

NOTICE OF DECISION

PLANNING DIVISION
555 LIBERTY ST. SE, RM 305
SALEM, OREGON 97301
PHONE: 503-588-6173
FAX: 503-588-6005



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503-588-6173*

DECISION OF THE PLANNING ADMINISTRATOR

CLASS 3 SITE PLAN REVIEW / CLASS 2 ADJUSTMENT CASE NO.: SPR-ADJ21-20

APPLICATION NO.: 21-111937-RP, 21-111940-ZO

NOTICE OF DECISION DATE: September 3, 2021

SUMMARY: Proposed development of a new 50,000 square foot office building for the City of Salem Shops Complex.

REQUEST: A Class 3 Site Plan Review for development of a new 50,000 square foot office building and associated site work including off-street parking areas, stormwater facilities and landscaping, with a Class 2 Adjustment request to:

- 1) To eliminate a required pedestrian pathway to Oxford Street SE (SRC 800.065(a)(1)(A));
- 2) To adjust the requirement to provide pedestrian pathways connecting to each building on the development site (SRC 800.065(a)(2)); and
- 3) To allow the use of striping and wheel stops to visually differentiate the proposed pedestrian route from 22nd Street SE (SRC 800.065(b)(1)(B)).

For property approximately 11.7 acres in size, zoned PS (Public Services), and located at the 1500 Block of 23rd Street SE - 97302 (Marion County Assessor's Map and Tax Lot number: 073W35AC / 00300).

APPLICANT: Daniel Childs, Hacker Architects, on behalf of Luke Gmazel, City of Salem Public Works

LOCATION: 1500 Block of 23rd Street SE, 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 September 3, 2021

DECISION: The **Planning Administrator APPROVED** Class 3 Site Plan Review / Class 2 Adjustment SPR-ADJ21-20 subject to the following conditions of approval:

Condition 1: Prior to building permit issuance, where a proposed building crosses over existing property lines, either (1) pursuant to SRC 205.065, a property boundary verification shall be recorded, or (2) the property lines shall be adjusted or removed.

Condition 2: At the time of building permit, the applicant shall demonstrate that required pedestrian connections conform with the design and material requirements of SRC Chapter 800.065(b).

Condition 3: At the time of building permit, the applicant shall demonstrate that

required pedestrian connections conform with the lighting requirements of SRC Chapter 800.065(c).

- Condition 4:** At the time of building permit, the applicant shall revise the site plan to demonstrate that a minimum of five carpool/vanpool spaces meeting all applicable standards of SRC Chapter 806 will be provided to serve the proposed office building.
- Condition 5:** Construct all new structures a minimum of one foot above the base flood elevation.
- Condition 6:** Provide a No-Rise Analysis for development proposed in the floodway pursuant to SRC 601.075(d)(1)(A).
- Condition 7:** Design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS.
- Condition 8:** The adjusted pedestrian access standards, as approved in this zoning adjustment, shall only apply to the specific development proposal shown in the attached site plan. Any future development, beyond what is shown in the attached site plan, shall conform to all applicable development requirements, unless adjusted through a future land use action.

The rights granted by the attached decision must be exercised, or an extension granted, by the dates listed below, or this approval shall be null and void.

Class 3 Site Plan Review	<u>September 21, 2025</u>
Class 2 Adjustment	<u>September 21, 2023</u>
Application Deemed Complete:	<u>July 29, 2021</u>
Notice of Decision Mailing Date:	<u>September 3, 2021</u>
Decision Effective Date:	<u>September 21, 2021</u>
State Mandate Date:	<u>November 26, 2021</u>

Case Manager: Aaron Panko, APanko@cityofsalem.net, 503-540-2356

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. Monday, September 20, 2021. 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 Chapter(s) 220, 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>

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BEFORE THE PLANNING ADMINISTRATOR OF THE CITY OF SALEM

**SITE PLAN REVIEW / ADJUSTMENT
CASE NO. SPR-ADJ21-20
DECISION**

**IN THE MATTER OF APPROVAL OF) CLASS 3 SITE PLAN REVIEW AND
SITE PLAN REVIEW AND ADJUSTMENT) CLASS 2 ADJUSTMENT
CASE NO. SPR-ADJ21-20)
1500 BLOCK 23RD STREET SE - 97302) SEPTEMBER 3, 2021**

In the matter of the application for Class 3 Site Plan Review and Class 2 Adjustment applications submitted by Daniel Childs, Hacker Architects, on behalf of the applicant and property owner, the City of Salem represented by Steven D. Powers and Luke Gmazel, 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: Proposed development of a new 50,000 square foot office building for the City of Salem Shops Complex.

Request: A Class 3 Site Plan Review for development of a new 50,000 square foot office building and associated site work including off-street parking areas, stormwater facilities and landscaping, with a Class 2 Adjustment request to:

- 1) To eliminate a required pedestrian pathway to Oxford Street SE (SRC 800.065(a)(1)(A));
- 2) To adjust the requirement to provide pedestrian pathways connecting to each building on the development site (SRC 800.065(a)(2)); and
- 3) To allow the use of striping and wheel stops to visually differentiate the proposed pedestrian route from 22nd Street SE (SRC 800.065(b)(1)(B)).

For property approximately 11.7 acres in size, zoned PS (Public Services), and located at the 1500 Block of 23rd Street SE - 97302 (Marion County Assessor's Map and Tax Lot number: 073W35AC / 00300).

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

FINDINGS

1. Class 3 Site Plan Review Applicability

Site plan review is intended to provide a unified, consistent, and efficient means to review proposed development that requires a building permit, other than single-family, duplex residential, and installation of signs, to ensure that such development meets all applicable requirements imposed by the Salem Revised Code (SRC). SRC 220.005(b)(3) requires Class 3 Site Plan Review for any development that requires a

building permit, and that involves a land use decision or limited land use decision, as those terms are defined in ORS 197.015.

Class 3 Site Plan Review is required for this application pursuant to SRC 220.005(b)(3)(F) because a Class 2 Adjustment has been requested to the pedestrian access standards of SRC Chapter 800.

2. Background

On June 28, 2021, a consolidated application for a 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 July 28, 2021. The applicant's proposed site plan is included as **Attachment B** and the applicant's written statement addressing the approval criteria is included as **Attachment C**.

Summary of Record:

The following items are submitted to the record and are available upon request: All materials submitted by the applicant, including any applicable professional studies such as traffic impact analysis, geologic assessments, and stormwater reports; any materials and comments from public agencies, City departments, neighborhood associations, and the public; and all documents referenced in this report.

Neighborhood and Public Comments:

The subject property is located within the boundaries of the Southeast Salem Neighborhood Association (SESNA).

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 June 1, 2021, the applicant contacted the SESNA Chair and Land Use Chair informing them of the proposed project.

Neighborhood Association Comment: Notice of the application was provided to SESNA 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.

Homeowners Association

The subject property is not located within a Homeowners 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 comment was received indicating no objections to the development. One comment was received indicating general support, but also concerns with traffic on 23rd Street SE.

Staff Response: The proposed office building for the City of Salem Shops Complex will utilize an existing driveway approach on 23rd Street SE opposite the driveway approach used by an existing apartment complex. The driveway approach was installed in a location designed to maximize visibility and reduce conflicts when 23rd Street SE was realigned. 23rd Street SE is designated as a collector street in the Salem Transportation System Plan (TSP). The proposal does not add more than 1,000 average daily trips to 23rd Street SE, therefore the proposal did not require a traffic impact analysis. Off-street parking areas are proposed for the Shops Complex which exceed minimum requirements, reducing the impact of on-street parking in the area.

City Department Comments:

The Public Works Department reviewed the proposal and provided a memo which is included as **Attachment D**.

The Building and Safety Division reviewed the proposal and indicated no site concerns.

The Fire Department has reviewed the proposal and indicated that there are no apparent site issues.

Public Agency Comments:

Portland General Electric commented that the planned location for the building transformer is likely not large enough for the required working clearance around the equipment/vault. The vault is 68" x 134". The allocated space appears to be slightly deeper than 63-1/2". This dimension precludes the necessary 36" clearance behind the transformer (clear space to existing fence).

Staff Response: The applicant will be coordinating the location of required equipment directly with Portland General Electric.

Salem-Keizer Transit commented that they object to the applicant's request to eliminate the requirement to provide pedestrian pathways connecting to each building on the development site. Connections between buildings and then to 22nd and 23rd Street allows for safe access to the new office building, associated buildings and off-street parking areas in this development.

Staff Response: The existing City of Salem Shops Complex does not comply with the pedestrian access standards of Chapter 800. While the applicant is requesting an adjustment to the pedestrian access standards including the requirement to connect the proposed office building to Oxford Street SE and to connect each of the existing and proposed buildings on the development site with each other, the proposed development will improve pedestrian access throughout the Shops Complex.

Complete findings for the Adjustments are found in Section 4. In summary, new pedestrian pathways will be developed from 22nd Street SE and 23rd Street SE to connect to the proposed office building. A pedestrian pathway to Oxford Street SE is not warranted because Oxford Street SE does not meet current street standards and does not have sidewalks. Internal pathways connecting to each existing building on site are not warranted due to existing on-site operations including maneuvering of heavy vehicles and equipment, pedestrian pathways could interfere with these operations and put pedestrians in danger.

Staff believes that the new pedestrian pathways proposed for the Shops Complex provide for safe and efficient access to the new office building from 22nd Street SE and 23rd Street SE as well as to existing and proposed off-street parking areas, as requested by Cherriots.

3. Analysis of Class 3 Site Plan Review Approval Criteria

SRC 220.005(f)(3) states:

An application for Class 3 Site Plan Review shall be granted if:

- (1) The application meets all applicable standards of the UDC;
- (2) The transportation system provides for the safe, orderly, and efficient circulation of traffic into and out of the proposed development, and negative impacts to the transportation system are mitigated adequately;
- (3) Parking areas and driveways are designed to facilitate safe and efficient movement of vehicles, bicycles, and pedestrians; and
- (4) The proposed development will be adequately served with City water, sewer, stormwater facilities, and other utilities appropriate to the nature of the development.

Criterion 1:

The application meets all applicable standards of the UDC.

Finding: The proposal includes development of a new 50,000 square foot office building and associated site work including off-street parking areas, stormwater facilities and landscaping at the existing Public Works Shops Complex. Three adjustments have been requested to the pedestrian access development standards; the site has otherwise been found to be in compliance with applicable standards of the UDC as outlined below.

Use and Development Standards – PS (Public Service) Zone:

SRC 544.005 – Uses:

Finding: The proposed development includes a new 50,000 square foot office building for the City of Salem Public Works Shops Complex. The primary use for the Public Works Shops Complex is classified as Governmental Maintenance Services and Construction which is allowed as a permitted use in the PS zone per SRC 544.005, Table 544-1.

SRC 544.010(a) – Lot Standards:

The minimum lot area requirement in the PS zone is 10,000 square feet, minimum lot width is 50 feet and minimum lot depth is 80 feet. All uses, other than single family, are required to have a minimum of 16 feet of street frontage.

Finding: The subject property is approximately 11.7 acres in size, has a width of approximately 650 feet and depth of approximately 750 feet. The lot has approximately 692 feet of frontage along 22nd Street SE, 425 feet of frontage along Oxford Street SE, and approximately 560 feet of frontage along 23rd Street SE. The subject property exceeds the minimum lot standards of the PS zone.

SRC 544.010(b) – Setbacks:

North: Adjacent to the north is property zoned IC (Industrial Commercial). There is no minimum building or accessory structure setback required adjacent to an Industrial zone, vehicle use areas require a minimum 5-foot setback to an interior property line.

South: Adjacent to the south is right-of-way for Oxford Street SE. Buildings and accessory structures less than 35 feet in height require a minimum 20-foot setback and vehicle use areas require a minimum 6-10-foot setback to a street.

East: Adjacent to the east is right-of-way for 23rd Street SE. Buildings and accessory structures less than 35 feet in height require a minimum 20-foot setback and vehicle use areas require a minimum 6-10-foot setback to a street.

West: Adjacent to the west is right-of-way for 22nd Street SE. Buildings and accessory structures less than 35 feet in height require a minimum 20-foot setback and vehicle use areas require a minimum 6-10-foot setback to a street.

Finding: The proposed building and vehicle use area setbacks indicated on the site plan are in compliance with all applicable setback requirements of the PS zone and SRC Chapter 806.

SRC 544.010(c) – Lot Coverage, Height:

The maximum lot coverage standard is 60 percent in the PS zone and the maximum height allowance is 70 feet.

Finding: The proposed building is approximately 35 feet in height, less than the maximum height allowance in the PS zone. The applicant's summary table indicates that the site area is approximately 509,350 square feet, and the proposed total building coverage is approximately 72,215 square feet for a proposed lot coverage of approximately 15 percent, less than the maximum allowance in the PS zone.

SRC 544.010(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: Landscape and irrigation plans will be reviewed for conformance with the requirements of SRC Chapter 807 at the time of building permit application review.

SRC 544.010(e) – Outdoor Storage. Within the PS zone, outdoor storage shall be screened from streets and adjacent properties by a minimum six-foot-high sight-obscuring fence, wall, or hedge.

Finding: The proposal does not include development of a new outdoor storage area; therefore, this standard is not applicable.

Airport Overlay Zone SRC 602

The subject property is located within the RLUV (Runway larger than utility with a visibility minimum as low as three-quarter mile non-precision instrument approach area) and within the Transitional Surface areas, however, the proposed building is located entirely within the RLUV area.

SRC 602.020(a)(3) - RLUV Area.

In the RLUV area, no building, structure, object, or vegetative growth shall have a height greater than that established by a plane sloping 34 feet outward for each one foot upward beginning at the end of, and at the same elevation as, the primary surface and extending to a horizontal distance of 10,000 feet along the extended centerline of runway 13.

Finding: The applicant has provided a diagram demonstrating that in the maximum height for the proposed office building and associated equipment is limited to approximately 285 feet above mean sea level. The maximum height of proposed communications equipment (stream monitor, flood warning, and satellite phone) is 255'6" above mean sea level, less than the maximum height allowance provided in the Airport Overlay Zone. The proposed development is in compliance with the height limits of the Airport Overlay Zone.

General Development Standards SRC 800

SRC 800.015 – Lot standards, generally.

Every building or structure shall be entirely located on a lot. Where two or more lots are under single ownership to accommodate a single development, the entire combined area shall be considered as a single lot for purposes of the UDC. However, the Building Code does not allow buildings to cross over existing property lines.

Finding: The site plan indicates that the proposed building crosses over existing property lines. SRC 205.065(a) provides that the property boundary verification process may be used whereby the outside boundary of two or more contiguous units of land held under the same ownership may be established as the property line for purposes of application of the building code. Alternatively, the existing property lines may be relocated or removed through the property line adjustment process outlined in SRC 205.055.

Condition 1: Prior to building permit issuance, where a proposed building crosses over existing property lines, either (1) pursuant to SRC 205.065, a property boundary verification shall be recorded, or (2) the property lines shall be adjusted or removed.

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 proposal does not include development of a new solid waste enclosure; therefore, this section does not apply.

SRC 800.065 – Pedestrian Access.

Except where pedestrian access standards are provided elsewhere under the UDC, all developments, other than single family, 2-4 family, and multiple family developments, shall include an on-site pedestrian circulation system developed in conformance with the standards in this section.

Finding: The pedestrian access standards of SRC Chapter 800 apply to the proposed development.

SRC 800.065(a)(1) – Pedestrian 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: Direct pedestrian access is provided from the primary entrances of the proposed building to 23rd Street SE and from the proposed building to 22nd Street SE. The applicant is requesting an adjustment to eliminate the requirement to provide a direct pedestrian pathway from the proposed building to Oxford Street SE to the south. Findings for the adjustment are included in Section 4.

- (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 not currently a transit stop located along the street frontages of 22nd Street SE, 23rd Street SE or Oxford Street SE; therefore, this standard is not applicable.

SRC 800.065(a)(2) – Pedestrian Connection Between Buildings on the same Development Site.

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 the buildings.

Finding: The proposal includes development of a new 50,000 square foot office building on an existing development site with 13 other existing buildings. Internal

pedestrian pathways are not provided between existing buildings at the existing shops complex, the site does not conform to this standard. While the area of the site included in the scope for this development proposal will improve pedestrian access throughout the site, the applicant is not proposing to provide an internal pathway system connecting each of the existing buildings on site. The applicant is requesting an adjustment to this standard, findings are included in Section 4.

SRC 800.065(a)(3) – Pedestrian 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.

Finding: The applicant's statement indicates that the new proposed employee off-street parking area is 42,343 square feet in size, therefore this standard is applicable. Pedestrian pathways are provided through the off-street parking area connecting the parking area with the primary building entrance in compliance with this standard. In addition, the applicant is proposing a pedestrian connection through an existing off-street parking area on the northwest portion of the development site.

- (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; therefore, this standard is not applicable.

SRC 800.065(a)(4) – Pedestrian 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: There is not a planned path or trail that passes through the development site, therefore this standard is not applicable.

SRC 800.065(a)(5) – Pedestrian 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: Vehicular connections are not proposed between the subject property and abutting properties; therefore, this standard is not applicable.

SRC 800.065(b)(1) – Design and Materials.

Required pedestrian connections shall be in the form of a walkway, or may be in the form of a plaza. Walkways shall conform to the following:

- (A) Materials and width. Walkways shall be paved with a hard-surface material meeting the Public Works Design Standards, and 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.

Finding: Proposed pedestrian connections are five feet in width. The type of material proposed for the pedestrian connections is not listed in the application materials. At the time of building permit, the applicant shall demonstrate that all applicable standards of this section are met.

Condition 2: At the time of building permit, the applicant shall demonstrate that required pedestrian connections conform with the design and material requirements of SRC Chapter 800.065(b).

Applicant requesting an Adjustment for the proposed NW pedestrian route from 22nd Street SE to allow the pathway to be stripped and protected by wheel stops, findings for the Adjustment are included in Section 4.

SRC 800.065(b)(2) – Design and Materials.

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

Finding: Extended curbs and/or wheel stops are provided along required pedestrian connections consistent with this provision.

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: Exterior light fixtures are not indicated in the application materials. At the time of building permit, the applicant shall demonstrate that the proposed pedestrian walkways are in compliance with applicable lighting standards of this section.

Condition 3: At the time of building permit, the applicant shall demonstrate that required pedestrian connections conform with the lighting requirements of SRC Chapter 800.065(c).

Off-Street Parking, Loading, and Driveways SRC 806

SRC 806.005(a) - Off-Street Parking; When Required.

Off-street parking shall be provided and maintained as required under SRC Chapter 806 for each proposed new use or activity.

SRC 806.010 - Proximity of Off-Street Parking to Use or Activity Served.

Required off-street parking shall be located on the same development site as the use or activity it serves.

Finding: The proposal includes development of a new 50,000 SF office building at the City of Salem Public Works Shops Complex. The existing shops complex includes two main areas: 1) the West Site which is approximately 9.16 acres in size, and bounded by 20th Street SE to the west, Oxford Street SE to the south and 22nd Street SE to the east; and 2) the East Site which is approximately 11.7 acres in size, and bounded by 22nd Street SE to the west, Oxford Street SE to the south and 23rd Street SE to the east. The applicant indicates that there are 376 employees at the Shops Complex, including both the west and east sites.

SRC 806.015 - Amount of Off-Street Parking.

- a) *Minimum Required Off-Street Parking.* Per Table 806-1, the greater of 0.75 spaces per employee or 1 space per 5,000 square feet of floor area is required for governmental maintenance services and construction uses.
- b) *Compact Parking.* Up to 75 percent of the minimum off-street parking spaces required under this Chapter may be compact parking spaces.
- c) *Carpool and Vanpool Parking.* New developments with 60 or more required off-street parking spaces and falling within the Public Services and Industrial use classifications, and the Business and Professional Services use category, shall designate a minimum of 5 percent of their total off-street parking spaces for carpool or vanpool parking.
- d) *Maximum Off-Street Parking.* Unless otherwise provided in the SRC, off-street parking shall not exceed the amounts set forth in Table 806-2.

Finding: The applicant indicates that there are 376 employees at the Shops Complex, requiring a minimum of 282 off-street parking spaces ($376 \times 0.75 = 282$). A maximum of 494 spaces ($282 \times 1.75 = 493.5$) is allowed for the Shops Complex. A minimum of 71 off-street parking spaces must be standard sized spaces, the remaining spaces may be compact spaces. The proposed site plan indicates that 355 parking spaces will be provided for the shops complex, with 71 spaces on the west site and 284 spaces on the east site, consistent with the minimum and maximum off-street parking requirements. 317 spaces are standard size and 38 compact spaces.

Based on the total number of new spaces developed, a minimum of 5 carpool/vanpool spaces are required for the proposed development ($94 \times 0.05 = 4.7$). Required carpool/vanpool parking spaces are not shown on the site plan. 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. The following condition of approval shall apply to ensure compliance with the standards of SRC Chapter 806.

Condition 4: At the time of building permit, the applicant shall revise the site plan to demonstrate that a minimum of five carpool/vanpool spaces meeting all applicable standards of SRC Chapter 806 will be provided to serve the proposed office building.

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 the development of new off-street parking and vehicle use areas.
- b) *Location.* Off-street parking and vehicle use areas shall not be located within required setbacks.
- c) *Perimeter Setbacks and Landscaping.* Perimeter setbacks shall be required for off-street parking and vehicle use areas abutting streets, abutting interior front, side, and rear property lines, and adjacent to buildings and structures.

Finding: The off-street parking and vehicle use area development standards of SRC Chapter 806 are applicable to the proposed new employee and visitor parking lots. The off-street parking area proposed is in compliance with the minimum setback requirements of SRC Chapter 544 and 806.

- d) *Interior Landscaping.* Interior landscaping shall be provided in amounts not less than those set forth in Table 806-5. For off-street parking areas less than 50,000 square feet in size, a minimum of 5 percent of the parking area interior shall be landscaped.

Finding: The applicant's summary table indicates that two new off-street parking areas are being proposed, a visitor lot and employee lot. The visitor lot is approximately 7,215 square feet in size requiring a minimum of 361 square feet of interior parking area landscaping ($7,215 \times 0.05 = 360.8$). The employee lot is approximately 42,343 square feet in size requiring a minimum of 2,117 square feet of interior parking area landscaping ($42,343 \times 0.05 = 2,117.2$). The site plan indicates that 701 square feet (approximately 9.7 percent) of interior landscaping is being provided for the visitor parking lot and 8,622 square feet (approximately 20.4 percent) of interior landscaping is being provided for the employee parking lot, exceeding the minimum requirement.

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

Finding: The proposed off-street parking spaces comply with the minimum aisle width and dimensional requirements for compact and standard vehicle parking spaces established in Table 806-6.

- f) *Additional Off-Street Parking Development Standards 806.035(f)-(m).*

Finding: The proposed off-street parking area is developed consistent with the additional development standards for grade, surfacing, and drainage. The applicant's site plan indicates bumper guards will be provided. The parking area striping, marking, signage, and lighting shall comply with the standards of SRC Chapter 806. The subject property does not abut residentially zoned property, therefore, the off-street parking area screening per SRC 806.035(m) is not required for the proposed parking area.

Bicycle Parking

SRC 806.045 - General Applicability.

Bicycle parking shall be provided and maintained for each proposed new use or activity.

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

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

SRC 806.055 - Amount of Bicycle Parking.

Per SRC Chapter 806, Table 806-8, governmental maintenance services and construction uses require a minimum of four bicycle parking spaces.

Finding: The applicant's summary table indicates that 20 bicycle parking spaces are proposed for the new building, exceeding the minimum requirement.

SRC 806.060 - Bicycle Parking Development Standards.

- a) *Location.* Bicycle parking areas shall be located within a convenient distance of, and shall be clearly visible from, the primary building entrance. In no event shall bicycle parking areas be located more than 50 feet from the primary building entrance.
- b) *Access.* Bicycle parking areas shall have direct and accessible access to the public right-of-way and the primary building entrance.
- c) *Dimensions.* Bicycle parking spaces shall be a minimum of 6 feet by 2 feet and shall be served by a minimum 4-foot-wide access aisle.
- d) *Surfacing.* Where bicycle parking is located outside a building, the bicycle parking area shall consist of a hard surface material, such as concrete, asphalt pavement, pavers, or similar material, meeting the Public Works Design standards.
- e) *Bicycle Racks.* Where bicycle parking is provided in racks, the racks may be floor, wall, or ceiling racks, and shall comply with the following standards:
 - (1) Racks must support the bicycle frame in a stable position, in two or more places a minimum of six inches horizontally apart, 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.

Finding: A total of 20 bicycle parking spaces are proposed with this development. Eight of the bicycle spaces are located at the eastern main entrance to the proposed office

building and twelve covered bicycle parking spaces are located at the employee entrance on the west end of the proposed office building. Proposed bicycle parking areas will have direct and accessible access to the public right-of-way and building entrances. The application materials do not indicate the type of bicycle racks that will be provided, conformance with these development standards will be verified at the time of building permit application.

Off-Street Loading Areas

SRC 806.065 - General Applicability.

Off-street loading areas shall be provided and maintained for each proposed new use or activity.

SRC 806.070 – Proximity of Off-Street Loading Areas to use or Activity Served.

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

SRC 806.075 - Amount of Off-Street Loading.

A governmental maintenance services and construction use is required to have a minimum of one off-street loading space for building areas 5,000 to 100,000 square feet in size.

Finding: A minimum of one off-street loading space is required, the proposed office building does not increase the number of loading spaces required for the development site. An existing off-street loading area is provided on the east side of Building 30. The proposal complies with the loading space requirements of Chapter 806.

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

Natural Resources

SRC 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: The subject property is designated on the Federal Emergency Management Agency floodplain maps as a Zone “AE” floodplain and floodway. Public Works staff has reviewed the Flood Insurance Study and Flood Insurance Rate Maps and has determined the 100-year base flood elevation for the subject development is 180-feet. Development within the floodplain requires a floodplain development permit and is subject to the requirements of SRC Chapter 601, including elevation of new structures to a minimum of one foot above the base flood elevation.

Condition 5: Construct all new structures a minimum of one foot above the base flood elevation.

An Elevation Certificate is required to verify the new structure’s elevation. The Elevation Certificates shall be submitted to the City to verify each structure’s elevation prior to pouring building foundations and again prior to final occupancy. Development within the floodway shall not result in any increase in flood levels during the occurrence of the base flood discharge pursuant to SRC 601.075(d)(1)(A).

Condition 6: Provide a No-Rise Analysis for development proposed in the floodway pursuant to SRC 601.075(d)(1)(A).

SRC 808 - Preservation of Trees and Vegetation: The City's tree preservation ordinance, under SRC Chapter 808, provides that no person shall remove a significant tree (Oregon White Oak greater than 24 inches in diameter at breast height) (SRC 808.015) or a tree or native vegetation in a riparian corridor (SRC 808.020), unless the removal is excepted under SRC 808.030(a)(2), 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.

Finding: The subject property contains Oregon white oaks greater than 24 inches in diameter that are classified as significant trees. No significant trees are proposed for removal.

SRC 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 wetland 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.

Finding: According to the Salem-Keizer Local Wetland Inventory (LWI) the subject property contains wetlands and/or hydric soils. 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 mapped wetland area(s). Wetland notice will be sent to the Oregon Department of State Lands pursuant to SRC 809.025.

SRC 810 - Landslide Hazards: A geological assessment or report is required when regulated activity is proposed in a mapped landslide hazard area.

Finding: SRC 810.020 requires a geological assessment or report when regulated activity is proposed in a mapped landslide hazard area. The subject property does not

contain any areas of mapped landslide hazard, proposed construction of a public building is assigned 3 activity points, for a total of 3 points indicating a low landslide hazard risk; therefore, a geological assessment is not required.

Criterion 2:

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

Finding: 23rd Street SE was fully improved and authorized as an alternative street standard pursuant to SRC 803.065(a) at the time of construction; therefore, no right-of-way dedication or street improvements are required.

The property is subject to a special setback equal to 30-feet from centerline on the development side of 22nd Street SE.

Criterion 3:

Parking areas and driveways are designed to facilitate safe and efficient movement of vehicles, bicycles, and pedestrians.

Finding: The proposed development will utilize an existing driveway access onto 23rd Street SE. The existing driveway access provides for safe turning movements into and out of the property.

Criterion 4:

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

Finding: The Public Works Department has reviewed the applicant's preliminary plan for this site. The water, sewer, and storm infrastructure are available within surrounding streets/areas and are adequate to serve the proposed development. The applicant is proposing to connect to the existing public storm and water infrastructure in 23rd Street SE and the existing public sewer located on the subject property.

The applicant's engineer submitted a statement demonstrating compliance with Stormwater PWDS Appendix 004-E(4)(a) and SRC Chapter 71. The preliminary stormwater design demonstrates the use of green stormwater infrastructure to the maximum extent feasible. At the time of development, the applicant shall design and construct stormwater facilities in compliance with SRC Chapter 71 and Public Works Design Standards (PWDS).

Condition 7: Design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS.

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.

4. Analysis of Class 2 Adjustment Criteria

SRC Chapter 250.005(d)(2) provides that an applicant for a Class 2 Adjustment shall be granted if all of the following criteria are met:

Criterion 1:

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 three Class 2 Adjustments to:

- 1) Eliminate a required pedestrian pathway to Oxford Street SE
- 2) Adjust the requirement to provide pedestrian pathways connecting to each building on the development site; and
- 3) Allow the use of striping and wheel stops to visually differentiate the proposed pedestrian route from 22nd Street SE.

Eliminate a required pedestrian pathway to Oxford Street SE.

SRC 800.065(a)(1)(A)) provides that a pedestrian connection shall be provided between the primary building entrance of each building on the development site and each adjacent street. In this case, the subject property has three street frontages, 22nd Street SE to the west, 23rd Street SE to the east and Oxford Street SE to the south. Pedestrian pathways will be provided from the proposed office building to 22nd Street SE and 23rd Street SE, however, the applicant is requesting an adjustment to eliminate the requirement to provide a pedestrian pathway to Oxford Street SE.

Oxford Street SE is an underimproved street, with a right-of-way width of approximately 26 feet, a portion of the street is paved the rest is gravel, and there are no sidewalks on the abutting portion of Oxford Street SE. Primary pedestrian access to the site will be by either 22nd Street SE or 23rd Street SE with no anticipated pedestrians using Oxford Street SE for traveling. Because Oxford Street SE will not likely be used by pedestrians, an internal pathway through the site connecting to Oxford Street SE does not seem warranted. In addition, the applicant indicates that due to security and access control concerns, providing access here would be detrimental to the operations of the site. Pedestrian access to the site, as proposed, equally or better meets the intent of the standard.

Adjust the requirement to connect each building on the development site.

SRC 800.065(a)(2) provides that 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. The existing shops complex has 13 existing buildings, and the proposal will add one more office building to the existing complex. There are currently no internal pedestrian pathways connecting between each existing building, the site does not conform to this standard. The applicant is requesting an adjustment to this standard to not provide linking pedestrian pathways between the proposed office building and all existing buildings on the development site.

The applicant indicates that the Shops Complex is used by trucks, heavy machinery, and storage for heavy equipment. Providing a pedestrian network through the site that connects to each existing building would create a conflict and potential safety concern between pedestrians and maneuvering of heavy equipment impeding the primary function of the site. The proposed site plan includes new pedestrian routes connecting between 22nd Street SE and 23rd Street SE in an area protected from heavy equipment operations. The proposal improves pedestrian access and circulation on the site equally or better meeting the intent of the standard.

Allow striping and wheel stops to visually differentiate a pedestrian route.

SRC 800.065(b)(1)(B) provides that 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.

The applicant is requesting an adjustment to the design and materials requirement for the proposed pathway from 22nd Street SE through the existing NW surface parking lot. The existing parking lot will be restriped and reconfigured to accommodate the new pedestrian pathway that is five feet in width, but the pathway will not be raised and will not have a different paving material than the abutting parking area. Striping will be used to visually differentiate the pathway. The pathway will be physically separated from the south by an existing fence, and the abutting parking spaces on the north side will all have wheel stops to prevent vehicle encroachment on the pathway. Because the pathway will be visually defined and protected from vehicle encroachment, the purpose of the standard is equally or better met by the proposal.

Criterion 2:

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.

Criterion 3:

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: Three Adjustments have been requested with this development. Each of the adjustments has been evaluated separately for conformance with the Adjustment approval criteria. The cumulative impact of the adjustments results in an overall project which is consistent with the intent and purpose of the zoning code.

Any future development, beyond what is shown in the proposed plans, shall conform to all applicable development requirements of the zoning code, unless adjusted through a future land use action.

- Condition 8:** The adjusted pedestrian access standards, as approved in this zoning adjustment, shall only apply to the specific development proposal shown in the attached site plan. Any future development, beyond what is shown in the attached site plan, shall conform to all applicable development requirements, unless adjusted through a future land use action.
5. 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.

ORDER

Final approval of Class 3 Site Plan Review and Class 2 Adjustment Case No. SPR-ADJ21-20 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 conditions of approval:

- Condition 1:** Prior to building permit issuance, where a proposed building crosses over existing property lines, either (1) pursuant to SRC 205.065, a property boundary verification shall be recorded, or (2) the property lines shall be adjusted or removed.
- Condition 2:** At the time of building permit, the applicant shall demonstrate that required pedestrian connections conform with the design and material requirements of SRC Chapter 800.065(b).
- Condition 3:** At the time of building permit, the applicant shall demonstrate that required pedestrian connections conform with the lighting requirements of SRC Chapter 800.065(c).
- Condition 4:** At the time of building permit, the applicant shall revise the site plan to demonstrate that a minimum of five carpool/vanpool spaces meeting all applicable standards of SRC Chapter 806 will be provided to serve the proposed office building.
- Condition 5:** Construct all new structures a minimum of one foot above the base flood elevation.
- Condition 6:** Provide a No-Rise Analysis for development proposed in the floodway pursuant to SRC 601.075(d)(1)(A).
- Condition 7:** Design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS.
- Condition 8:** The adjusted pedestrian access standards, as approved in this zoning adjustment, shall only apply to the specific development proposal shown in the attached site plan. Any future development, beyond what is shown in the attached site plan, shall conform to all applicable

development requirements, unless adjusted through a future land use action.



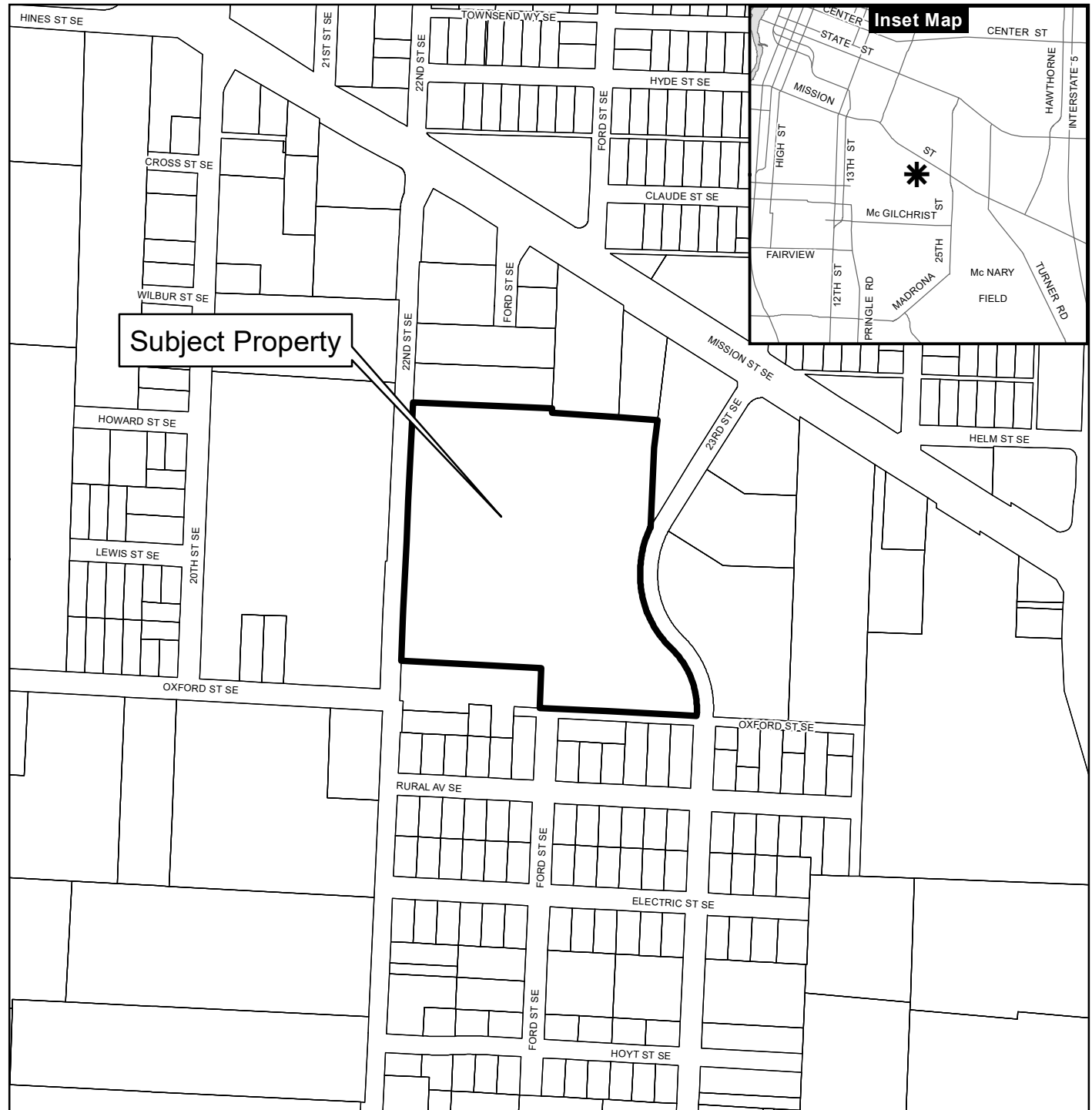
Aaron Panko, Planner III, on behalf of
Lisa Anderson-Ogilvie, AICP
Planning Administrator

Attachments: A. Vicinity Map
B. Proposed Site Plan
C. Applicant's Written Statement
D. Public Works Memo

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

Vicinity Map

1500 Block of 23rd Street SE



Legend

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

- Parks

CITY OF Salem
AT YOUR SERVICE
Community Development Dept.

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0 100 200 400 Feet



LANDSCAPE LEGEND

- PROPERTY LINE
- WORK LIMIT LINE
- PROPOSED TREE; SEE PLANTING PLAN
- ADA PARKING SPACE
- ACCESSIBLE ROUTE
- FIRE APPARATUS ROUTE
- PLANTING AREA
- STORMWATER FACILITY

TOTAL SITE AREA

20.9 ACRES
MAIN WORK AREA: 113,728 SF

LANDSCAPE AREA REQUIREMENTS

VISITOR LOT:
AREA: 7,215 SF
(INCLUDES PARKING SPACES, AISLES, PLANTING ISLANDS, CORNER AREAS AND CURBED AREAS)
REQUIRED LANDSCAPE AREA (5%): 361 SF
PROVIDED LANDSCAPE AREA: 701 SF

EMPLOYEE LOT:
IMPERVIOUS AREA: 42,343 SF
(INCLUDES PARKING SPACES, AISLES, PLANTING ISLANDS, CORNER AREAS AND CURBED AREAS)
REQUIRED LANDSCAPE AREA (5%): 2,117 SF
PROVIDED LANDSCAPE AREA: 8,622 SF

STORMWATER:
INTRODUCED IMPERVIOUS AREA: 79,707
TOTAL STORMWATER FACILITY AREA: 9,224 SF (11.6% OF INTRODUCED IMPERVIOUS AREA)

PARKING BREAKDOWN

VISITOR LOT: 15 SPACES INCLUDING:
2 ADA
2 E.V.
8 SHORT TERM BICYCLE

EMPLOYEE LOT: 79 SPACES INCLUDING:
7 ADA
2 E.V.
20 LIGHT VEHICLE (10x20)
12 COVERED LONG TERM BICYCLE

EXISTING TO REMAIN WITHIN EAST PROPERTY: 293 SPACES INCLUDING:
144 STANDARD
105 FLEET

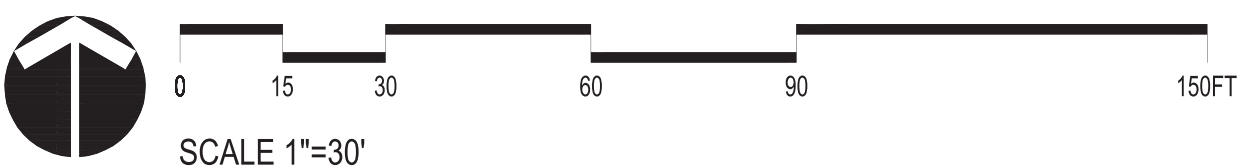
LOADING: 1 SPACE

PLANTING AREA KEY

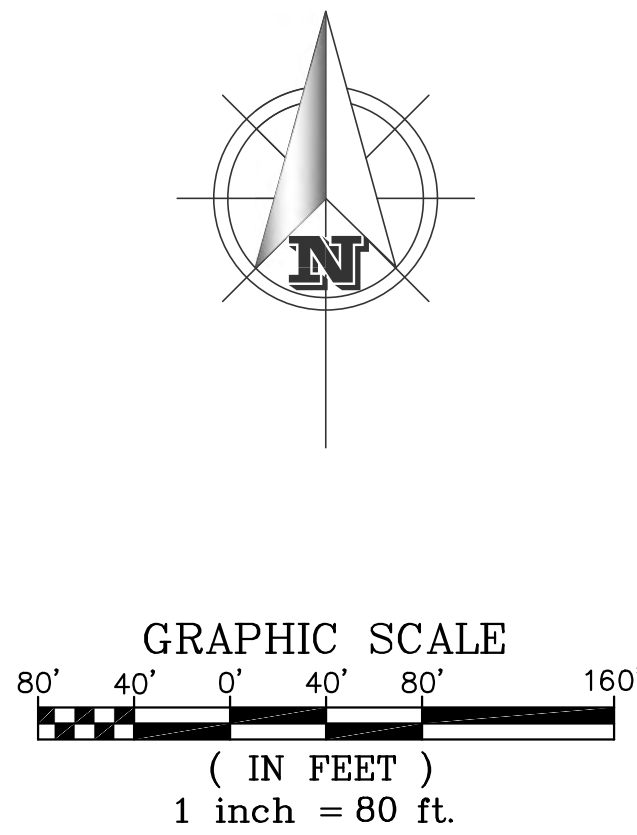
STANDARD PLANTING AREAS
15,859 SF TOTAL (13.9% OF MAIN WORK AREA)

01 476 SF	13 364 SF	01 128 SF	06 440 SF
02 685 SF	14 966 SF	02 534 SF	07 201 SF
03 240 SF	15 174 SF	03 814 SF	08 225 SF
04 857 SF	16 633 SF	04 4,942 SF	09 394 SF
05 816 SF	17 277 SF	05 871 SF	10 675 SF
06 190 SF	18 127 SF		
07 147 SF	19 363 SF		
08 788 SF	20 115 SF		
09 1,389 SF	21 192 SF		
10 1,036 SF	22 503 SF		
11 3,567 SF			
12 1,954 SF			

COMBINED PLANTING AREA:
26,589 SF TOTAL (22.1% OF MAIN WORK AREA)



TOPOGRAPHIC SURVEY



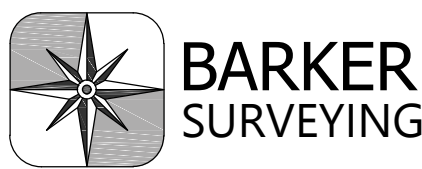
DISCLAIMER: UTILITIES DEPICTED ARE BASED ON EVIDENCE FOUND IN THE FIELD, MUNICIPALITY AND/OR OTHER GOVERNMENT ENTITY AS-BUILT PLANS, CONTRACTOR PLANS AND OTHER DOCUMENTS OF RECORD. BARKER SURVEYING ASSUMES NO RESPONSIBILITY FOR UTILITIES THAT ARE NO LONGER IN USE, INSTALLED AFTER THE DATE OF ACTUAL SURVEY, NOT IDENTIFIED OR NOT LOCATED. THIS INCLUDES UTILITIES UPON PUBLIC OR PRIVATE PROPERTY.

SPECIFIC UTILITY POSITIONS INDICATED ON THE GROUND SURFACE PROVIDED BY LOCATION SERVICES MAY VARY DUE TO UNDERGROUND DETECTION CAPABILITIES.

BENCHMARK UTILIZED:
CITY OF SALEM # 2100
ELEV: 178.75' NGVD 29
BRASS DISK IN CONC POST,
W. SIDE OF 22ND ST WITHIN CITY SHOPS AREA,
APPROXIMATELY 250' N. OF OXFORD ST.,
12' S. & 16' E. FROM THE N.E. CORNER OF THE BUS WASHING BUILDING,
1' W. OF N-S CHAIN LINK FENCE.



SHEET LAYOUTS
SCALE: 1" = 80'



1% ANNUAL CHANCE
(100-YEAR) FLOODPLAIN

1% ANNUAL CHANCE
(100-YEAR) FLOODWAY

ABBREVIATIONS	
ASPH	ASPHALT
AD	AREA DRAIN
ASSY	ASSEMBLY
BLDG, BLD	BUILDING
BW	BOTTOM OF WALL
CATV	CABLE TELEVISION
CB	CATCH BASIN
CO	CLEAN-OUT
CONC	CONCRETE
CL	CENTERLINE
DIP	DUCTILE IRON PIPE
EG	EDGE OF GRAVEL
EGP, EP	EDGE OF PAVEMENT
ELEV	ELEVATION
EX, EXIST	EXISTING
FOC	FIRE DEPT. CONNECTOR
FT	FEET
FF	FINISH FLOOR
FG	FINISH GRADE
FI	FIRE HYDRANT
FI	FIELD INLET
FM	FORCE MAIN
GRAV	GRAVEL
GM	GAS METER
GP	GATE POST
GS	GROUND SHOT
GV	GAS VALVE
HC	HANDICAP
HDPE	HIGH-DENSITY POLYETHYLENE
HYD	HYDRANT
IR	IRON ROD
IP	IRON PIPE
IRR	IRRIGATION
IE	INVERT ELEVATION
JB	JUNCTION BOX
LP	LIGHT POLE
M	METER, MAIN
MB	MAILBOX
MH	MANHOLE
OH	OVER-HEAD
P/L, P	PROPERTY LINE
PP	POWER POLE
PVC	POLYVINYL CHLORIDE
PWR	POWER
R, RAD	RADIUS
ROW, R/W	RIGHT-OF-WAY
SS	SANITARY SEWER
SD	STORM DRAIN
SVC	SERVICE
SWK, S/W	SIDEWALK
TC	TOP OF CURB
TEL	TELEPHONE
TR	TRANSFORMER
TS	TRAFFIC SIGNAL
TYP	TYPICAL
UG, U/G	UNDER GROUND
UTIL	UTILITY
VG	VALLEY GUTTER
VLT	VAULT
W	WALL
WM	WATER METER
WLM	WETLANDS MARKER
YPC	YELLOW PLASTIC CAP

SYMBOLS	
AD	AREA DRAIN
or	CATCH BASIN
CO	CLEANOUT
FX	FIRE HYDRANT
GV	GAS VALVE
WV	WATER VALVE
GP	GAS/POWER/WATER METER
DSO	DOWN SPOUT
MT	MANHOLE TELEPHONE
MSD	MANHOLE STORM DRAIN
MS	MANHOLE SANITARY SEWER
SP	SIGN POST
PEO	PEDESTAL
MB	MAIL BOX
IV	IRRIGATION VALVE
LP	LIGHT POLE
UP	UTILITY/POWER POLES
TP	TEST PIT
MF	MONUMENT FOUND
TR	TREES - *TREE NAME* DIAMETER (INCHES)/DRIP RADIUS (FEET)
NOTE: DIAMETER MEASURED AT BREAST HEIGHT	

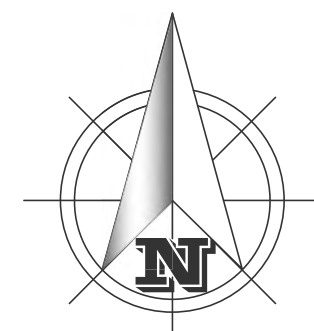
LINE TYPES	
CATV LINE	— CATV — CATV — CATV — CATV — CATV — CATV — CATV —
COMMUNICATION LINE	— COM — COM — COM — COM — COM — COM — COM —
EASEMENT LINE	— EAS — EAS — EAS — EAS — EAS — EAS — EAS —
FENCE LINE	— FOC — FOC — FOC — FOC — FOC — FOC — FOC —
FIBER OPTIC LINE	— GAS — GAS — GAS — GAS — GAS — GAS — GAS —
GAS LINE	— OH LINES — OH LINES — OH LINES — OH LINES — OH LINES —
EDGE OF GRAVEL LINE	— PH — PH — PH — PH — PH — PH — PH —
OVERHEAD LINE	— ELEC — ELEC — ELEC — ELEC — ELEC — ELEC — ELEC —
PHONE LINE	— SS — SS — SS — SS — SS — SS — SS —
POWER LINE	— SD — SD — SD — SD — SD — SD — SD —
SANITARY SEWER LINE	— W — W — W — W — W — W — W —
STORM DRAIN LINE	
WATER LINE	

REGISTERED
PROFESSIONAL
LAND SURVEYOR
Gregory L. Wilson
O R B G O N
JULY 19, 1994
GREGORY L. WILSON
2887
EXPIRES: 6/30/2022

UPDATE - NW PARKING LOT 6/01/2021	
SURVEY FOR	CITY OF SALEM
LOCATION:	22ND ST - SALEM SHOPS
NE 1/4 SEC 35 T7S, R3W, W.M.	CITY OF SALEM MARION COUNTY, OREGON
SCALE: 1"=80'	BARKER SURVEYING 3657 KASHMIR WAY SE SALEM, OREGON 97317 PHONE (503) 588-8800 FAX (503) 563-2469 EMAIL: INFO@BARKERWILSON.COM
DATE: 3/12/2021	SHEET 1 OF 6
DRAWN BY: R.J.C.	JOB NUMBER: 41780

SURVEY FOR CITY OF SALEM
LOCATION: 22ND ST - SALEM SHOPS
NE 1/4 SEC 35
T2S, R3W, W.M.
CITY OF SALEM
MARION COUNTY, OREGON
SCALE: 1"=20'
DATE: 3/12/2021
DRAWN BY: R.J.C.
BARKER SURVEYING
3657 KASHMIR WAY SE
SALEM, OREGON 97317
PHONE (503) 588-8800
FAX (503) 563-2469
EMAIL: INFO@BARKERSURV.COM
SHEET 2 OF 6
JOB NUMBER: 41780
UPDATE - NW PARKING LOT 6/01/2021

REGISTERED
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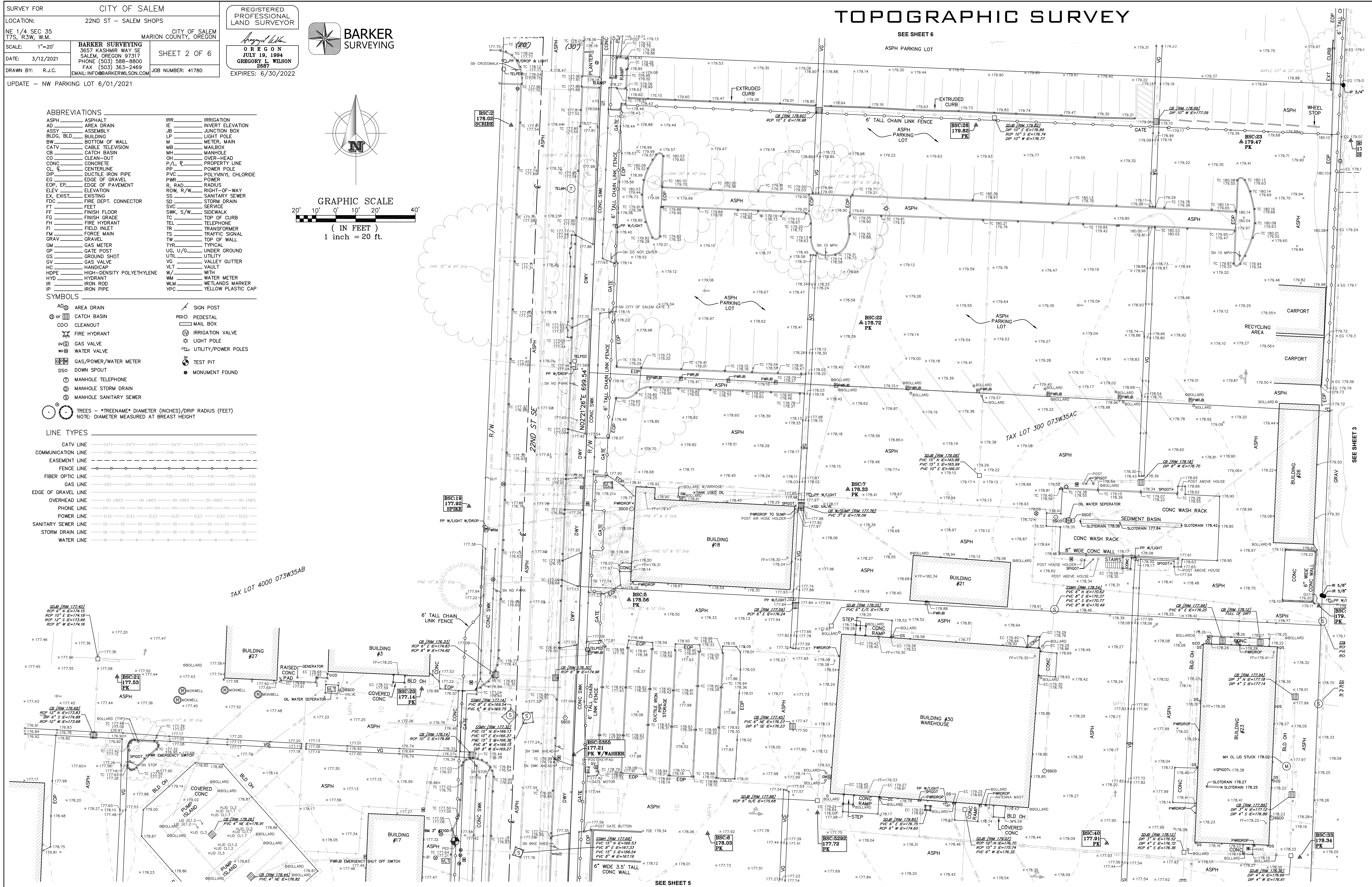


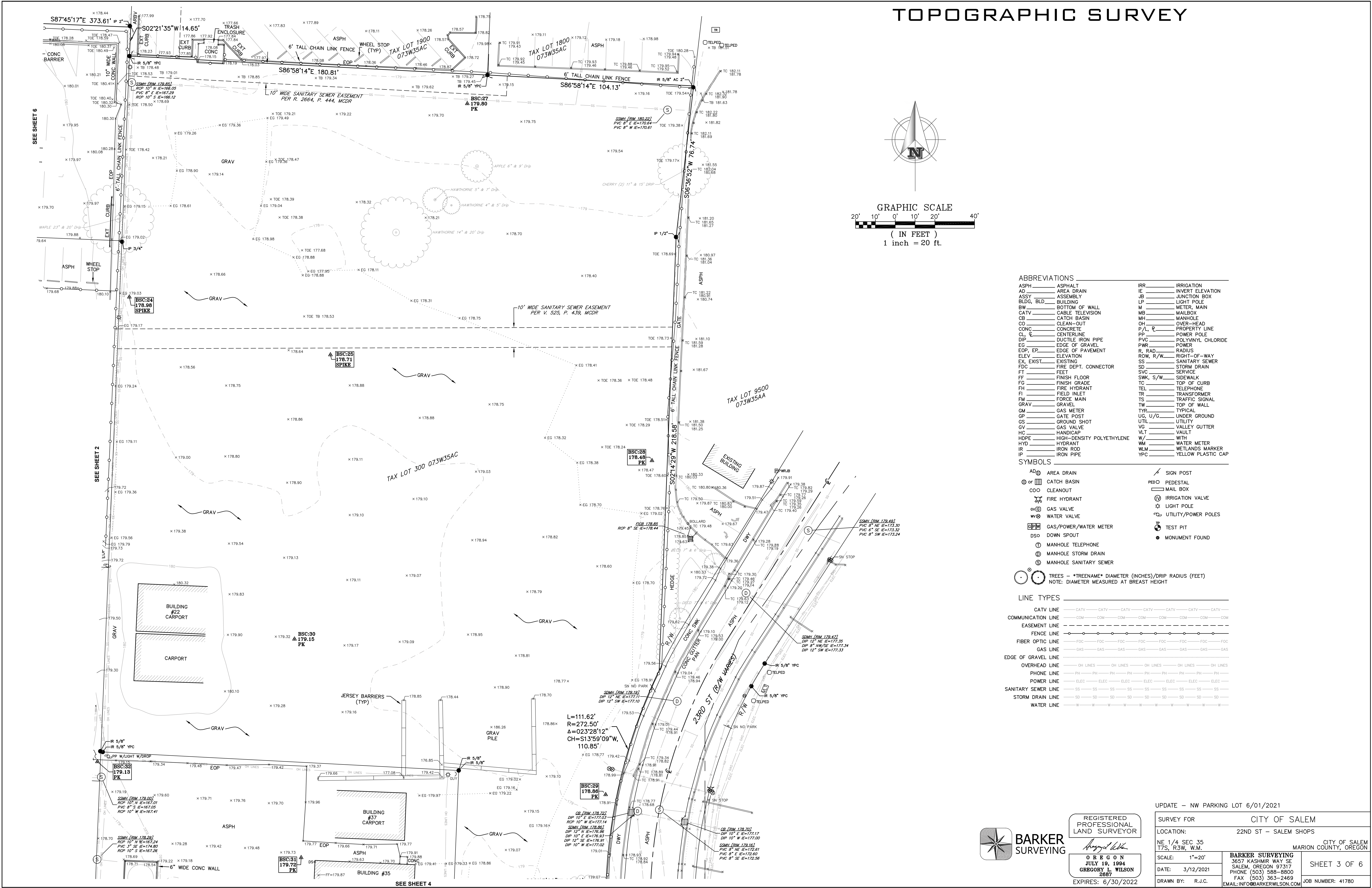
GRAPHIC SCALE
20' 10' 0' 10' 20' 40'
(IN FEET)
1 inch = 20 ft.

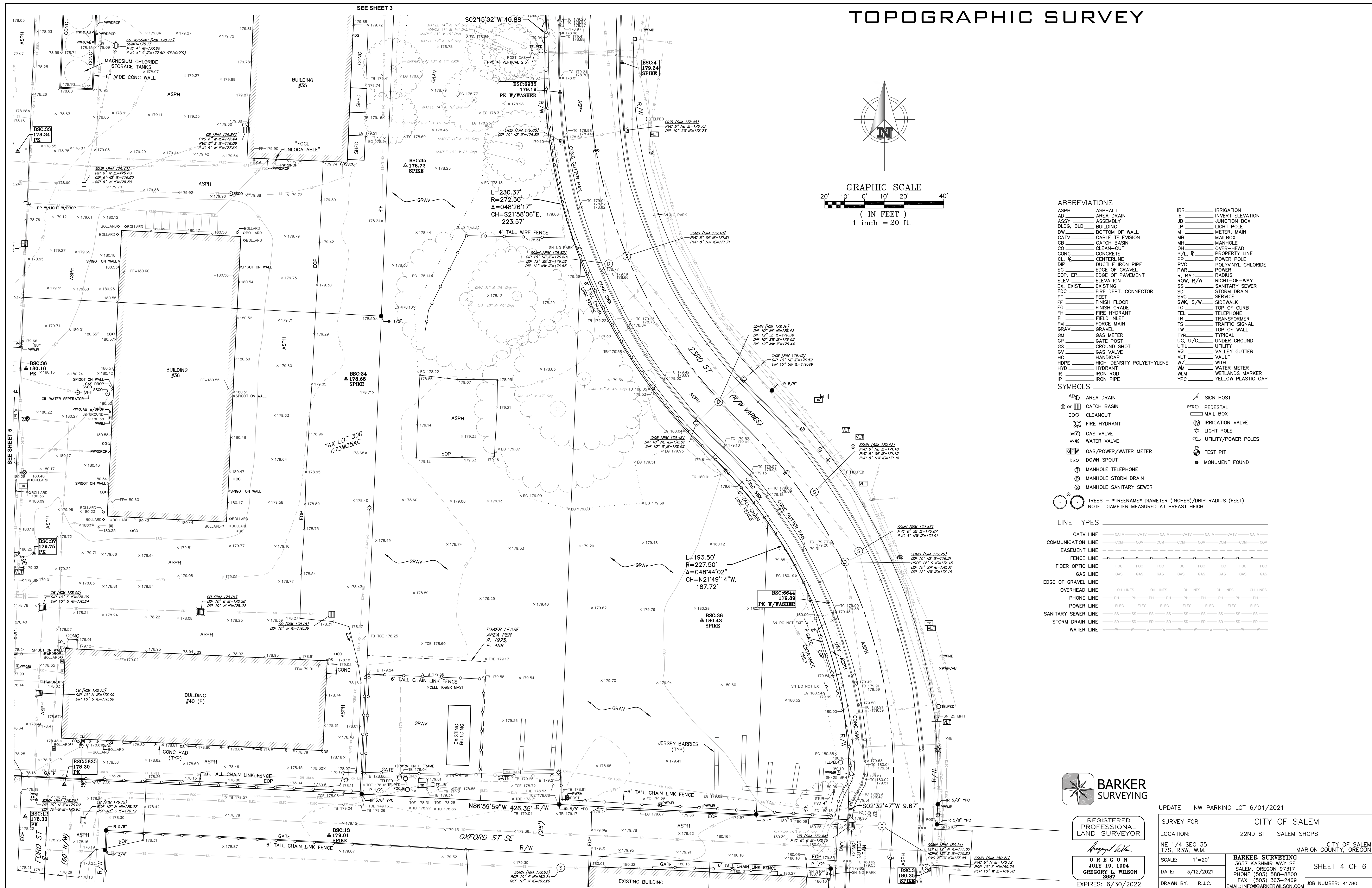
ABBREVIATIONS
AD AREA DRAIN
ADY ASSESSMENT
BLD BUILDING
BW BOTTOM OF WALL
CATV CABLE TELEVISION
CB CATCH BASIN
CO CONC
CL CENTERLINE
DIP DUCTILE IRON PIPE
EQ, EP EDGE OF GRAVEL
ELEV ELEVATION
EX, EXIST EXISTING
FDC FIRE DEPT. CONNECTOR
FT FEET
FF FINISH FLOOR
FG FINISH GRADE
FH FIRE HYDRANT
FI FIELD INLET
FM FORCE MAIN
GP GRAVEL
GN GAS METER
GP GATE POST
GS GROUND SHOT
GV GAS VALVE
HC HANDICAP
HDP HIGH-DENSITY POLYETHYLENE
HYD HYDRANT
IP IRON PIPE
IRR IRRIGATION
IE INVERT ELEVATION
JB JUNCTION BOX
L P LIGHT POLE
M METER, MAIN
MB MAILBOX
MH MANHOLE
OH OVER-HEAD
P/L PROPERTY LINE
PP POWER POLE
PVC POLYVINYL CHLORIDE
R, RAD RADIUS
ROW, R/W RIGHT-OF-WAY
SS SANITARY SEWER
SD STORM DRAIN
SVC SERVICE
SWK, S/W SIDEWALK
TC TOP OF CURB
TEL TELEPHONE
TR TRANSFORMER
TS TRAFFIC SIGNAL
TW TOP OF WALL
U, U/G UNDER GROUND
UT UTILITY
VC VALVE
VLT VAULT
W/ WITH
WM WATER METER
WLM WELANDS MARKER
YPC YELLOW PLASTIC CAP

SYMBOLS
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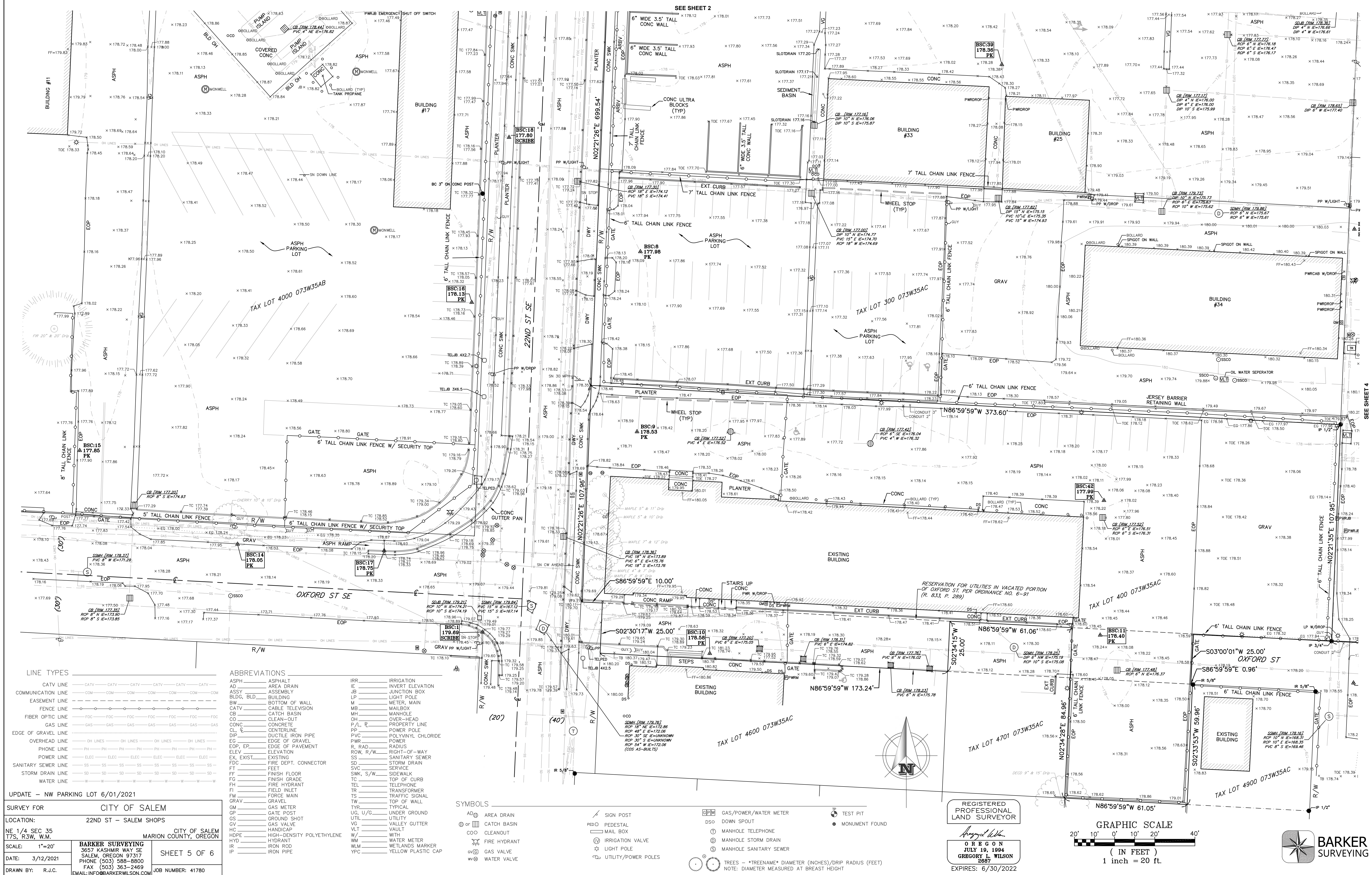
LINE TYPES
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EASEMENT LINE
FENCE LINE
FIBER OPTIC LINE
GAS LINE
EDGE OF GRAVEL LINE
PHONE LINE
POWER LINE
SANITARY SEWER LINE
STORM DRAIN LINE
WATER LINE





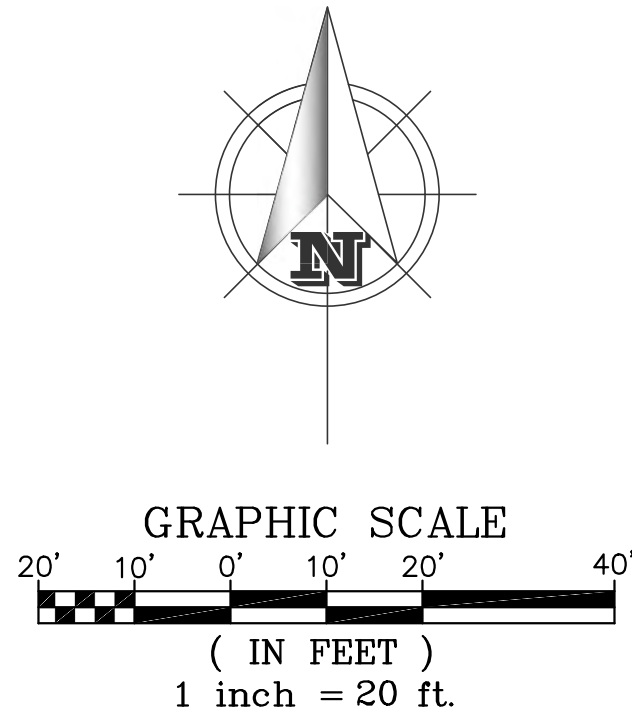


TOPOGRAPHIC SURVEY



SURVEY FOR CITY OF SALEM
LOCATION: 22ND ST - SALEM SHOPS
NE 1/4 SEC 35
T7S, R3W, W.M.
CITY OF SALEM
MARION COUNTY, OREGON
SCALE: 1"=20'
DATE: 3/12/2021
DRAWN BY: R.J.C.
BARKER SURVEYING
3657 KASHMIR WAY SE
SALEM, OREGON 97317
PHONE (503) 588-8800
FAX (503) 563-2469
EMAIL: INFO@BARKERWILSON.COM
SHEET 6 OF 6
JOB NUMBER: 41780
UPDATE - NW PARKING LOT 6/01/2021

REGISTERED
PROFESSIONAL
LAND SURVEYOR
O R E G O N
JULY 19, 1994
GREGORY L. WILSON
2687
EXPIRES: 6/30/2022

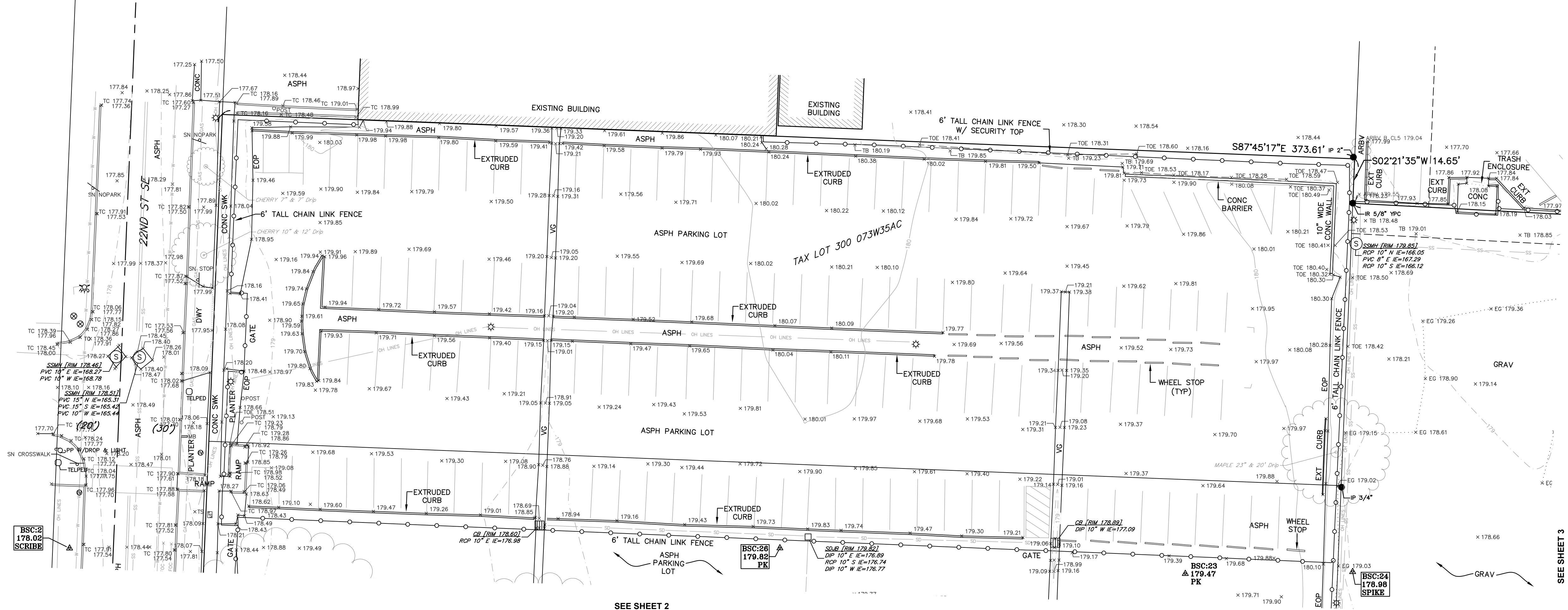


TOPOGRAPHIC SURVEY

ABBREVIATIONS	
ASPH	ASPHALT
AD	AREA DRAIN
ASSY	ASSEMBLY
BLDG	BUILDING
BW	BOTTOM OF WALL
CATV	CABLE TELEVISION
CB	CATCH BASIN
CO	CLEAR-OUT
CONC	CONCRETE
CL	CENTERLINE
DIP	DUCTILE IRON PIPE
EG	EDGE OF GRAVEL
EGP, EP	EDGE OF PAVEMENT
ELEV	ELEVATION
EX, EXIST	EXISTING
FDC	FIRE DEPT. CONNECTOR
FT	FEET
FF	FINISH FLOOR
FG	FINISH GRADE
FH	FIRE HYDRANT
FI	FIELD INLET
FM	FORCE MAIN
GRAV	GRAVEL
GM	GAS METER
GP	GATE POST
GS	GROUND SHOT
GV	GAS VALVE
HC	HANDICAP
HOPE	HIGH-DENSITY POLYETHYLENE
HYD	HYDRANT
IR	IRON ROD
IP	IRON PIPE
IRR	IRRIGATION
IE	INVERT ELEVATION
JB	JUNCTION BOX
P	LIGHT POLE
M	METER, MAIN
MH	MANHOLE
OH	OVER-HEAD
P/L	PROPERTY LINE
PP	POWER POLE
POLY	POLYVINYL CHLORIDE
PWR	POWER
R, RAD	RADIUS
ROW, R/W	RIGHT-OF-WAY
SS	SANITARY SEWER
SD	STORM DRAIN
SVC	SERVICE
SWK, S/W	SIDEWALK
TC	TOP OF CURB
TEL	TELEPHONE
TR	TRANSFORMER
TS	TRAFFIC SIGNAL
TW	TOP OF WALL
TYP	TYPICAL
UG, U/G	UNDER GROUND
UTL	UTILITY
VC	VALLEY GUTTER
VL	VAULT
W	WITH
WM	WATER METER
WLM	WETLANDS MARKER
YPC	YELLOW PLASTIC CAP

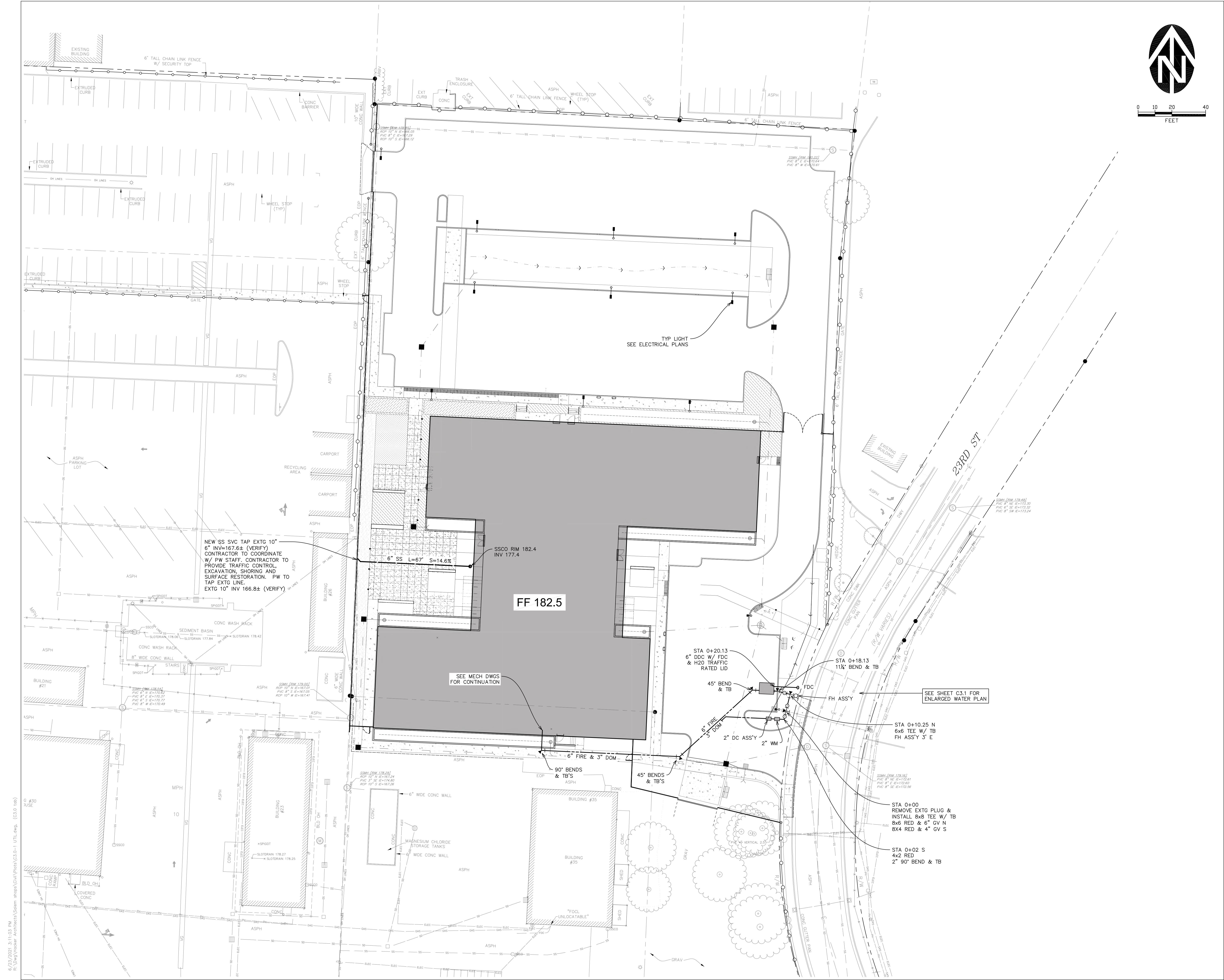
SYMBOLS	
AD	AREA DRAIN
CB	CATCH BASIN
CO	CLEANOUT
FH	FIRE HYDRANT
GV	GAS VALVE
WV	WATER VALVE
GPW	GAS/POWER/WATER METER
DSO	DOWN SPOUT
MH	MANHOLE TELEPHONE
MSD	MANHOLE STORM DRAIN
MSW	MANHOLE SANITARY SEWER
IR	IRON ROD
IP	IRON PIPE
IRR	IRRIGATION
IE	INVERT ELEVATION
JB	JUNCTION BOX
P	LIGHT POLE
M	METER, MAIN
MH	MANHOLE
OH	OVER-HEAD
P/L	PROPERTY LINE
PP	POWER POLE
POLY	POLYVINYL CHLORIDE
PWR	POWER
R, RAD	RADIUS
ROW, R/W	RIGHT-OF-WAY
SS	SANITARY SEWER
SD	STORM DRAIN
SVC	SERVICE
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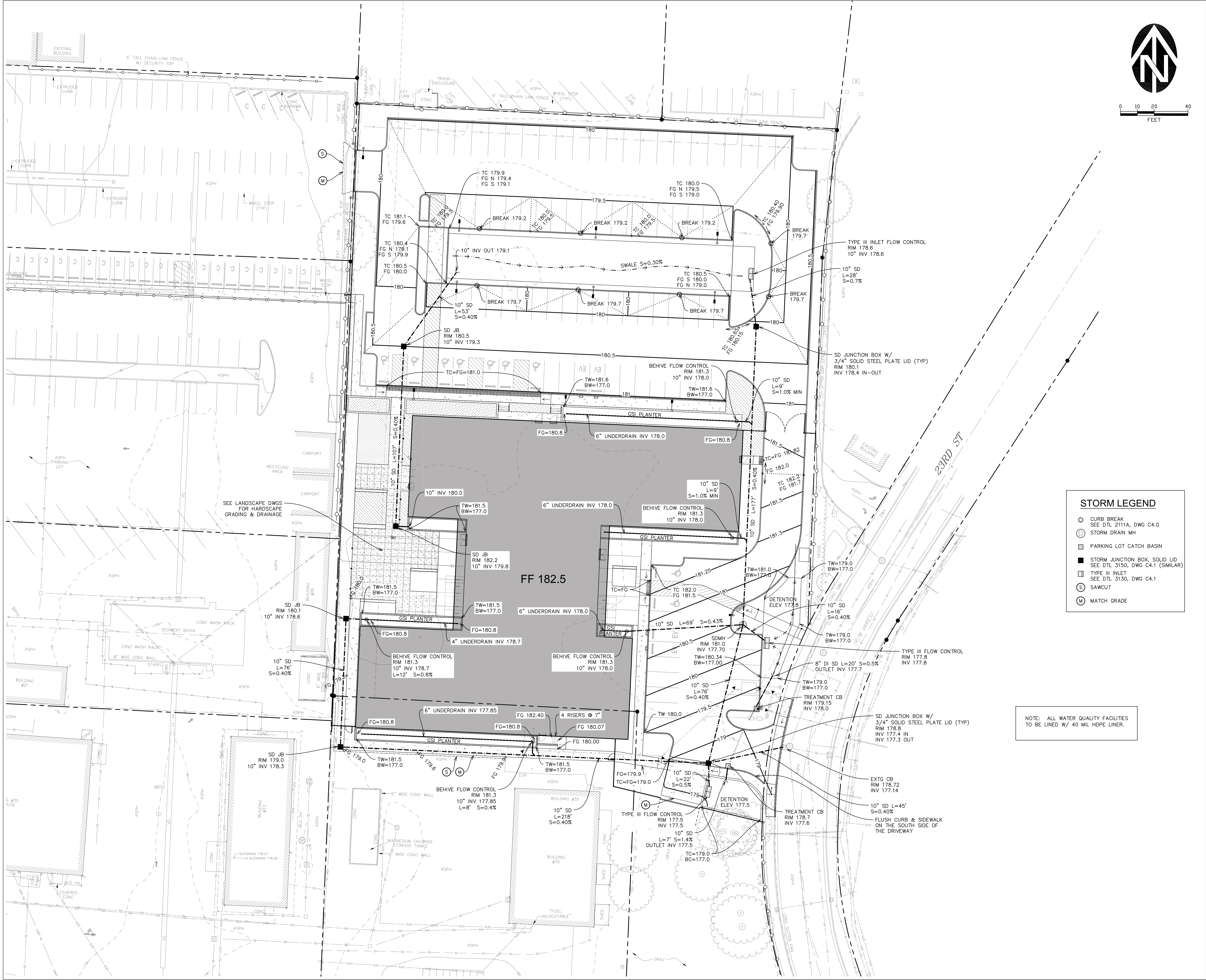
LINE TYPES	
CATV LINE	CATV
COMMUNICATION LINE	COM
EASEMENT LINE	EAS
FENCE LINE	FEN
FIBER OPTIC LINE	FOP
GAS LINE	GAS
EDGE OF GRAVEL LINE	EG
OVERHEAD LINE	OH
PHONE LINE	PH
POWER LINE	PWR
SANITARY SEWER LINE	SS
STORM DRAIN LINE	SD
WATER LINE	W











800.065 Pedestrian Access

a.1.A

The development is requesting an exception to provide access to Oxford street on the south side of the development site because there are no existing pedestrian or vehicular gates or future plans for such a connection to this street. Due to security and access control issues providing one will be detrimental to the operations of the site.

***The application will not provide Pedestrian Access to Oxford Street.**

a.2.

Because of the existing on site use of heavy truck and equipment as well as the danger to pedestrians of providing pedestrian access this site development will not meet the requirement of providing a pedestrian path between existing buildings on the same site. Such an access path will impede the primary function of the SHOPS complex.

***The application will not provide Pedestrian Access per this standard to other building entries on site.**

b Design and Materials

Pedestrian Access to 22nd ST SE is being provided by modifying the existing North West parking lot. This pedestrian access will be protected by wheel stops and an existing fence will separate the route from the Fleet Parking area. The access route will extend from the existing painted crosswalk on 22nd ST SE to the staff entry on the west side of the new building. The development is requesting an exception to this standard to allow for this pedestrian walk to be indicated with a painted, striped pedestrian access way.

***This application requests that the NW pedestrian route from 22nd ST SE be a stripped walk way protected by wheel stops.**



MEMO

TO: Aaron Panko, Planner III
Community Development Department

FROM: *for* Glenn J. Davis, PE, CFM, Chief Development Engineer
Public Works Department *PLD*

DATE: September 1, 2021

SUBJECT: **PUBLIC WORKS RECOMMENDATIONS**
SPR-ADJ21-20 (21-111937-RP)
1457 23rd Street SE
CITY OF SALEM PUBLIC WORKS SHOPS COMPLEX

PROPOSAL

A Class 3 Site Plan Review for development of a new 50,000-square-foot office building and associated site work including off-street parking areas, stormwater facilities, and landscaping. The property is approximately 11.7 acres in size, zoned PS (Public Services), and located at the 1500 Block of 23rd Street SE - 97302 (Marion County Assessor's Map and Tax Lot number: 073W35AC 00300).

RECOMMENDED CONDITIONS OF APPROVAL

1. Construct all new structures a minimum of one foot above the base flood elevation.
2. Provide a No-Rise Analysis for development proposed in the floodway pursuant to SRC 601.075(d)(1)(A).
3. Design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS.

FACTS

Streets

1. 23rd Street SE
 - a. Standard—This street is designated as a Collector street in the Salem TSP. The standard for this street classification is a 34-to-40-foot-wide improvement within a 60-foot-wide right-of-way.

- b. Existing Conditions—This street has an approximate 31-foot improvement within a 49-foot-wide right-of-way abutting the subject property.

2. 22nd Street SE

- a. Standard—This street is designated as a Collector street in the Salem TSP. The standard for this street classification is a 34-to-40-foot-wide improvement within a 60-foot-wide right-of-way.
- b. Existing Conditions—This street has an approximate 31-foot improvement within a 50-to-55-foot-wide right-of-way abutting the subject property.

- 3. Oxford Street SE is an existing public right-of-way with an approximate 20-foot improvement within a 26-foot right-of-way. No additional right-of-way or improvements are required.

Storm Drainage

1. Existing Conditions

- a. A 12-inch storm main is located in 23rd Street SE.
- b. There is a public storm drainage system located on the subject property.

Water

1. Existing Conditions

- a. The subject property is located in the G-0 water service level.
- b. A 12-inch water main is located in 23rd Street SE.

Sanitary Sewer

1. Existing Conditions

- a. An 8-inch sewer main is located in 23rd Street SE.
- b. There are 10-inch and 8-inch mains located on the subject property.

CRITERIA AND FINDINGS

Analysis of the development based on relevant criteria in SRC 220.005(f)(3) is as follows:

Criteria: SRC 220.005(f)(3)(A) The application meets all applicable standards of the UDC (*Unified Development Code*)

Finding—The subject property meets all applicable standards of the following chapters of the UDC: 601—Floodplain; 802—Public Improvements; 803—Streets and Right-of-Way Improvements; 804—Driveway Approaches; 805—Vision Clearance; 809—Wetlands; and 810—Landslides.

The subject property is designated on the Federal Emergency Management Agency floodplain maps as a Zone “AE” floodplain and floodway. Public Works staff has reviewed the Flood Insurance Study and Flood Insurance Rate Maps and has determined the 100-year base flood elevation for the subject development is 180 feet. Development within the floodplain requires a floodplain development permit and is subject to the requirements of SRC Chapter 601, including elevation of new structures to a minimum of one foot above the base flood elevation. An Elevation Certificate is required to verify the new structure’s elevation. The Elevation Certificates shall be submitted to the City to verify each structure’s elevation prior to pouring building foundations and again prior to final occupancy. Development within the floodway shall not result in any increase in flood levels during the occurrence of the base flood discharge pursuant to SRC 601.075(d)(1)(A).

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). Wetland notice will be sent to the Oregon Department of State Lands pursuant to SRC 809.025.

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.

Criteria: SRC 220.005(f)(3)(B) The transportation system provides for the safe, orderly, and efficient circulation of traffic into and out of the proposed development, and negative impacts to the transportation system are mitigated adequately

Finding—23rd Street SE was fully improved and authorized as an alternative street standard pursuant to SRC 803.065(a); therefore, no right-of-way dedication or street improvements are required.

The property is subject to a special setback equal to 30-feet from centerline on the development side of 22nd Street SE.

Criteria: SRC 220.005(f)(3)(C) Parking areas and driveways are designed to facilitate safe and efficient movement of vehicles, bicycles, and pedestrians

Finding—The driveway access onto 23rd Street SE provides for safe turning movements into and out of the property.

Criteria: SRC 220.005(f)(3)(D) The proposed development will be adequately served with City water, sewer, storm drainage, and other utilities appropriate to the nature of the development

Finding—The Public Works Department has reviewed the applicant's preliminary plan for this site. The water, sewer, and storm infrastructure are available within surrounding streets/areas and are adequate to serve the proposed development. The applicant is proposing to connect to the existing public storm and water infrastructure in 23rd Street SE and the existing public sewer located on the subject property.

The applicant's engineer submitted a statement demonstrating compliance with Stormwater PWDS Appendix 004-E(4)(a) and SRC Chapter 71. The preliminary stormwater design demonstrates the use of green stormwater infrastructure to the maximum extent feasible. At the time of development, the applicant shall design and construct stormwater facilities in compliance with SRC Chapter 71 and PWDS.

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.

Prepared by: Matt Olney, Program Manager
cc: File