANK
---OHW--- OHW--- ORDINARY HIGH WATER
----- WETLAND
----- 50' WETLAND OR STREAM BUFFER
----- SWALE CENTERLINE
* EXISTING CONIFEROUS TREE
* EXISTING DECIDUOUS TREE

MATERIALS GENERAL NOTES:

- CONTRACTOR TO NOTIFY OWNER'S REPRESENTATIVE OF ANY DISCREPANCIES BETWEEN PLANS AND EXISTING CONDITIONS BEFORE STARTING WORK.
- SEE SHEET G4.1 FOR TREE PROTECTION.

MATERIALS LEGEND (NOT ALL HATCHES APPEAR ON EACH SHEET)

- DETAIL/SHEET
- | | | |
|----------|---------|-----------------------------|
| 1 / L5.0 | [Hatch] | ASPHALT PAVING |
| 2 / L5.0 | [Hatch] | CONCRETE PAVING |
| 2 / L5.1 | [Hatch] | DESIRE LINE DECOMMISSIONING |
| - | PA | PLANTING AREA |

DETAIL KEYNOTES (NOT ALL NOTES APPEAR ON EACH SHEET)

- | DETAIL/SHEET | KEYNOTE # |
|--------------|------------------------------------|
| 3 / L5.0 | (1.1) BICYCLE RACK |
| 4 / L5.0 | (1.2) DEER BROWSE FENCE (1,070 LF) |

LAYOUT ABBREVIATIONS

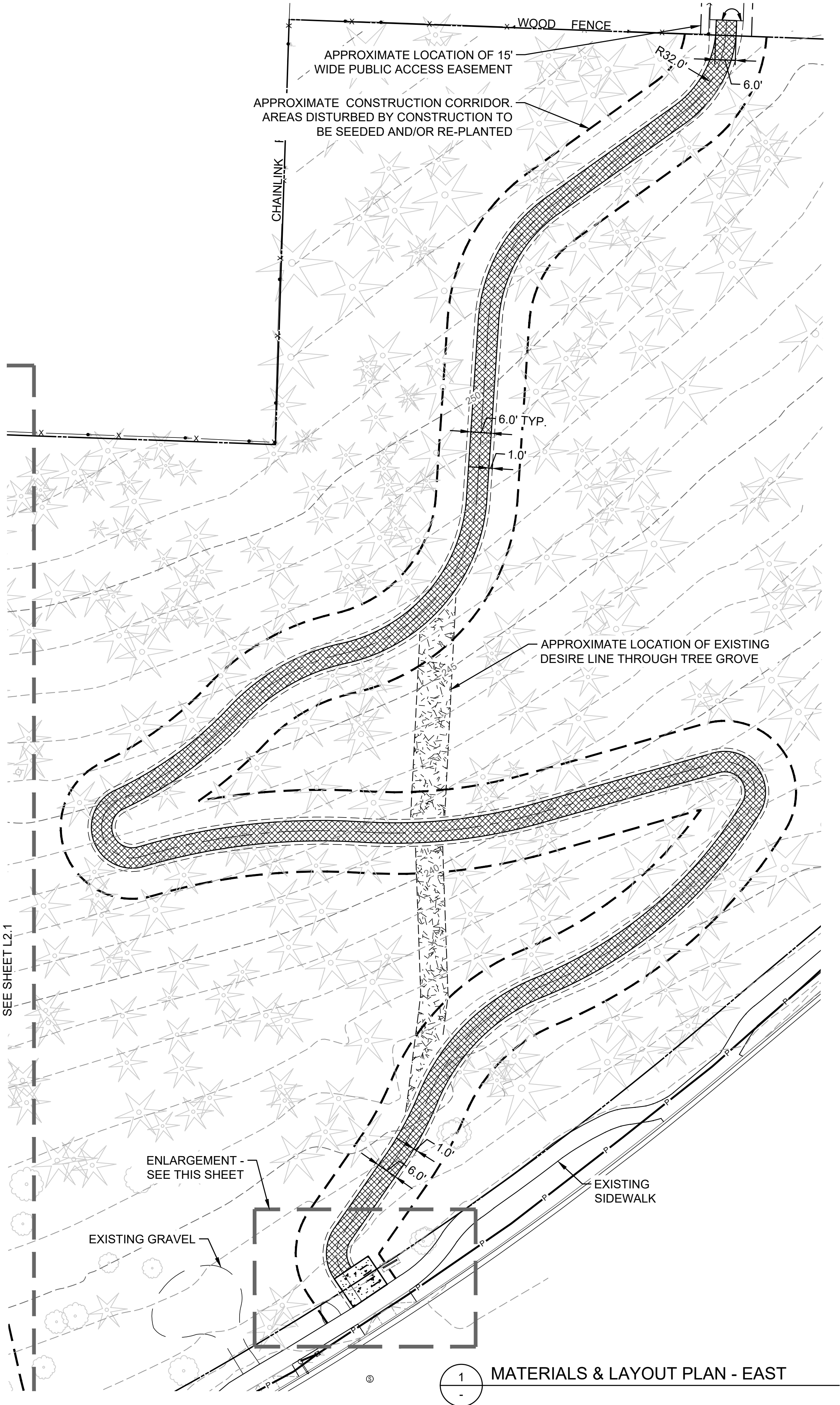
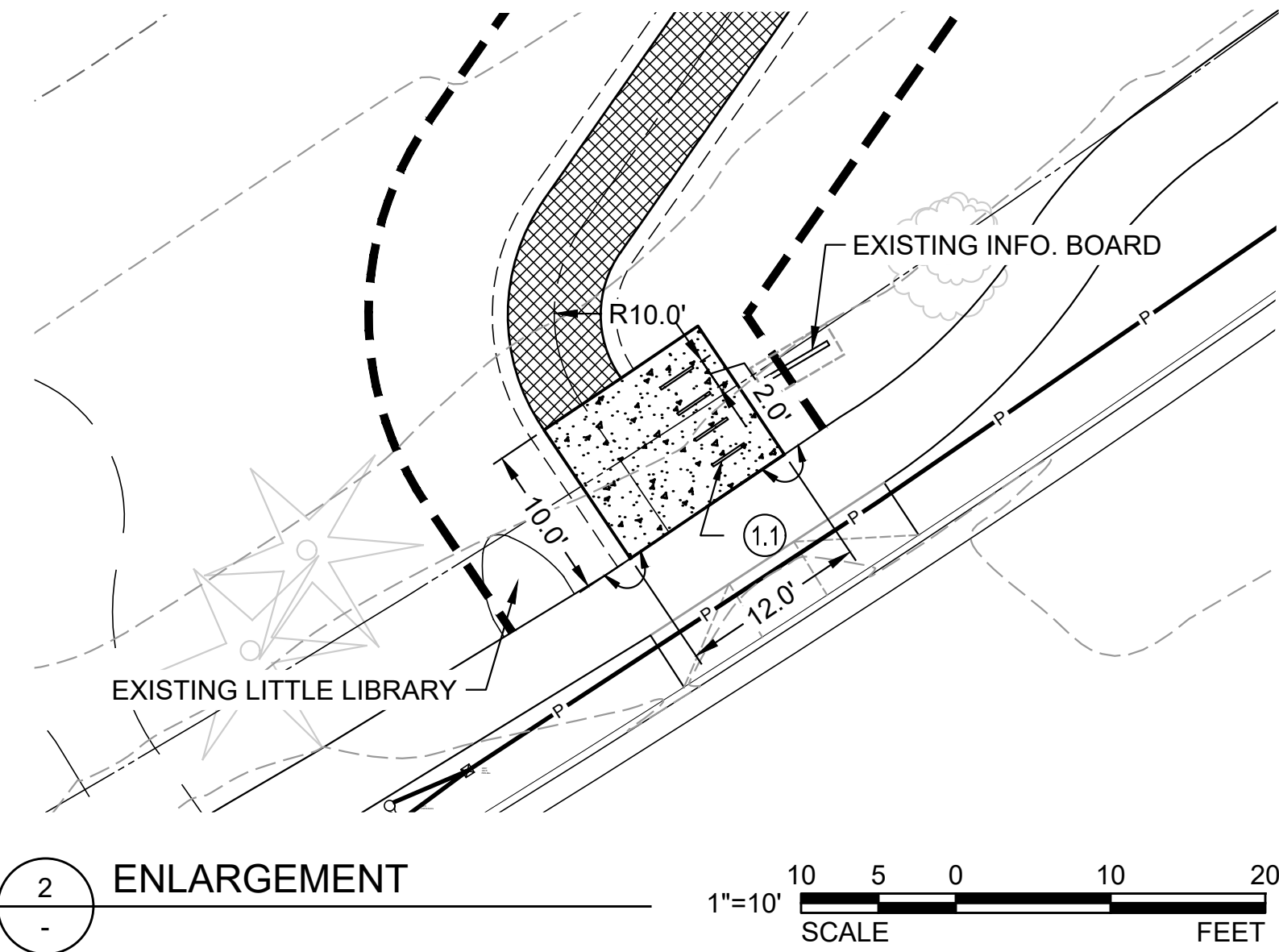
- AL ALIGN
CC COMPOUND CURVE
CL CENTERLINE
CP CENTERPOINT
E EASTING
EJ EXPANSION JOINT
EQ EQUAL
N NORTHING
PC POINT OF CURVATURE
POB POINT OF BEGINNING
PT POINT OF TANGENCY
R RADIUS
RC REVERSE CURVE
SJ CONTRACTION / SCORE JOINT
SP SPOT
TYP TYPICAL
VIF VERIFY IN FIELD

LAYOUT LEGEND

- WORK LIMIT LINE
--- CENTERLINE
--- ALIGN

LAYOUT GENERAL NOTES

- DO NOT SCALE FROM DRAWINGS. THE LOCATION OF FEATURES NOT SPECIFICALLY DIMENSIONED MAY NOT BE DETERMINED BY SCALE.
- IF CONFLICTS ARISE IN THE FIELD, CONTACT OWNER'S REPRESENTATIVE IMMEDIATELY FOR RESOLUTION.
- ALL CURVED WALKS AND CURBS SHALL HAVE SMOOTH, CONTINUOUS CURVES AS INDICATED.
- CONTRACTOR TO STAKE PAVING AND FURNISHINGS FOR OWNER'S REPRESENTATIVE'S APPROVAL PRIOR TO INSTALLING FORMWORK.
- OWNER'S REPRESENTATIVE TO APPROVE FORMWORK FOR PAVING, CURBS, AND FURNISHINGS PRIOR TO PLACING CONCRETE.



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TAXLOT NUMBER:
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PROJECT NAME

REVISIONS		
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1" = 20'

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DOCUMENTATION**

SHEET TITLE

**MATERIALS &
LAYOUT PLAN -
EAST**

SHEET NUMBER

L2.0

SHEET 10 OF 20

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EXISTING LEGEND

- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPERTY LINE
- FENCE
- TOP OF BANK
- ORDINARY HIGH WATER
- WETLAND
- 50' WETLAND OR STREAM BUFFER
- SWALE CENTERLINE
- EXISTING CONIFEROUS TREE
- EXISTING DECIDUOUS TREE

SHEET NOTES:

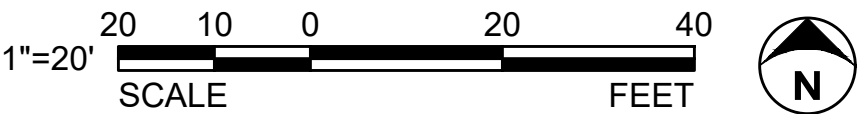
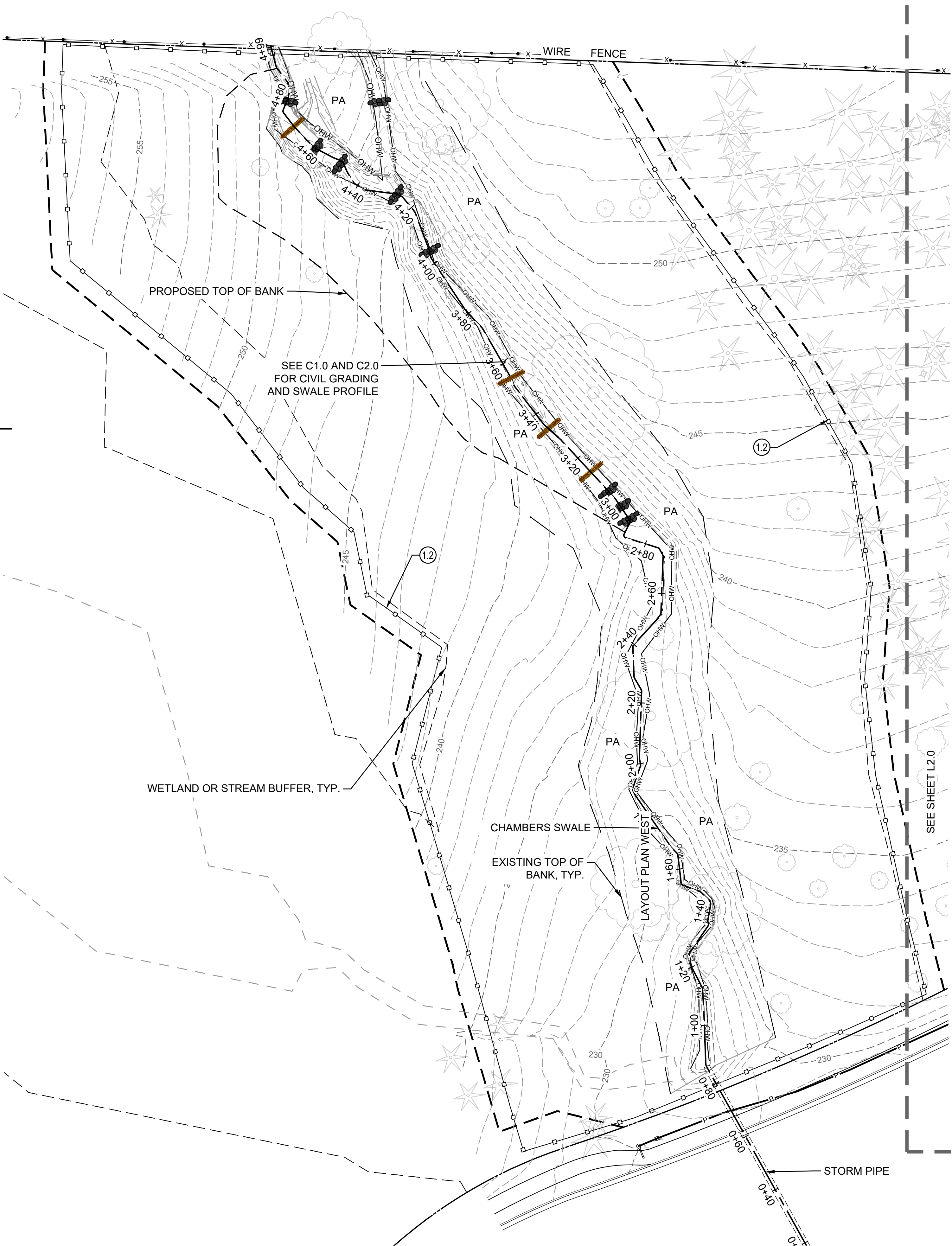
- SEE SHEET L2.0 MATERIALS NOTES.
- SEE SHEET L2.0 LAYOUT NOTES.

MATERIALS LEGEND (NOT ALL HATCHES APPEAR ON EACH SHEET)

- DETAIL/SHEET
- 1 / L5.0 ASPHALT PAVING
 - 2 / L5.0 CONCRETE PAVING
 - 2 / L5.1 DESIRE LINE DECOMMISSIONING
 - PA PLANTING AREA

DETAIL KEYNOTES (NOT ALL NOTES APPEAR ON EACH SHEET)

- DETAIL/SHEET KEYNOTE #
- 3 / L5.0 (1.1) BICYCLE RACK
 - 4 / L5.0 (1.2) DEER BROWSE FENCE (1,070 LF)



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PHASE
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SHEET TITLE

MATERIALS &
LAYOUT PLAN -
WEST

SHEET NUMBER

L2.1

SHEET 11 OF 20

