

NOTICE OF DECISION

PLANNING DIVISION
555 LIBERTY ST. SE, RM 305
SALEM, OREGON 97301
PHONE: 503-588-6173
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*Si necesita ayuda para comprender esta informacion, por favor llame
503-588-6173*

DECISION OF THE PLANNING ADMINISTRATOR

CLASS 3 SITE PLAN REVIEW / CLASS 2 ADJUSTMENT CASE NO.: SPR-ADJ21-32

APPLICATION NO.: 21-120436-RP / 21-120438-ZO

NOTICE OF DECISION DATE: [TYPE DECISION MAILING DATE]

SUMMARY: A proposal to improve ADA and pedestrian access throughout the development site.

REQUEST: A consolidated application containing a Class 3 Site Plan Review for improvements to existing ADA ramps and pedestrian access throughout the development site with a Class 2 Adjustment request to:

- 1) Remove the requirement for a pedestrian accessway through the northern most off-street parking area.

The subject property is 10.53 acres in size, zoned CR (Commercial Retail), and located at 5125 Skyline Road S (Marion County Assessor map and tax lot number(s): 083W17AA / 0200).

APPLICANT: Drew Schaefer, Viking Engineering

LOCATION: 5125 Skyline Rd S, Salem OR 97306

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 December 27, 2021.

DECISION: The **Planning Administrator APPROVED** Class 3 Site Plan Review and Class 2 Adjustment SPR-ADJ21-32 subject to the following condition of approval:

Condition 1: All pedestrian walkways crossing driveways, parking areas, parking lot drive aisles and loading areas 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 unless combined with speed bumps and striping.

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>January 12, 2026</u>
Class 2 Adjustment:	<u>January 12, 2024</u>

Application Deemed Complete:	<u>November 23, 2021</u>
Notice of Decision Mailing Date:	<u>December 27, 2021</u>
Decision Effective Date:	<u>January 12, 2022</u>
State Mandate Date:	<u>March 23, 2022</u>

Case Manager: Kyle Kearns, Planner II, kkearns@cityofsalem.net, 503-540-2313

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., Tuesday, January 11, 2022. 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 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>

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BEFORE THE PLANNING ADMINISTRATOR OF THE CITY OF SALEM

DECISION

IN THE MATTER OF APPROVAL OF)	FINDINGS AND ORDER
CLASS 3 SITE PLAN REVIEW AND)	
CLASS 2 ADJUSTMENT)	
CASE NO. 21-32)	
5125 SKYLINE ROAD S)	DECEMBER 27, 2021

In the matter of the application for a Class 3 Site Plan Review and Class 2 Adjustment submitted by Drew Schafer of Viking Engineering on behalf of the applicant Kaiser Permanente NW, represented by Dallas Jannett, 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: A proposal to improve ADA and pedestrian access throughout the development site.

Request: A consolidated application containing a Class 3 Site Plan Review for improvements to existing ADA ramps and pedestrian access throughout the development site with a Class 2 Adjustment request to:

- 1) Remove the requirement for a pedestrian accessway through the northern most off-street parking area.

The subject property is 10.53 acres in size, zoned CR (Commercial Retail), and located at 5125 Skyline Road S (Marion County Assessor map and tax lot number(s): 083W17AA / 0200).

A vicinity map illustrating the location of the property is attached hereto, and made a part of this decision (**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 is included in the request.

2. Background

On November 3, 2021, a consolidated Class 3 Site Plan Review and Class 2 Adjustment application was submitted for a proposal to construct a building addition and site improvements for a new restaurant and lounge.

After receiving additional required information from the applicant, the consolidated application was deemed complete for processing and notice of filing of the application was sent pursuant to SRC requirements on November 23, 2021. The 120-day state-mandated local decision deadline is March 23, 2022.

The applicant's proposed site plan and written statement are included as **Attachment B** and **Attachment C**, respectively.

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 Association, Citizen, and Homeowners Association Information:

The subject property is located within the boundaries of the Sunnyslope Neighborhood Association (SNA).

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. In July of 2021, the applicant's representative contacted the SNA in accordance with the requirements of the SRC.

Neighborhood Association Comment

Notice of the application was provided to SNA 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. No comments were received from the neighborhood association.

Public Comment

Notice was also provided, pursuant to SRC 300.520(b)(1)(B)(vi) and (vii), to all property owners and tenants within 250 feet of the subject property.

Prior to the end of the public comment period, no comments were received.

Homeowners Association

The subject property is not located within a Homeowners Association.

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 concerns.

The Fire Department reviewed the proposal and indicated no concerns.

Public Agency Comments:

Notice of the proposal was provided to public agencies, and to public and private service providers. Prior to the close of the comment period, no comments were received.

3. Analysis of Class 3 Site Plan Review Approval Criteria

SRC 220.005(f)(3) states that an application for Class 3 Site Plan Review shall be granted if all of the following criteria are met:

Criterion 1:

The application meets all applicable standards of the UDC.

Finding: The proposal includes a new building addition and improvements for a new restaurant and lounge, including expansion of an off-street parking area and a new solid waste service area.

The proposed development conforms to SRC Chapter 522 and all other applicable development standards of the Salem Revised Code as follows:

Development Standards – CR (Retail Commercial) Zone:

SRC 522.005(a) – Uses:

Finding: The allowed uses within the CR zone are identified under SRC 522.005, Table 522-1. The proposal includes improvements to improve ADA and pedestrian access for an *outpatient medical services and laboratories* use. *Outpatient medical services and laboratories* are allowed as a permitted use in the CR zone per SRC Chapter 522, Table 522-1.

SRC 522.010(a) – Lot Standards:

There is no minimum lot area, no minimum lot width, and no minimum lot depth in the CR zone. The minimum street frontage requirement is 16 feet for all uses other than single family.

Finding: The existing lot complies with the minimum lot standards of the CR zone and no changes to the lot size or dimensions are proposed.

SRC 522.010(b) – Setbacks:

Setbacks within the CR zone shall be provided as set forth in SRC Table 522-3 and Table 522-4.

Abutting Street

North: The subject property abuts Kuebler Boulevard S to the North. Buildings and accessory structures greater than four-feet in height have a minimum setback of 5 feet. Vehicle use areas shall be setback using one of the methods set forth in SRC 806.035(c)(2); method A requires a minimum setback of 10 feet.

Finding: There is no change to the location of the existing building or vehicles use areas. The area of work is approximately 53-feet from the northern property line of the subject property. The proposed development meets this standard.

East: The subject property abuts Skyline Road S to the East. Buildings and accessory structures greater than four-feet in height have a minimum setback of 5 feet. Vehicle use areas shall be setback using one of the methods set forth in SRC 806.035(c)(2); method A requires a minimum setback of 10 feet.

Finding: There is no change to the location of the existing building or vehicles use areas. The area of work is more than 80-feet from the eastern property line abutting Skyline Road S of the subject property. The proposed development meets this standard.

West/South/Southwest: The subject property abuts Croisan Scenic Way S to the west/south/southwest. Buildings and accessory structures greater than four-feet in height have a minimum setback of 5 feet. Vehicle use areas shall be setback using one of the methods set forth in SRC 806.035(c)(2); method A requires a minimum setback of 10 feet.

Finding: There is no change to the location of the existing building or vehicles use areas. The area of work is more than 100-feet from the property line abutting Croisan Scenic Way S of the subject property. The proposed development meets this standard.

SRC 522.010(c) – Lot Coverage, Height:

In the CR zone, there is no maximum lot coverage for buildings and accessory structures. The maximum height of buildings and accessory structures for all uses other than *single family, three family, four family, and multiple family* is 50 feet.

Finding: The proposed development consists of grinding of pavement, replacement, restriping and reconstruction of existing ADA and standard off-street parking spaces. This standard is not applicable to the proposal.

SRC 522.010(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.
- (3) **Development site.** A minimum of 15 percent of the development site shall be landscaped. Landscaping shall meet the Type A standard set forth in SRC chapter 807. Other required landscaping under the UDC, such as landscaping required for setbacks or vehicle use areas, may count towards meeting this requirement.

Finding: There are no landscaping requirements for the proposed project. The proposed site plan shows all perimeter setbacks landscaped in accordance with SRC 806 and 807 and no reduction in the amount of landscaping is proposed. Additionally, the proposal does not include expanding the vehicles use area therefore, no additional landscaping is required for the vehicle use areas. Lastly, the applicant's site plan indicates that the total landscaped area for the site is 32.7% of the site exceeding the 15% minimum required within the CR zone. The proposal meets the landscaping standards or is considered nonconforming.

General Development Standards (SRC Chapter 800):

SRC 800.055 – 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 one cubic yard or larger is proposed.

Finding: The site plan indicates no new solid waste enclosures or receptacles greater than one cubic yard in size, as proposed. Therefore, this standard is not applicable.

SRC 800.065 – Pedestrian Access.

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

SRC 800.065(a)(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 development site has two existing buildings and is bound by Kuebler Boulevard S, Skyline Road S and Croisan Scenic Way S. As displayed on the proposed site plan, there are existing pedestrian connections provided between each building and their primary entrances that lead to Skyline Road S, Croisan Scenic Way S, and Kuebler Boulevard S. The proposal meets this standard.

(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 are two transit stops abutting the Croisan Scenic Way S and one abutting Skyline Road S street frontages; the northwestern pedestrian connection to Croisan Scenic Way S is approximately 20 feet from the existing transit stop.

SRC 800.065(a)(2) – 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 of the buildings.

Finding: The development site has two buildings and all are connected by pedestrian walkways that lead to the primary entrances, as shown on the proposed site plan. The proposal meets this standard.

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.

(i) The pedestrian connections shall be:

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

(ii) Where the off-street surface parking area is adjacent to a street that is a transit route and there is an existing or planned transit stop along the street frontage of the development site, at least one of the required pedestrian connections shall connect to the street within 20 feet of the transit stop.

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

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

- (v) For purposes of this subsection, off-street surface parking area means:
 - (aa) An off-street surface parking area that is separated from other off-street surface parking areas on the development site by either a driveway, which begins at the street and extends into the site, or other physical separation;
or
 - (bb) An off-street surface parking area located in a separate location on the development site from other off-street surface parking areas.

Finding: The proposed site plan indicates four distinct parking areas, three greater than 25,000 square feet or with four consecutive parallel drive aisles and one smaller than 25,000 square feet. The parking areas are defined in this report as: in the southwest corner; in western portion of the site, central between the primary medical office and Croisan Scenic Way S; and two in the northeast corner abutting Kuebler Boulevard S.

The parking area in the southwest corner, adjacent to Skyline Road S, has two pedestrian connections that bound the parking area on the north and east sides of the parking area. The two pedestrian connections lead from the primary building entrances and connect to Skyline Road S or Croisan Scenic Way S. Only one pedestrian connection is needed through the parking area as one connection is provided for every four drive aisles and one connection is provided for a minimum of every 250 feet.

The parking area in the in the western portion of the site, adjacent to Croisan Scenic Way S and between the two buildings on the development site, has two pedestrian connections that bound the parking area on the east and west sides of the parking area that connect to an abutting pedestrian connection that runs east to west, through the central portions of the development site. The two pedestrian connections lead from the primary building entrances of the two buildings and connect to Skyline Road S or Croisan Scenic Way S. Only one pedestrian connection is needed through the parking area as one connection is provided for every four drive aisles and one connection is provided for a minimum of every 250 feet.

The parking areas in the in the northeast portion of the site, bound by to Skyline Road S and Kuebler Boulevard S does not have pedestrian connections that go through the off-street parking area. However, one off-street parking area abutting Skyline Road S and on the southwest side of the driveway taking access off of Skyline Road S does not need a pedestrian connection through the off-street parking area as it is approximately 12,300 square feet.

The off-street parking area on the northwest side of the driveway taking access from Skyline Road S is approximately 41,800 square feet in size. The site plan does not show a pedestrian connection that goes through the parking area. The applicant has requested an adjustment to this standard that is addressed below in the Class 2 Adjustment criteria.

- (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 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 are no planned paths or trails passing 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, except as identified within this subsection.

Finding: No vehicular connections are provided from the development site to an abutting property. This standard does not apply.

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.

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

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: The proposed site plan shows pedestrian walkways that meet the materials, width, and other standards of this section and walkways that do not. The walkways cross two drive aisles in the central portion of the site that do not provide for visual difference from as they pedestrian walkways are only stripped with no physical separation. To ensure conformance with this standard the following condition of approval shall apply:

Condition 1: All pedestrian walkways crossing driveways, parking areas, parking lot drive aisles and loading areas 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 unless combined with speed bumps and striping.

SRC 800.065(b)(2) – Wheel Stops.

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

Finding: The proposed site plan shows extended curbs which will prevent the encroachment of vehicles onto pedestrian connections. The proposal meets the standard.

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 site plan shows lighting sufficient to light the on-site pedestrian circulation system to be used at night by employees, customers, and residents.

Off-Street Parking, Loading, and Driveways SRC 806

SRC 806.005 - Off-Street Parking; When Required.

Off-street parking 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 parking ratio requiring a greater number of spaces than the previous use or activity; or any intensification, expansion, or enlargement of a use or activity.

Finding: The proposed development is not changing the use or activity of the development site, nor is it intensifying, expanding, or enlarging the use. Therefore, no additional off-street parking is required.

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, or within the additional locations set forth under this section.

Finding: The proposed off-street parking is on the same development site. The proposal meets this standard.

SRC 806.015 - Amount of Off-Street Parking.

a) *Minimum Required Off-Street Parking.* The minimum off-street parking requirement for an *eating and drinking establishments* use is 1 per 250 square feet, where the square footage equals the gross floor area.

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 five percent of their total off-street parking spaces for carpool or vanpool parking.
- d) *Maximum Off-Street Parking.* Except as otherwise provided in this section, and otherwise provided under the UDC, off-street parking shall not exceed the amounts set forth in Table 806-2A. For uses requiring 20 spaces or less, the maximum number of off-street parking spaces allowed is 2.5 times the minimum number of spaces required. For uses requiring more than 20 spaces, the maximum number of off-street parking spaces allowed is 1.75 times the minimum number of spaces required.

Finding: The proposed development is not intensifying, expanding, or enlarging the off-street parking area. No additional parking is required as part of this proposal.

Bicycle Parking

SRC 806.045(a) - General Applicability.

Bicycle parking 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 bicycle parking ratio requiring a greater number of spaces than the previous use or activity, or any intensification, expansion, or enlargement of a use or activity.

Finding: The proposed development is not intensifying, enlarging or expanding the use of the property or the vehicle use area. The reconfiguration of the vehicle use area does not require additional bicycle parking spaces.

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; 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.

Finding: The proposed development is not intensifying, enlarging or expanding the use of the property or the vehicle use area. The reconfiguration of the vehicle use area does not require additional off-street loading areas.

Natural Resources

SRC 601 - Floodplain Overlay Zone: Public Works staff 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 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: No trees or native vegetation protected under SRC chapter 808 are identified for removal.

SRC 809 - Wetlands: According to the Salem-Keizer Local Wetland Inventory (LWI), the subject property does not contain any wetland areas or hydric soils.

SRC 810 - Landslide Hazards: 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 within the development area.

Other Sections

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.

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: The existing street system is adequate to serve the proposed development. The development is less than a 50-percent increase in gross building area; therefore, no right-of-way dedication or street improvements are required pursuant to SRC 803.040(d). Additionally, the driveway accesses onto Skyline Road S provides for safe turning movements into and out of the property.

This criterion is met.

Criterion 3:

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

Finding: As conditioned, the applicant's proposed site plan includes on-site vehicle, pedestrian, and bicycle infrastructure which will allow for safe and efficient movement throughout the site's parking areas, driveways, and walkways.

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 does not show any new connections to public infrastructure.

This criterion is met.

4. Analysis of Class 2 Adjustment Approval Criteria

SRC 250.005(d)(2) sets forth the following criteria that must be met before approval can be granted to an application for a Class 2 Adjustment. Lack of compliance with the following criteria is grounds for denial of the Class 2 Adjustment application, or for the issuance of certain conditions to ensure the 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 has requested one adjustment to: Remove the requirement for a pedestrian accessway through the northern most off-street parking area.

The applicant has requested a Class 2 Adjustment to remove the requirement for a pedestrian accessway through the northern most off-street parking area pursuant to SRC 800.065(a)(3)(A). In summary, the applicant's written statement (**Attachment C**) indicates that the proposal equally or better meets the purpose underlying the development standard proposed for adjustment. They state that, because a pedestrian connection is being provided to Kuebler Boulevard S, on the northern portion of the off-street parking area, that this standard is equally or better met as then the sidewalks can be used to provide pedestrian connections to the outermost portions of the parking area.

Staff concurs with the applicant's findings. As displayed on the site plan no pedestrian connection currently exist that provides direct access to Kuebler Boulevard S. By providing the connection to Kuebler Boulevard S the applicant is able to comply with SRC 800.065(a) that requires a pedestrian connection from primary building entrances to abutting streets. Further, in providing this connection the applicant enables use of the abutting sidewalks that bound the northern most parking lot providing pedestrian access, free from vehicle traffic, to the furthest portions of the off-street parking area. In doing this, the remaining portions of the parking area are within 124 feet of the existing pedestrian connections and would be exempt from the pedestrian connections [see SRC 800.065(a)(3)(A)(iv)] if it were not for size of the off-street parking area. By providing access to the surrounding sidewalks staff concurs that the intent of standard is equally or better met by the proposed development. This criterion is met.

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 with a residential zone. This criterion does not apply to the proposed development.

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: The proposal is for one adjustment. This criterion does not apply to the proposed development.

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-ADJ21-32 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:** All pedestrian walkways crossing driveways, parking areas, parking lot drive aisles and loading areas 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 unless combined with speed bumps and striping.



Kyle Kearns, AICP, Planner II, on behalf of
Lisa Anderson-Ogilvie, AICP
Planning Administrator

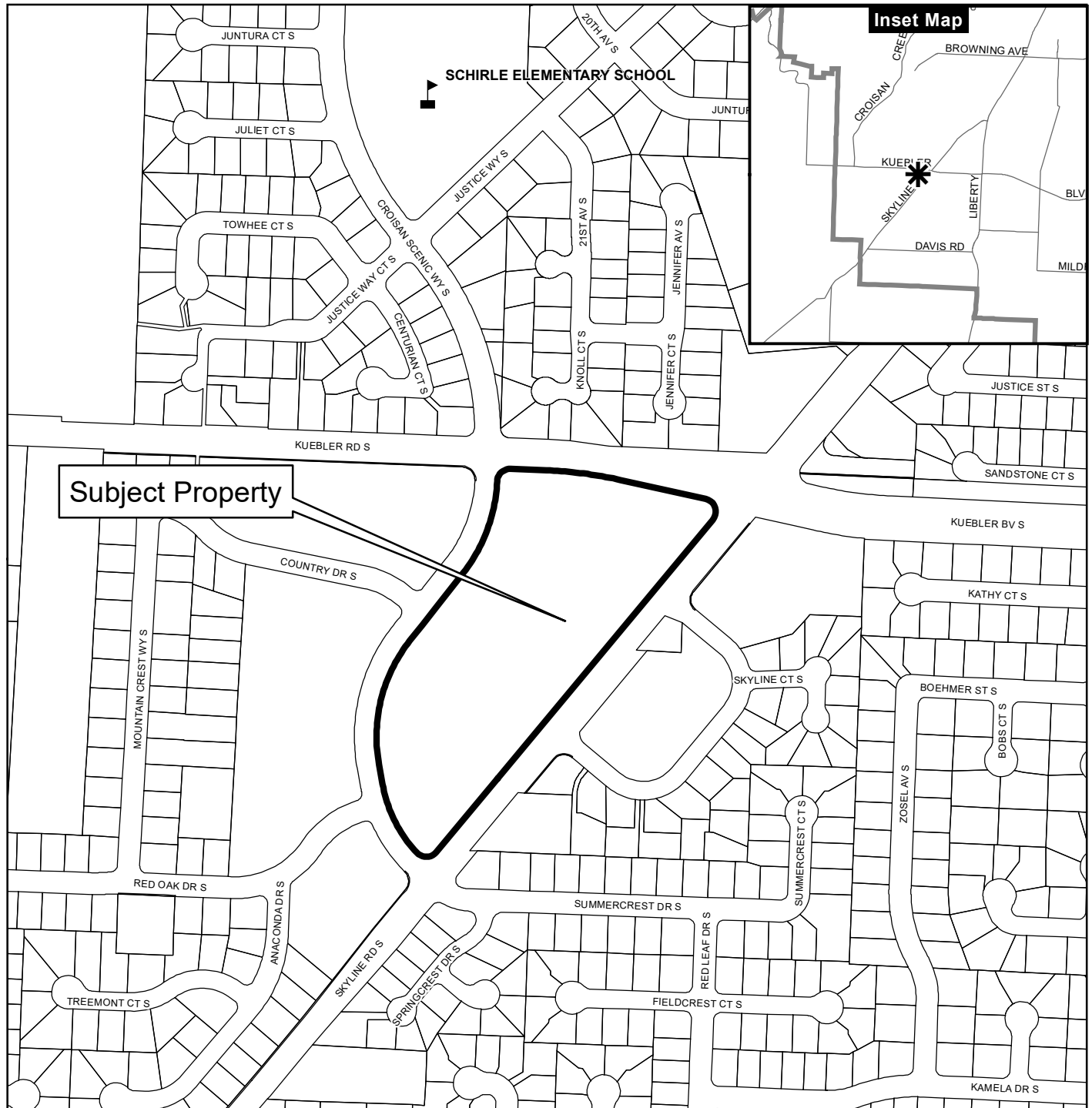
Prepared by Kyle Kearns, Planner II

Attachments:

- A. Vicinity Map
- B. Proposed Site Plan
- C. Applicant's Written Statement
- D. Memo from the Public Works Department

Vicinity Map

5125 Skyline Road S



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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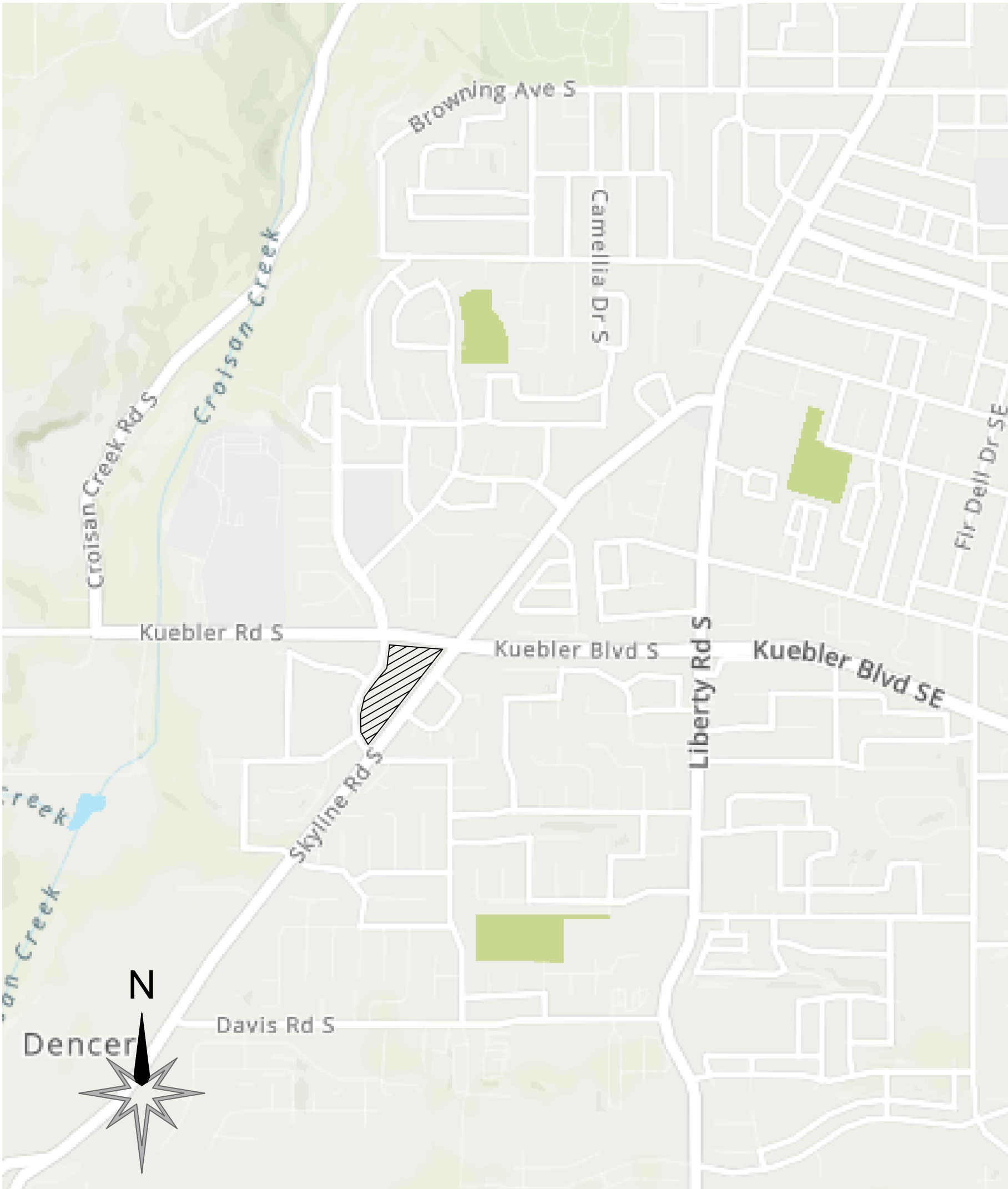
0 100 200 400 Feet



ADA PARKING UPGRADES

KAISER PERMANENTE SKYLINE MEDICAL OFFICE

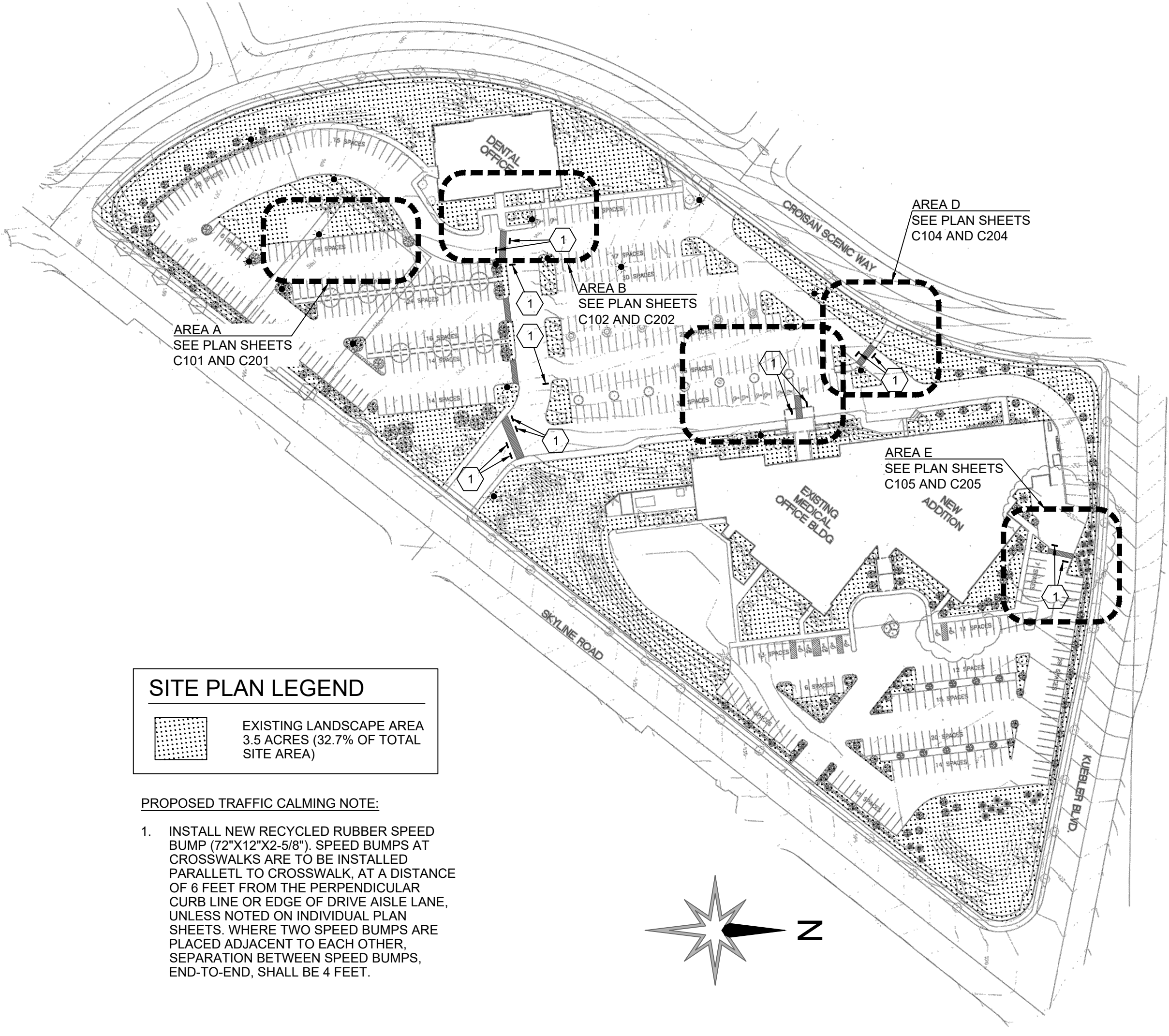
5125 SKYLINE RD S, SALEM, OREGON



AREA MAP
SCALE: 1"=1000'

GENERAL NOTES

- ALL CONSTRUCTION, MATERIALS, AND WORKMANSHIP SHALL CONFORM TO THE LATEST STANDARDS AND PRACTICES OF THE CITY OF SALEM, THE OREGON STRUCTURAL SPECIALTY CODE (BUILDING CODE), OREGON PLUMBING SPECIALTY CODE (PLUMBING CODE), AND THE OREGON FIRE CODE (FIRE CODE), LATEST EDITIONS.
- ALL PERMITS AND LICENSES NECESSARY FOR THE EXECUTION AND COMPLETION OF THE WORK SHALL BE SECURED BY THE CONTRACTOR PRIOR TO COMMENCING CONSTRUCTION.
- ALL EXCAVATORS MUST COMPLY WITH THE RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER, INCLUDING NOTIFICATION OF ALL OWNERS OF UNDERGROUND UTILITIES AT LEAST 48 BUSINESS DAY HOURS, BUT NOT MORE THAN 10 BUSINESS DAYS, BEFORE COMMENCING AN EXCAVATION. THOSE RULES ARE SET FORTH IN OAR 952-001-0010 THROUGH OAR 952-001-0090 AND ORS 757.541 TO 757.57. THE TELEPHONE NUMBER FOR THE OREGON UTILITY NOTIFICATION CENTER IS 1-800-332-2344 (OR 811).
- THE LOCATION OF EXISTING UNDERGROUND UTILITIES SHOWN ON THE PLANS IS FOR INFORMATION ONLY AND IS NOT GUARANTEED TO BE ACCURATE. CONTRACTOR SHALL VERIFY ELEVATIONS OF ALL UNDERGROUND UTILITY CONNECTION POINTS PRIOR TO COMMENCING WITH CONSTRUCTION AND SHALL BRING ANY DISCREPANCIES TO THE ATTENTION OF VEGA CIVIL ENGINEERING, LLC. POT HOLE ALL CROSSINGS AS NECESSARY BEFORE CONSTRUCTION TO PREVENT GRADE AND ALIGNMENT CONFLICTS.
- VEGA CIVIL ENGINEERING, LLC. ASSUMES NO RESPONSIBILITY FOR ANY DISCREPANCIES ENCOUNTERED BETWEEN THE CURRENT FIELD CONDITIONS AND THE INFORMATION SHOWN ON THE SURVEY MAP. THE CONTRACTOR IS RESPONSIBLE FOR REPORTING ANY DISCREPANCIES TO THE OWNER'S REPRESENTATIVE.



SITE PLAN LEGEND

EXISTING LANDSCAPE AREA
3.5 ACRES (32.7% OF TOTAL
SITE AREA)

PROPOSED TRAFFIC CALMING NOTE:

- INSTALL NEW RECYCLED RUBBER SPEED BUMP (72"X12"X2-5/8"). SPEED BUMPS AT CROSSWALKS ARE TO BE INSTALLED PARALLEL TO CROSSWALK, AT A DISTANCE OF 6 FEET FROM THE PERPENDICULAR CURB LINE OR EDGE OF DRIVE AISLE LANE, UNLESS NOTED ON INDIVIDUAL PLAN SHEETS. WHERE TWO SPEED BUMPS ARE PLACED ADJACENT TO EACH OTHER, SEPARATION BETWEEN SPEED BUMPS, END-TO-END, SHALL BE 4 FEET.

SITE PLAN
SCALE: 1"=100'

GRADING & PAVING NOTES

- ALL SURFACES SHALL HAVE A MINIMUM 1.5% SLOPE UNLESS OTHERWISE NOTED ON THE PLANS. ALL SURFACES SHALL MEET EXISTING GRADES SMOOTHLY AND EVENLY AND MAINTAIN CONSTANT SLOPES UNLESS OTHERWISE NOTED ON THE PLANS.
- THE CONTRACTOR SHALL NOTIFY VEGA CIVIL ENGINEERING, LLC IF THE GRADING PLAN DOES NOT PROVIDE POSITIVE DRAINAGE OR IF SLOPE CALLOUTS DO NOT MATCH SPOT GRADES.
- THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING EXISTING SITE AND DRAINAGE PATTERNS AND THE PROTECTION OF EXISTING ENGINEERED DRAINAGE FACILITIES.
- THE CONTRACTOR SHALL REPLACE AND RESTORE AREAS NOT SCHEDULED FOR CONSTRUCTION TO THEIR ORIGINAL CONDITION AND TO THE APPROVAL OF THE OWNER'S REPRESENTATIVE.
- THE CONTRACTOR SHALL EXERCISE EXTREME CAUTION WHEN WORKING IN AREAS ADJACENT TO EXISTING TREES IN ORDER TO MINIMIZE DISTURBANCES TO TREE ROOTS. THE CONTRACTOR SHALL INSTALL TREE PROTECTION FENCING PER CITY OF PORTLAND TREE CODE, TITLE 11. NO PARKING VEHICLES UNDER TREES.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR DEMOLITION AND DISPOSAL OF EXISTING AC, CURBS, SIDEWALKS AND OTHER SITE ELEMENTS WITHIN THE LIMITS OF DEMOLITION. DISPOSE OF DEMOLISHED ITEMS OFF-SITE IN A LEGAL MANNER.
- ACTUAL LINES AND GRADES OF EXCAVATION SHALL BE STAKED BY A QUALIFIED SURVEYOR, BASED ON INFORMATION SHOWN ON THE PLANS. THE CONTRACTOR SHALL RETAIN A SURVEYOR LICENSED IN OREGON.
- ADJUST ALL INCIDENTAL STRUCTURES, MANHOLE LIDS, VALVE BOXES, ETC. TO FINISH GRADE.
- PAVING WILL NOT BE ALLOWED DURING WET OR COLD WEATHER.
- ALL CONSTRUCTION WITHIN THE CITY OF SALEM RIGHT-OF-WAY SHALL HAVE AN APPROVED TRAFFIC CONTROL PLAN.

PROJECT DESCRIPTION

THERE ARE SEVERAL ADA PARKING AREAS THAT DO NOT MEET CURRENT ADA REQUIREMENTS. THIS PROJECT WILL REPLACE THE EXISTING ADA PARKING SPACES WITH NEW SPACES THAT MEET ADA REQUIREMENTS, INCLUDING SIGNAGE REQUIREMENTS.

CONSTRUCTION WILL REQUIRE THE REPLACEMENT OF PAVING, CURBS, RAMPS, SIDEWALKS, STRIPING, AND SIGNAGE.

ABBREVIATIONS

AC	ASPHALTIC CONCRETE	NO	NUMBER
BC	BOTTOM OF CURB	NTS	NOT TO SCALE
CONC	CONCRETE	PC	POINT OF CURVATURE
CONST	CONSTRUCT	PROP	PROPOSED
DTL	DETAIL	PT	POINT OF TANGENCY
EXIST/(E)	EXISTING	PVMT	PAVEMENT
EG	EXISTING GROUND	R	RADIUS
EXP	CURB EXPOSURE	ROW	RIGHT OF WAY
FF	GUTTER	STD	STANDARD
G/GUT	GRADE BREAK	TC	TOP OF CURB
GB	HORIZONTAL	TP	TOP OF PAVEMENT
L	LENGTH	TYP	TYPICAL
MAX	MAXIMUM		
MIN	MINIMUM		

LEGEND

EXISTING	DESCRIPTION	PROPOSED
	MANHOLE	
	CATCH BASIN	
	LIGHT POLE	
	BOLLARD	
	SIGN	
	TREE	
	PROPERTY LINE	
	SAWCUT LINE	
	EDGE OF PAVEMENT	
	CURB	

CIVIL ENGINEER

ENGINEER:
VEGA CIVIL ENGINEERING, LLC
1300 SE STARK ST., #207
PORTLAND, OREGON 97214
(503) 349-1381
CONTACT: MARTHA WILLIAMSON, PE

SHEET INDEX

SHEET #	SHEET TITLE
C000	CIVIL NOTES
C101	DEMOLITION PLAN - AREA A
C102	DEMOLITION PLAN - AREA B
C103	DEMOLITION PLAN - AREA C
C104	DEMOLITION PLAN - AREA D
C105	DEMOLITION PLAN - AREA E
C201	LAYOUT AND GRADING PLAN - AREA A
C202	LAYOUT AND GRADING PLAN - AREA B
C203	LAYOUT AND GRADING PLAN - AREA C
C204	LAYOUT AND GRADING PLAN - AREA D
C205	LAYOUT AND GRADING PLAN - AREA E
C300	CIVIL DETAILS
C301	CIVIL DETAILS

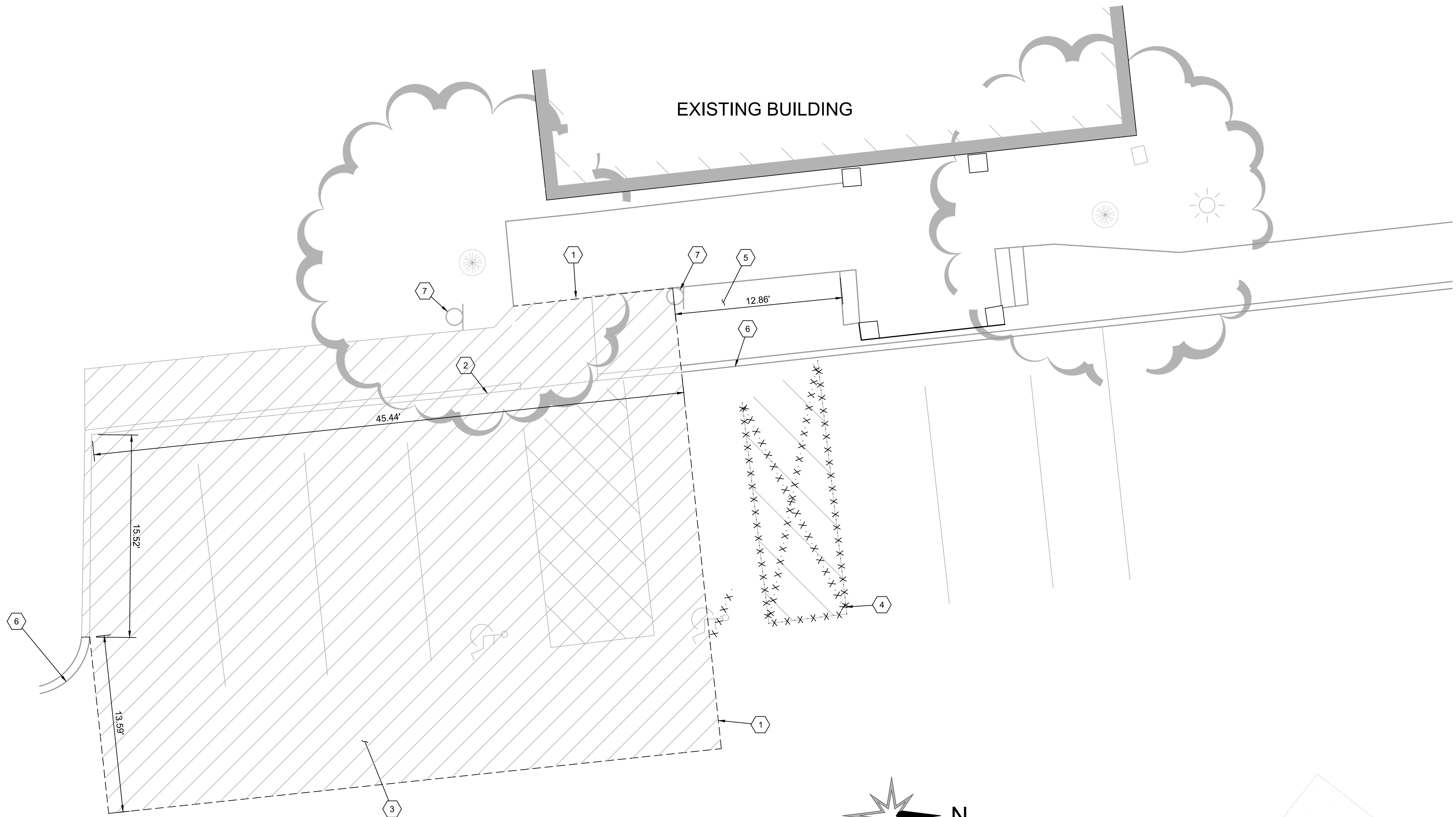


ADA PARKING UPGRADES
KAISER PERMANENTE
SKYLINE MEDICAL OFFICE
5125 SKYLINE RD S, SALEM, OREGON
CONSTRUCTION DRAWING SET

PERMIT SET
09.14.2021

CIVIL NOTES

C000



DEMOLITION PLAN - AREA A
SCALE: 1"=5'

SHEET LEGEND

- SAWCUT
- PAVEMENT AND CURB REMOVAL
- X - X - X -

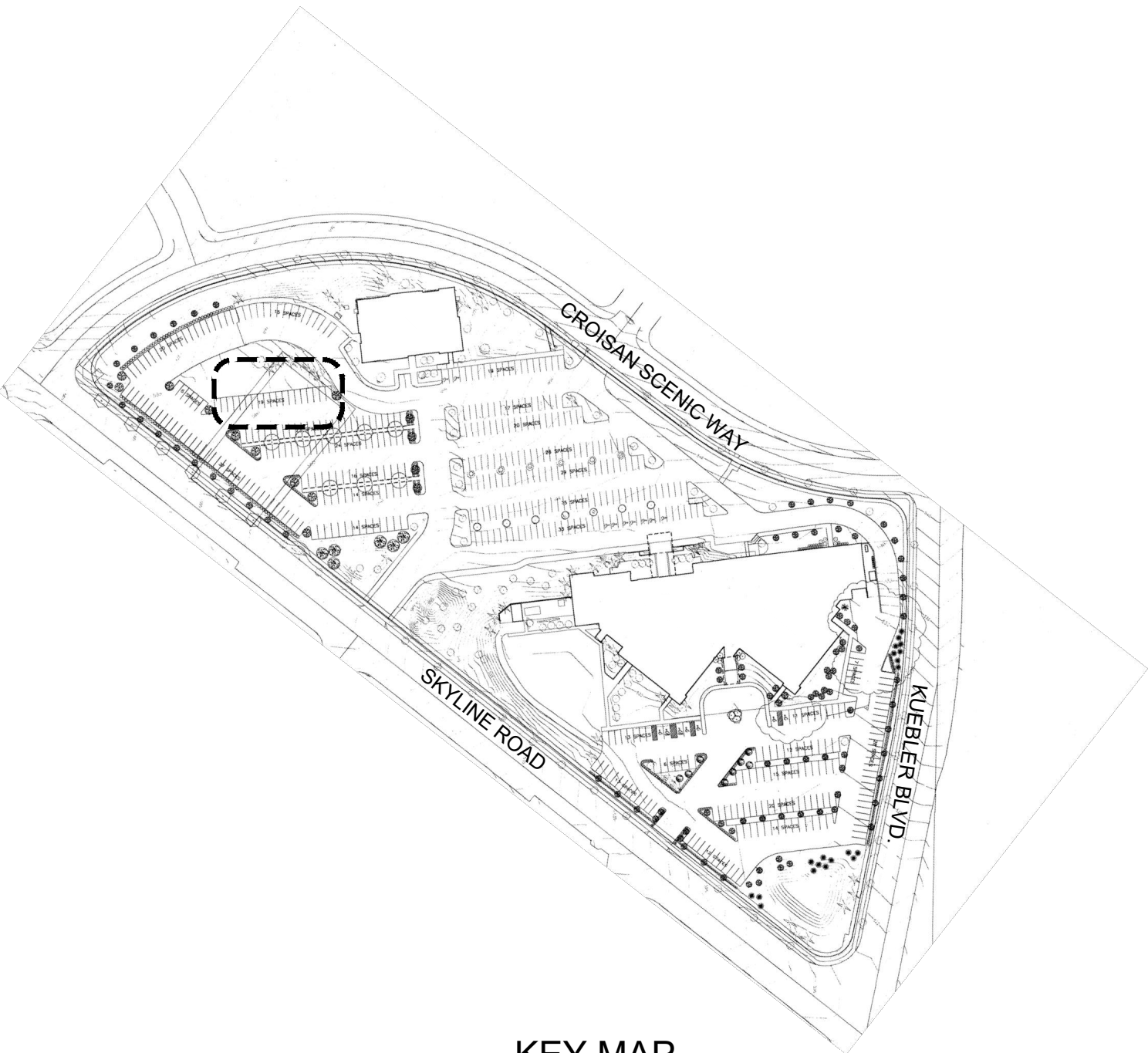
PAVEMENT MARKING REMOVAL

CONSTRUCTION NOTES

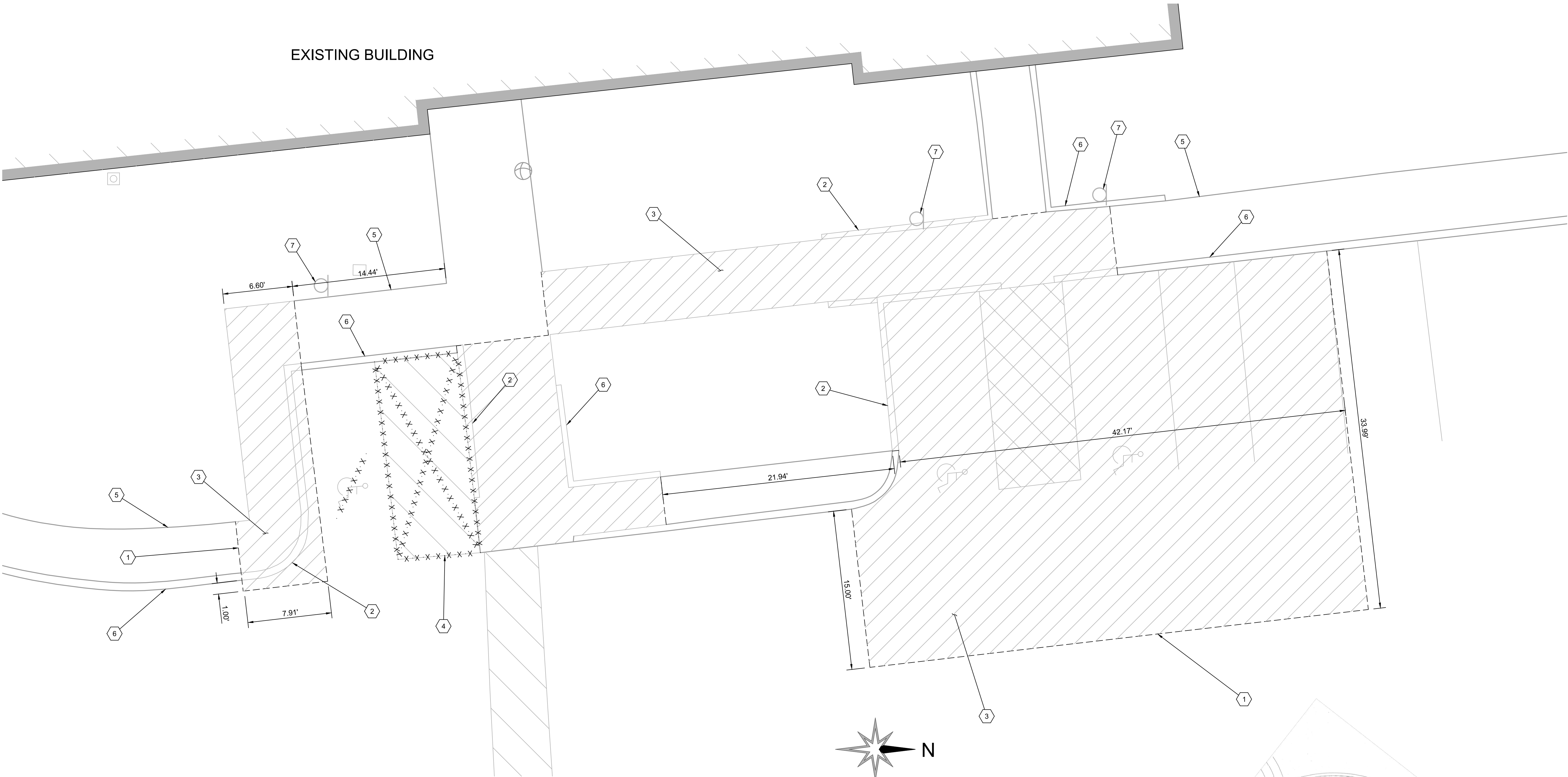
1. SAWCUT, TYPICAL
2. DEMOLISH EXISTING CURB.
3. REMOVE EXISTING PAVEMENT.
4. REMOVE EXISTING PAVEMENT MARKINGS BY GRINDING.
5. PROTECT EXISTING SIDEWALK.
6. PROTECT EXISTING CURB.
7. REMOVE EXISTING SIGN AND SIGN POST.

GENERAL NOTES

1. EXISTING WHEELSTOPS IN GOOD CONDITION IN AREAS OF DEMOLITION MAY BE PRESERVED AND REUSED AT DISCRETION OF OWNER.

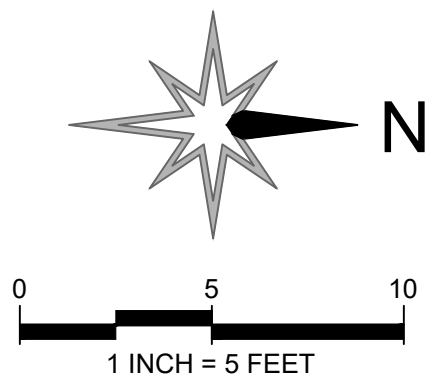


KEY MAP
SCALE: NTS



EXISTING BUILDING

DEMOLITION PLAN - AREA B
SCALE: 1"=5'



SHEET LEGEND

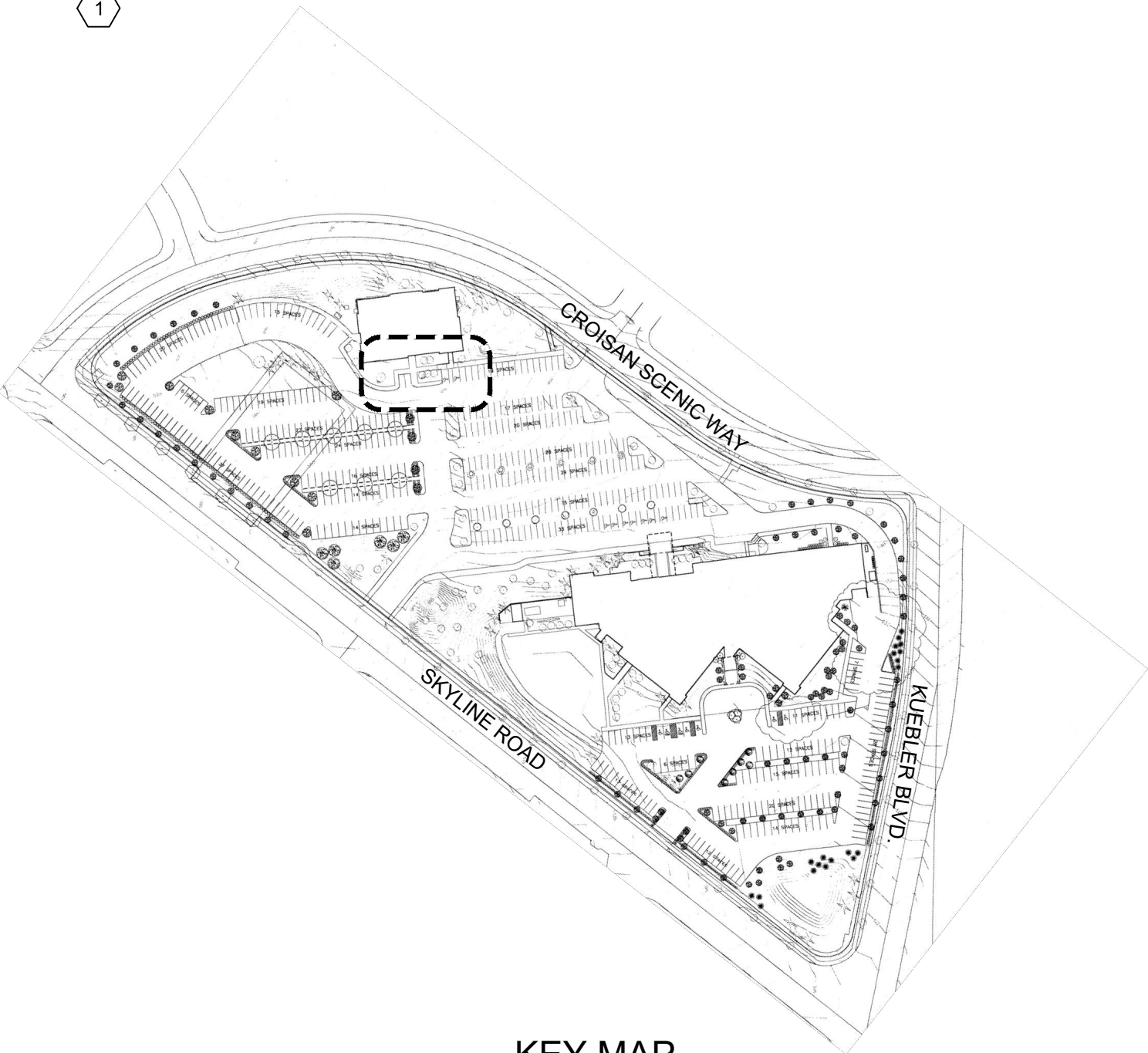
- SAWCUT
- [Hatched Box] PAVEMENT AND CURB REMOVAL
- X - X - X - PAVEMENT MARKING REMOVAL

CONSTRUCTION NOTES

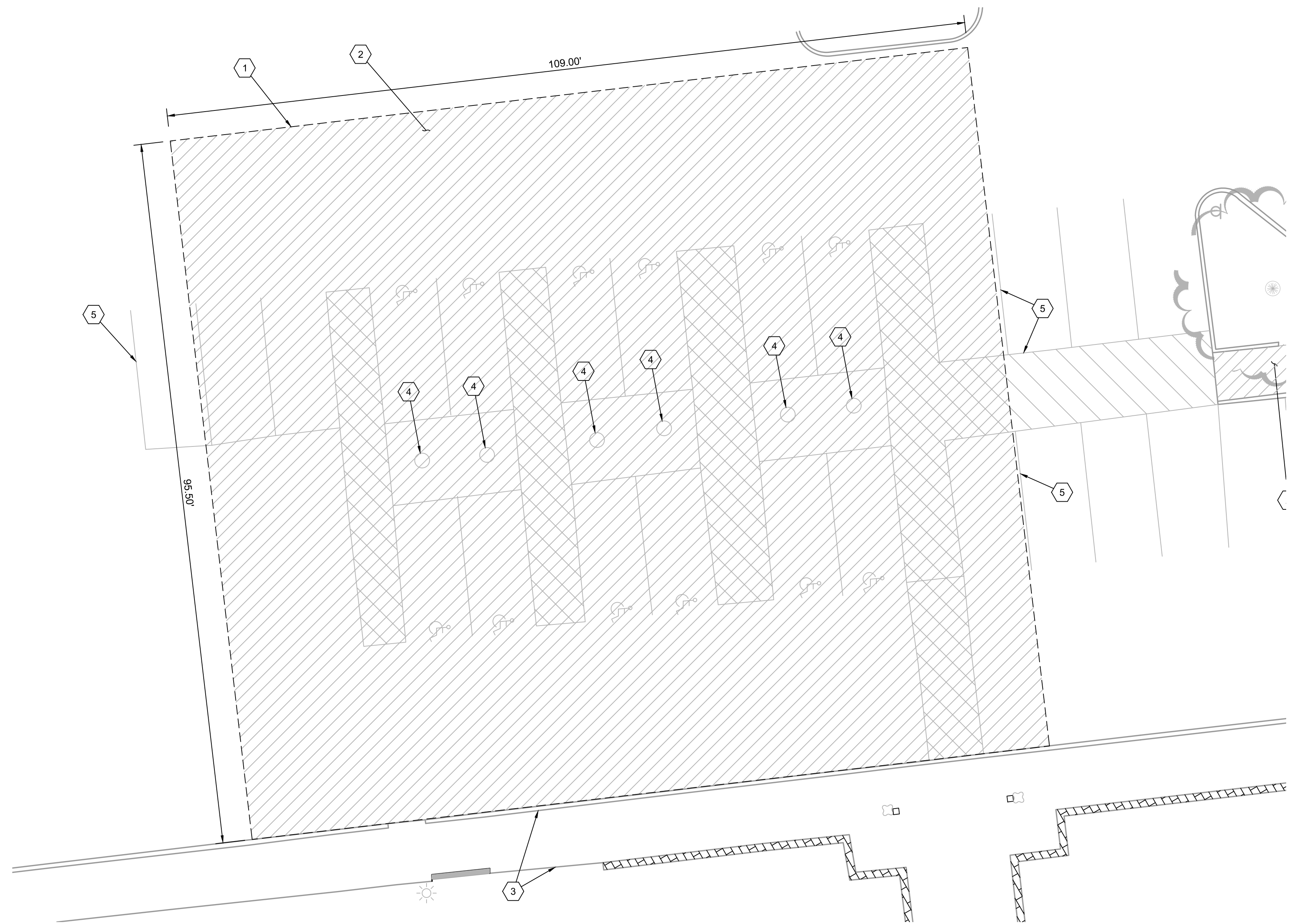
1. SAWCUT, TYPICAL
2. DEMOLISH EXISTING CURB.
3. REMOVE EXISTING PAVEMENT.
4. REMOVE EXISTING PAVEMENT MARKINGS BY GRINDING.
5. PROTECT EXISTING SIDEWALK.
6. PROTECT EXISTING CURB.
7. REMOVE EXISTING SIGN AND SIGN POST.

GENERAL NOTES

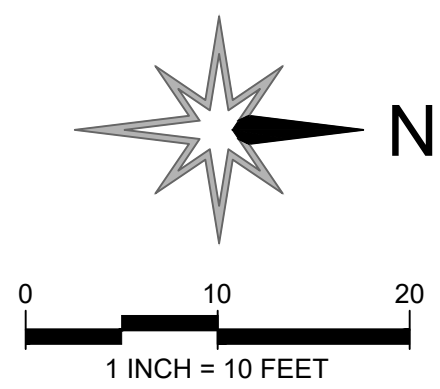
1. EXISTING WHEELSTOPS IN GOOD CONDITION IN AREAS OF DEMOLITION MAY BE PRESERVED AND REUSED AT DISCRETION OF OWNER.



KEY MAP
SCALE: NTS



DEMOLITION PLAN - AREA C
SCALE: 1"=10'



SHEET LEGEND

- SAWCUT
- PAVEMENT AND CURB REMOVAL
- X · X · X PAVEMENT MARKING REMOVAL

CONSTRUCTION NOTES

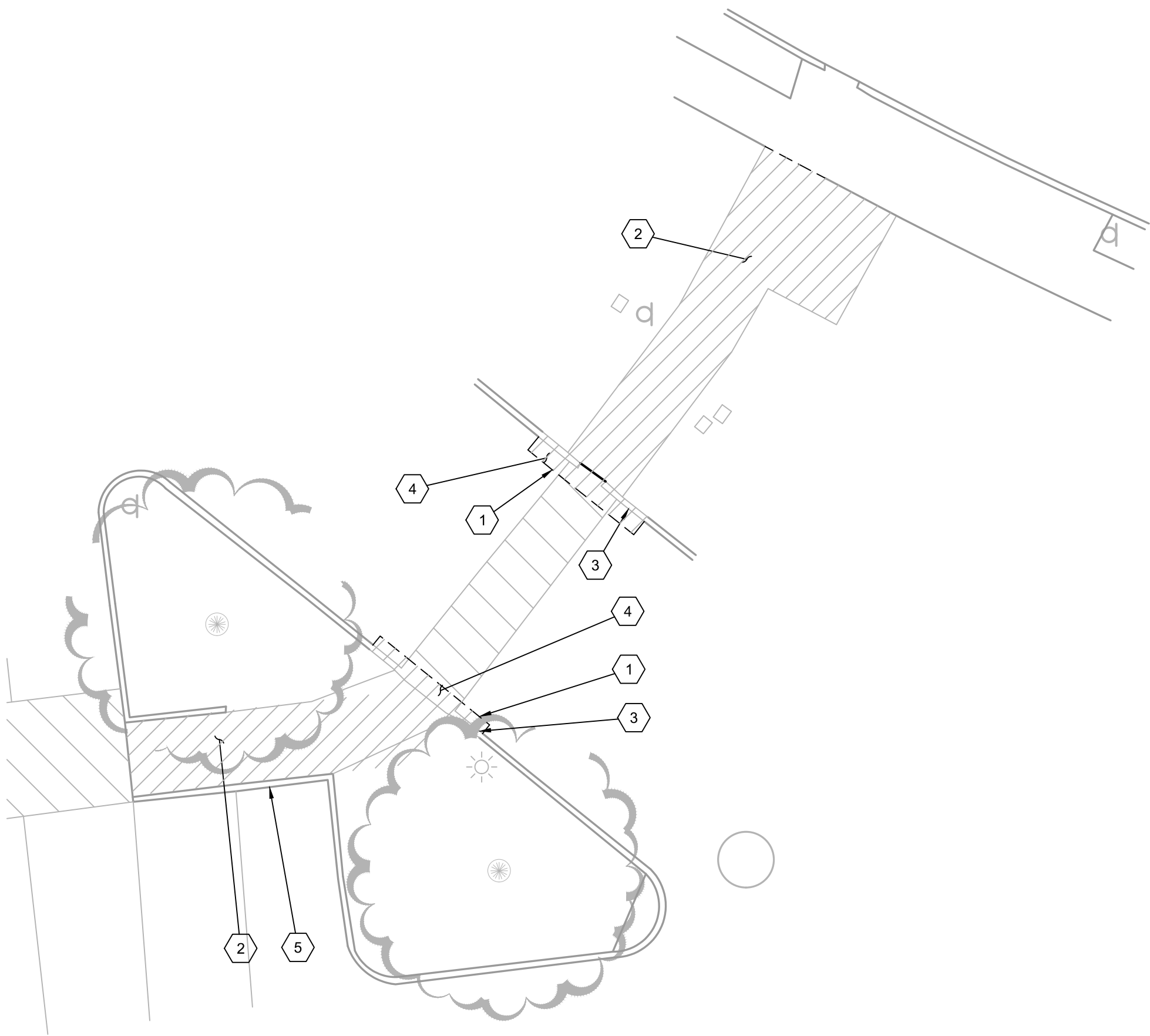
1. SAWCUT, TYPICAL
2. REMOVE EXISTING ASPHALT PAVEMENT.
3. PROTECT EXISTING CURB AND SIDEWALK.
4. REMOVE EXISTING SIGN AND BOLLARD. PRESERVE SIGN FOR REUSE.
5. PROTECT EXISTING PAVEMENT MARKINGS.

GENERAL NOTES

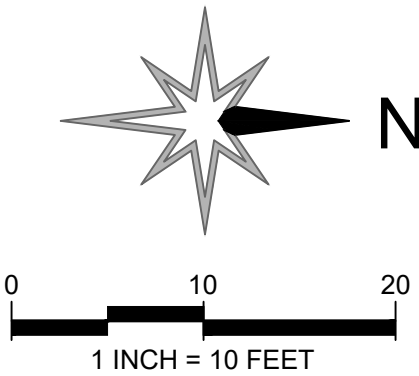
1. EXISTING WHEELSTOPS IN GOOD CONDITION IN AREAS OF DEMOLITION MAY BE PRESERVED AND REUSED AT DISCRETION OF OWNER.



KEY MAP
SCALE: NTS



DEMOLITION PLAN - AREA D
SCALE: 1"=10'

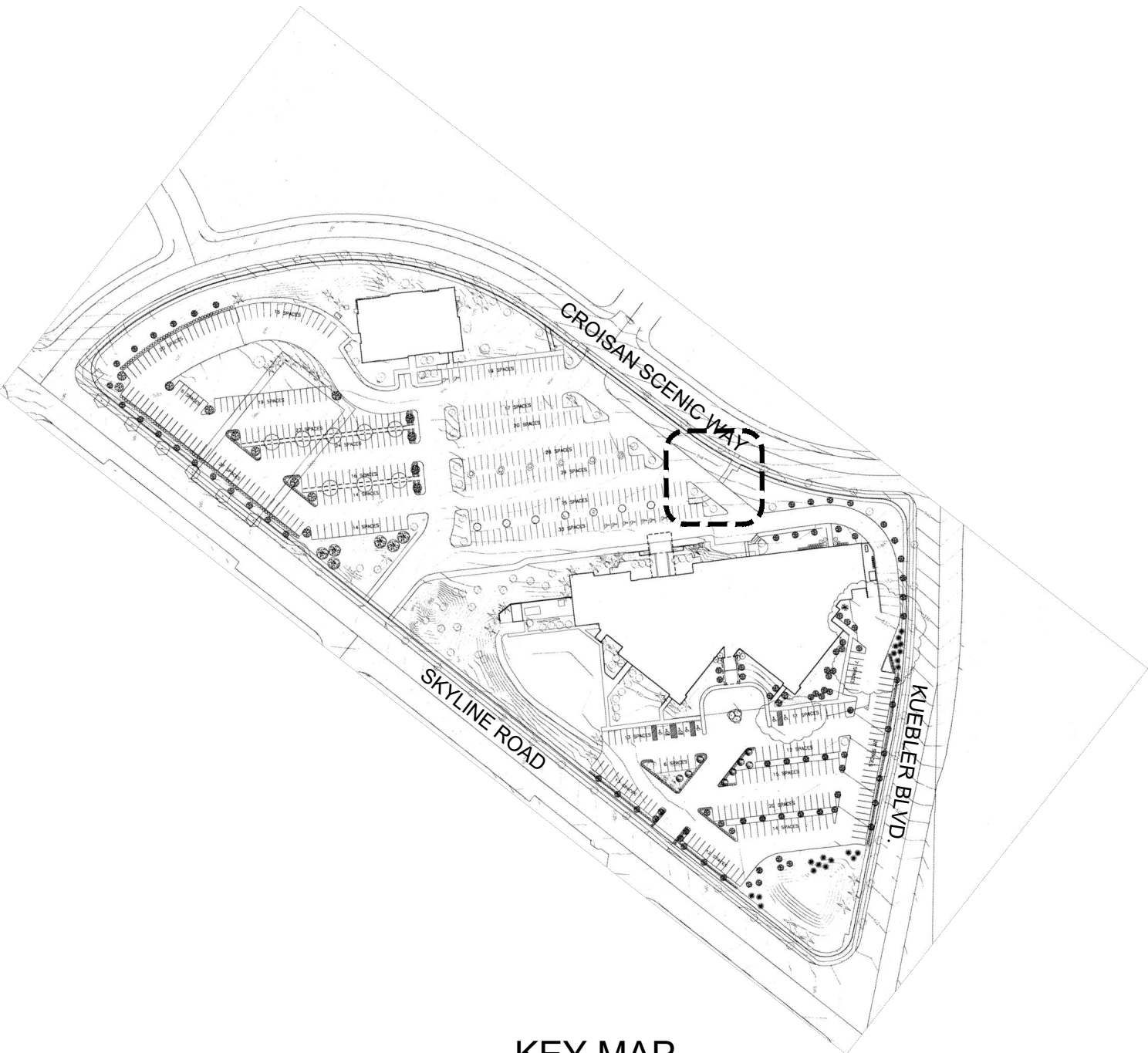


SHEET LEGEND

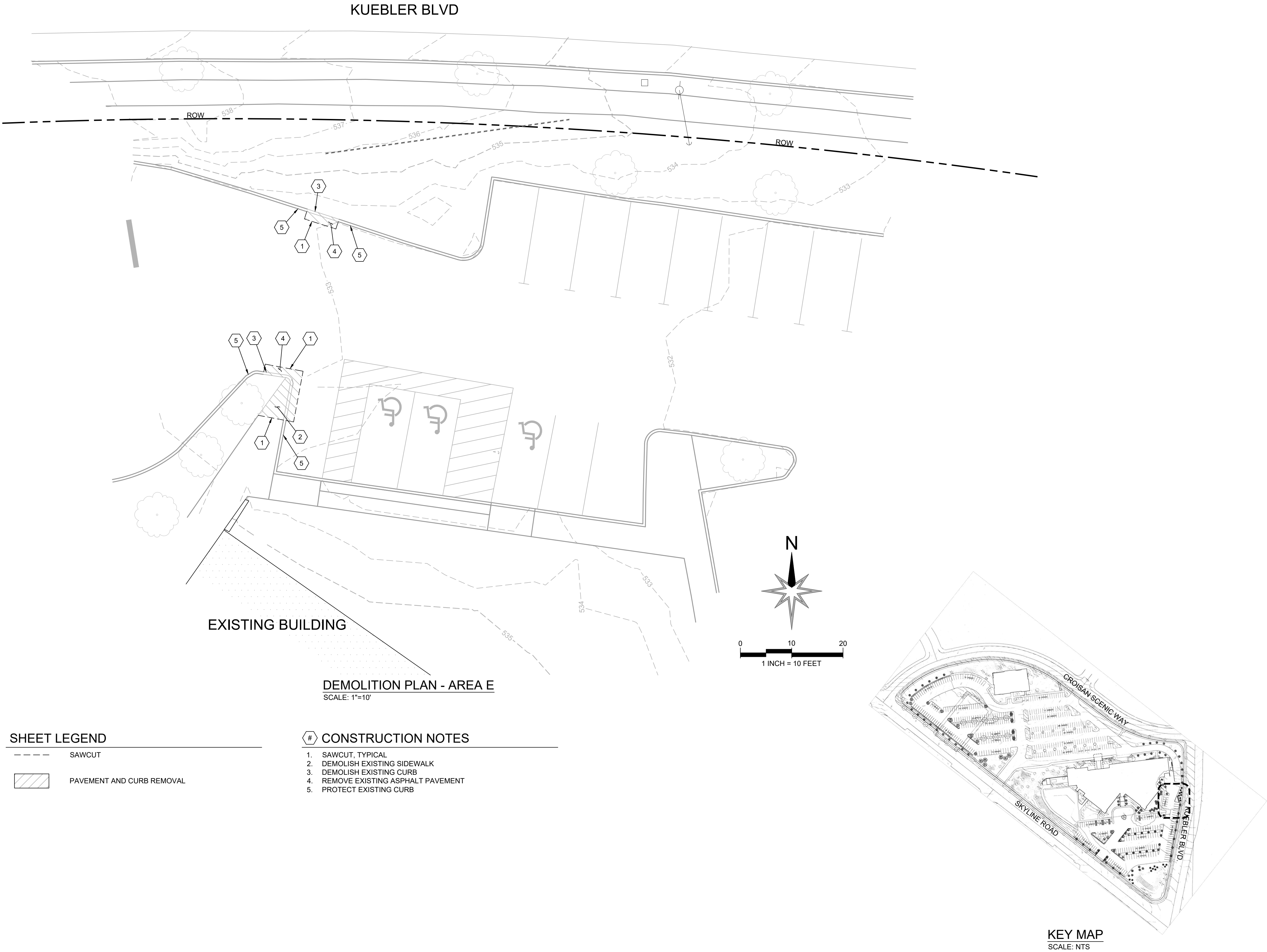
- SAWCUT
- PAVEMENT AND CURB REMOVAL

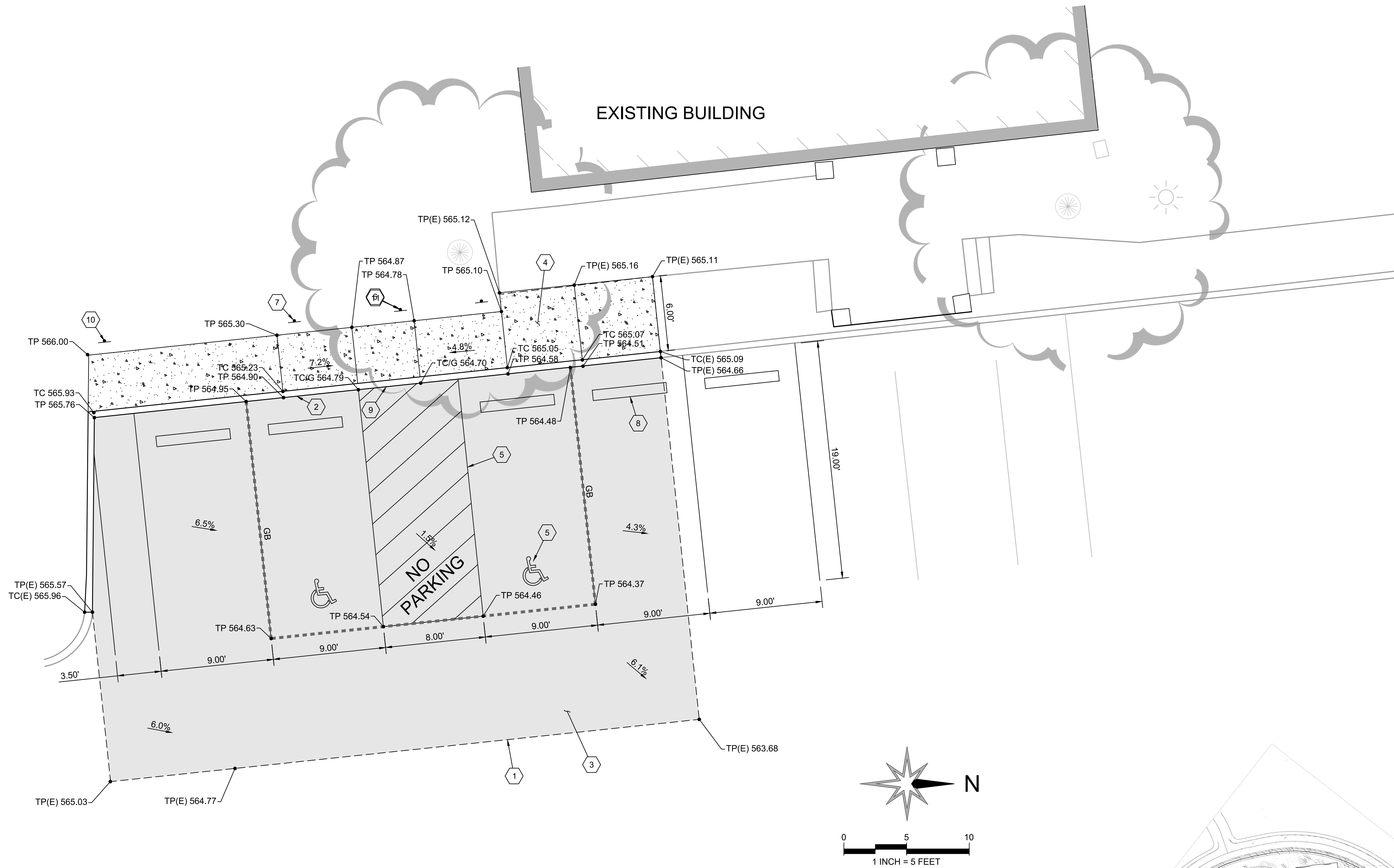
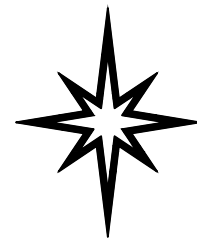
CONSTRUCTION NOTES

1. SAWCUT, TYPICAL
2. DEMOLISH EXISTING SIDEWALK
3. DEMOLISH EXISTING CURB
4. REMOVE EXISTING ASPHALT PAVEMENT
5. PROTECT EXISTING CURB



KEY MAP
SCALE: NTS





LAYOUT AND PAVING PLAN - AREA A
SCALE: 1"=5'

SHEET LEGEND

G XXX.XX
TC XXX.XX
TP XXX.XX
(E)

GRADE AT GUTTER
TOP OF CURB
TOP OF PAVEMENT
EXISTING



NEW ASPHALT

1
C300

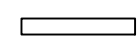


NEW CONCRETE
SIDEWALK PAVEMENT

2
C300

--- SAWCUT

--- GB --- GRADE BREAK



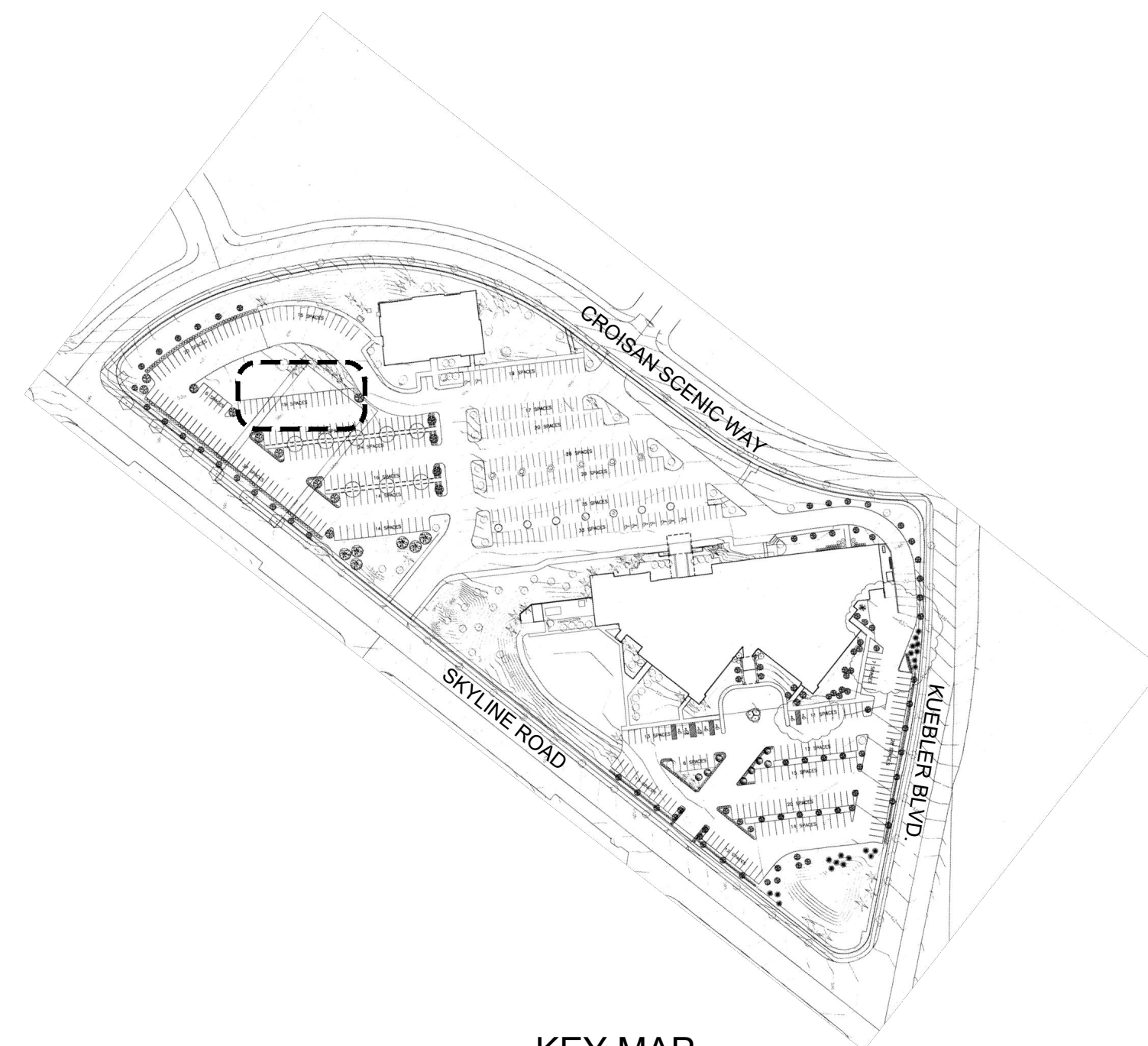
WHEELSTOP

CONSTRUCTION NOTES

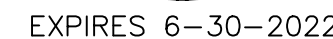
1. SAWCUT.
2. NEW STANDARD CONCRETE CURB PER STANDARD DETAIL 3/C300.
3. ASPHALT PAVING PER STANDARD DETAIL 1/C300.
4. NEW CONCRETE PAVING PER STANDARD DETAIL 2/C300.
5. NEW PAVEMENT MARKINGS, TYP., SEE DETAILS 5/C300 AND 6/C300.
6. INSTALL NEW ACCESSIBLE PARKING SIGN AND VAN-ACCESSIBLE ADA PARKING SIGN, SEE DETAIL 8/C300 AND 10/C300. SEE GENERAL NOTE 5, THIS SHEET.
7. INSTALL NEW ACCESSIBLE PARKING SIGN, VAN-ACCESSIBLE ADA, AND WHEELCHAIR USER ONLY SIGN, SEE DETAIL 8/C300 AND 10/C300. SEE GENERAL NOTE 5, THIS SHEET.
8. REINSTALL PRESERVED WHEELSTOP OR INSTALL NEW WHEELSTOP, TYP., SEE DETAIL 9/C300.
9. NEW FLUSH CONCRETE CURB PER STANDARD DETAIL 4/C300.
10. INSTALL "MOTORCYCLE PARKING ONLY" SIGN.
11. INSTALL "ACCESS AISLE NO PARKING" SIGN OR7-9, SEE DETAIL 11/C300.

GENERAL NOTES

1. PROPOSED DESIGN IS BASED ON SURVEYED GRADES. NOTIFY ENGINEER IF FIELD CONDITIONS VARY FROM WHAT IS SHOWN ON THE PLANS.
2. TRUNCATED DOMES ARE NOT REQUIRED ON PRIVATE PROPERTY.
3. ANY STRIPING DAMAGED DUE TO CONSTRUCTION TO BE REPLACED IN KIND.
4. CONSTRUCTION STAKING BY SURVEYOR IS NEEDED TO ENSURE ACCURACY FOR ADA COMPLIANCE.
5. IF IN GOOD CONDITION, EXISTING ACCESSIBLE PARKING SIGNS THAT MEET CURRENT STANDARDS FOR MUTCD R7-8 AND R7-8a SIGNS MAY BE REUSED FOR NEW LOCATIONS AND ACCESSIBLE SIGNAGE.



KEY MAP
SCALE: NTS



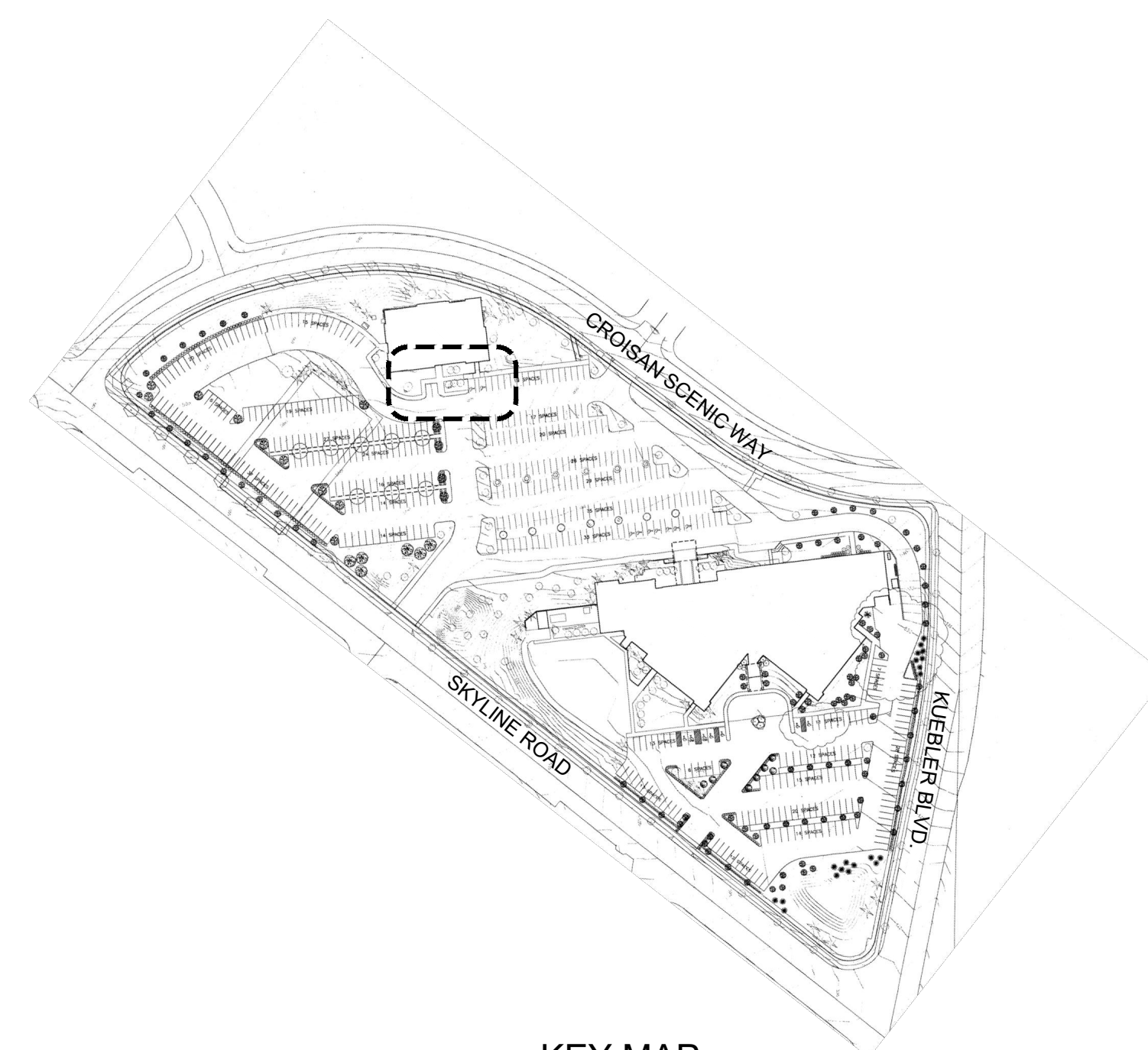
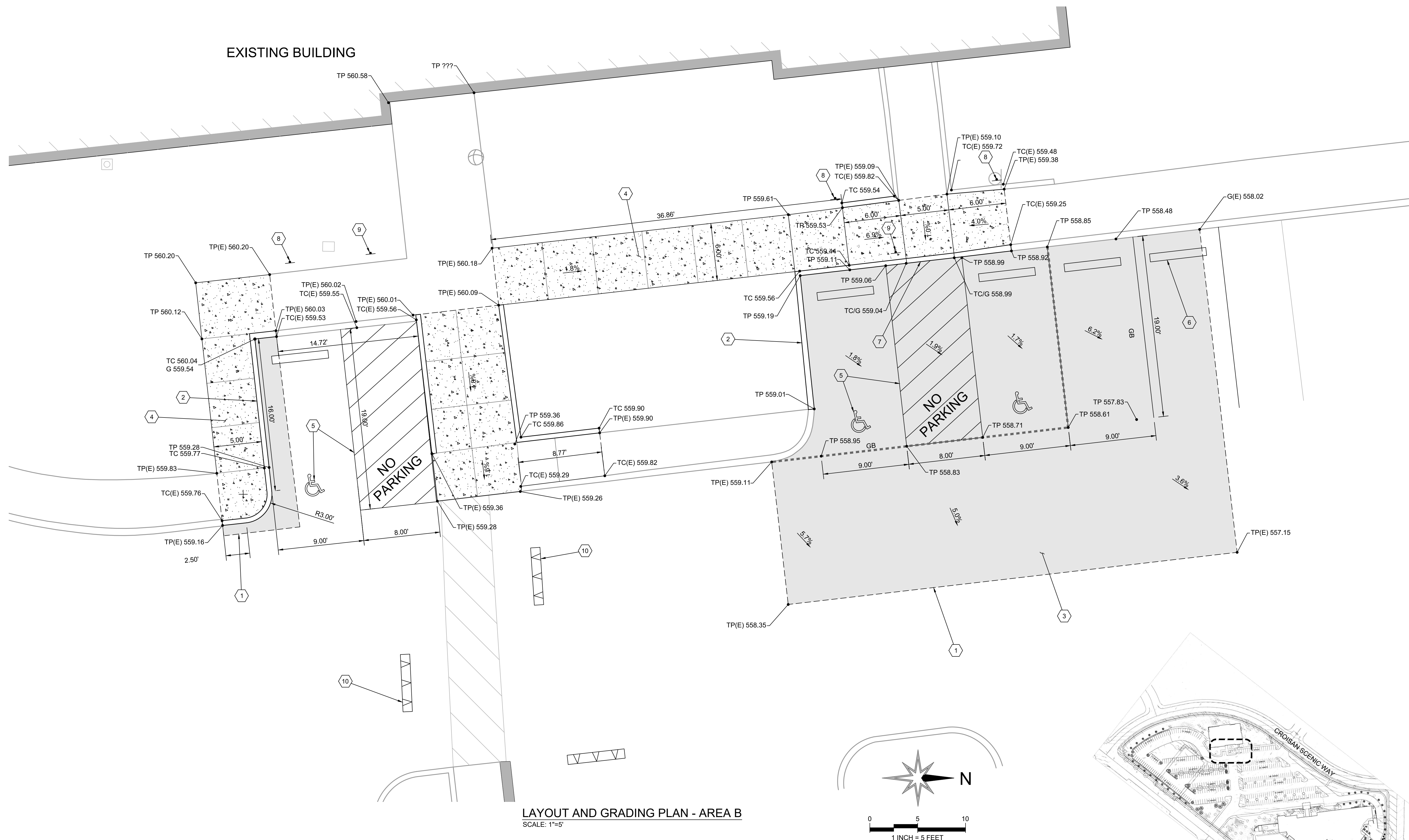
ADA PARKING UPGRADES
KAISER PERMANENTE
SKYLINE MEDICAL OFFICE
5125 SKYLINE RD S, SALEM, OREGON

CONSTRUCTION DRAWING SET

PERMIT SET
09.14.2021

LAYOUT AND
GRADING PLAN
AREA B

C202



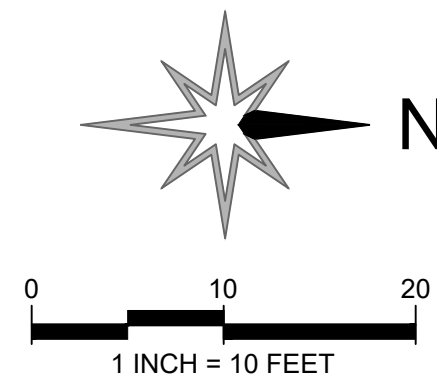
KEY MAP

SCALE: NTS

10/10/2019

1. SAWCUT.
2. NEW STANDARD CONCRETE CURB PER STANDARD DETAIL 3/C300.
3. ASPHALT PAVING PER STANDARD DETAIL 1/C300.
4. NEW CONCRETE PAVING PER STANDARD DETAIL 2/C300.
5. NEW PAVEMENT MARKINGS, TYP., SEE DETAILS 5/C300 AND 6/C300.
6. REINSTALL PRESERVED WHEELSTOP OR INSTALL NEW WHEELSTOP, TYP., SEE DETAIL 9/C300.
7. NEW FLUSH CONCRETE CURB PER STANDARD DETAIL 4/C300.
8. INSTALL NEW ACCESSIBLE PARKING SIGN AND VAN-ACCESSIBLE ADA PARKING SIGN, SEE DETAIL 8/C300 AND 10/C300. SEE GENERAL NOTE 5 THIS SHEET.
9. INSTALL "ACCESS AISLE NO PARKING" SIGN OR7-9, SEE DETAIL 11/C300.
10. INSTALL NEW RECYCLED RUBBER SPEED BUMP (72"x12"x2-5/8").

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SHEET LEGEND

G XXX.XX
TC XXX.XX
TP XXX.XX
(E)

GRADE AT GUTTER
TOP OF CURB
TOP OF PAVEMENT
EXISTING



NEW ASPHALT

1
C300

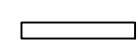


NEW CONCRETE
SIDEWALK PAVEMENT

2
C300

----- SAWCUT

--- GB --- GRADE BREAK



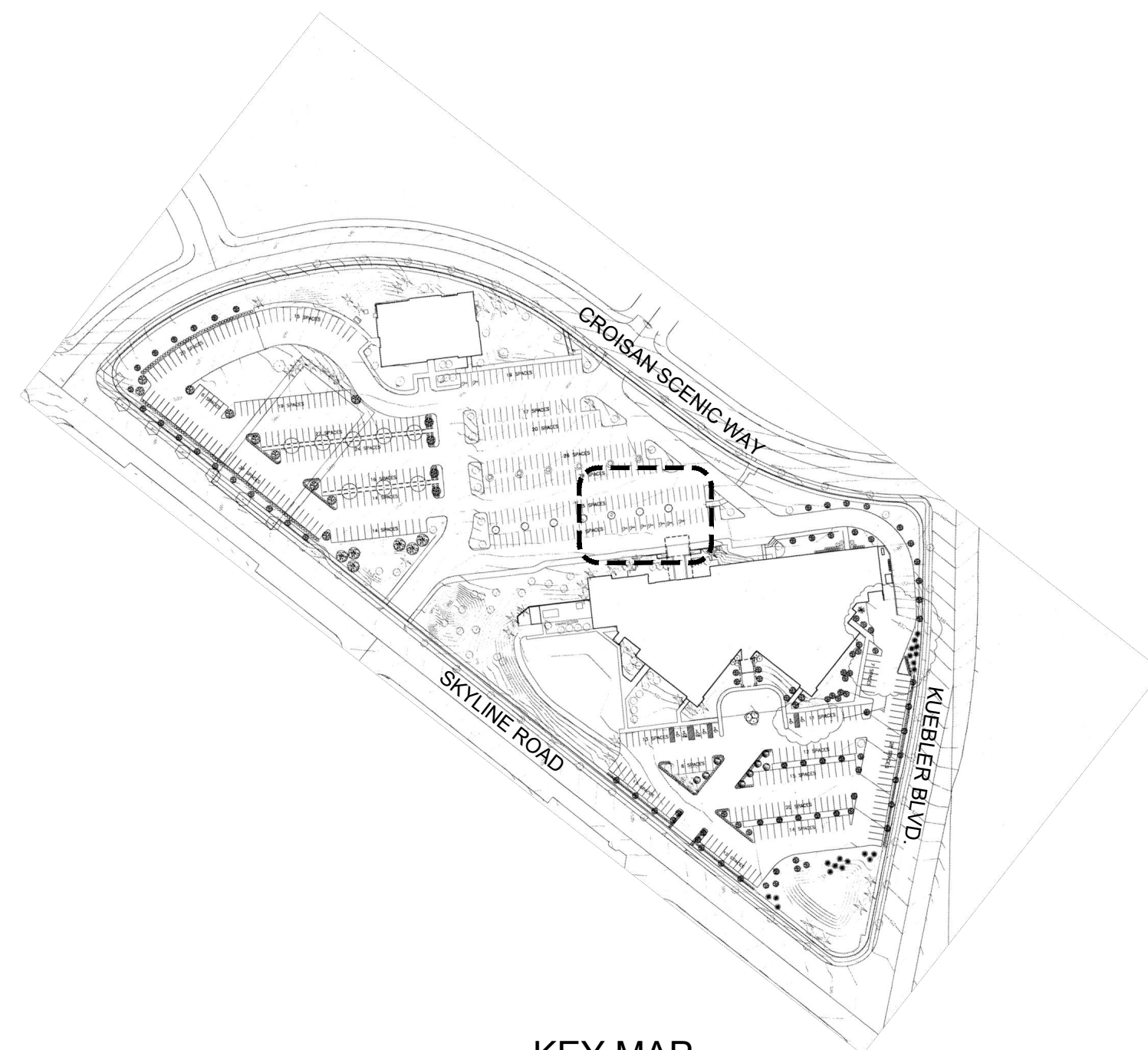
WHEELSTOP

CONSTRUCTION NOTES

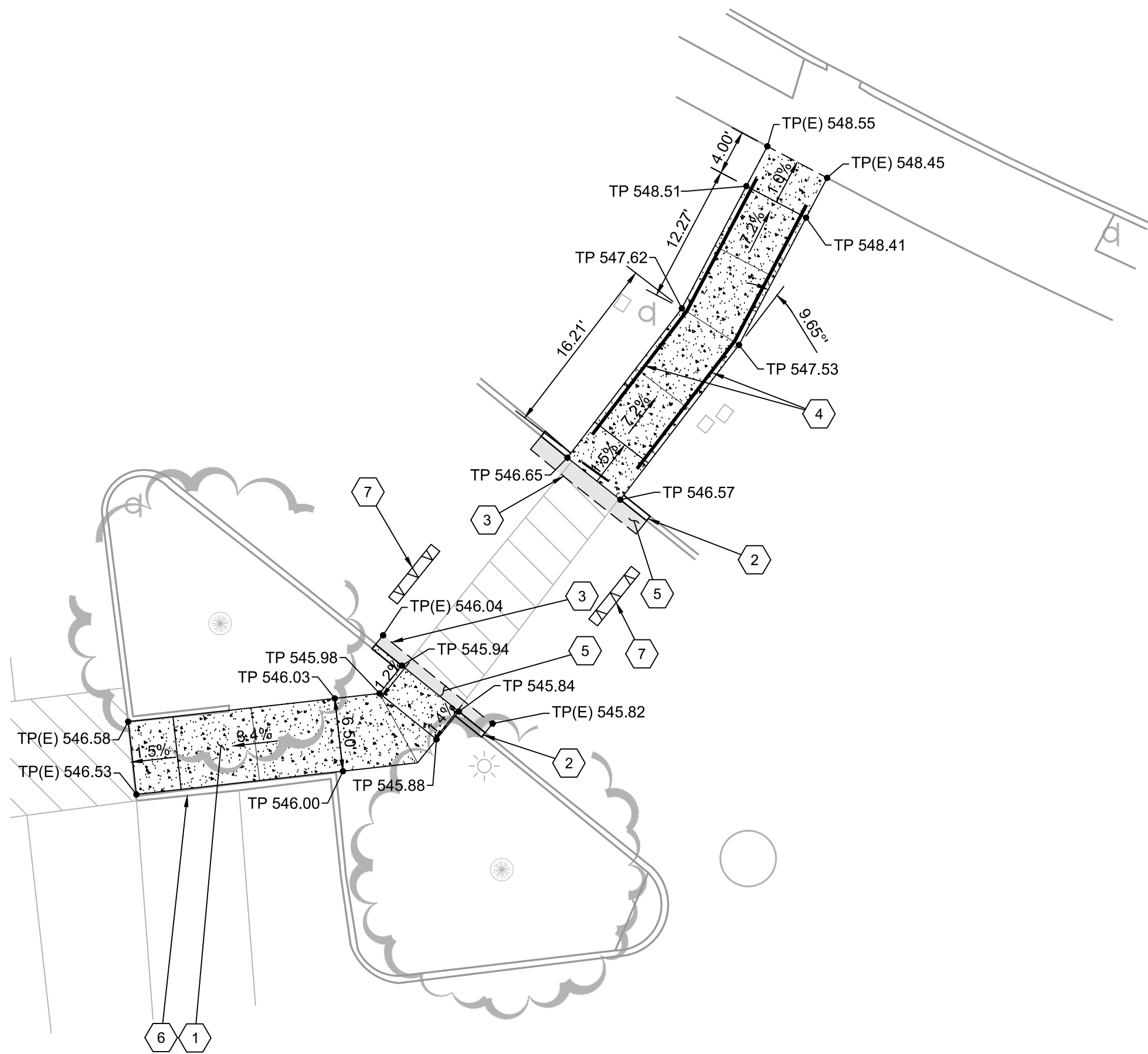
1. SAWCUT.
2. ASPHALT PAVING PER STANDARD DETAIL 1/C300.
3. NEW PAVEMENT MARKINGS, TYP., SEE DETAILS 5/C300 AND 6/C300.
4. REINSTALL PRESERVED WHEELSTOP OR INSTALL NEW WHEELSTOP, TYP., SEE DETAIL 9/C300.
5. INSTALL NEW BOLLARD WITH ADA PARKING SIGN, SEE DETAIL 8/C300.SEE GENERAL NOTE 5, THIS SHEET.
6. INSTALL NEW BOLLARD WITH ACCESSIBLE PARKING SIGN AND VAN-ACCESSIBLE ADA PARKING SIGN, SEE DETAIL 8/C300 AND 10/C300. SEE GENERAL NOTE 5, THIS SHEET.
7. INSTALL NEW BOLLARD WITH "ACCESS AISLE NO PARKING" SIGN OR 7-9, SEE DETAILS 8/C300 AND 11/C300.
8. INSTALL NEW RECYCLED RUBBER SPEED BUMP (72"x12"x2-5/8").

GENERAL NOTES

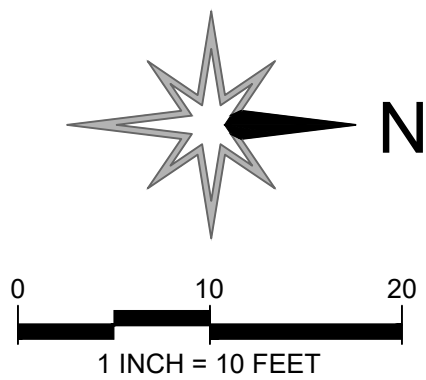
1. PROPOSED DESIGN IS BASED ON SURVEYED GRADES. NOTIFY ENGINEER IF FIELD CONDITIONS VARY FROM WHAT IS SHOWN ON THE PLANS.
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4. CONSTRUCTION STAKING BY SURVEYOR IS NEEDED TO ENSURE ACCURACY FOR ADA COMPLIANCE.
5. IF IN GOOD CONDITION, EXISTING ACCESSIBLE PARKING SIGNS THAT MEET CURRENT STANDARDS FOR MUTCD R7-8 AND R7-8a SIGNS MAY BE REUSED FOR NEW LOCATIONS AND ACCESSIBLE SIGNAGE.



KEY MAP
SCALE: NTS



LAYOUT AND GRADING PLAN - AREA D
SCALE: 1"=10'



SHEET LEGEND

G XXX.XX
TC XXX.XX
TP XXX.XX
(E)

GRADE AT GUTTER
TOP OF CURB
TOP OF PAVEMENT
EXISTING



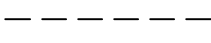
NEW ASPHALT

1
C300



NEW CONCRETE
SIDEWALK PAVEMENT

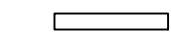
2
C300



SAWCUT



GRADE BREAK



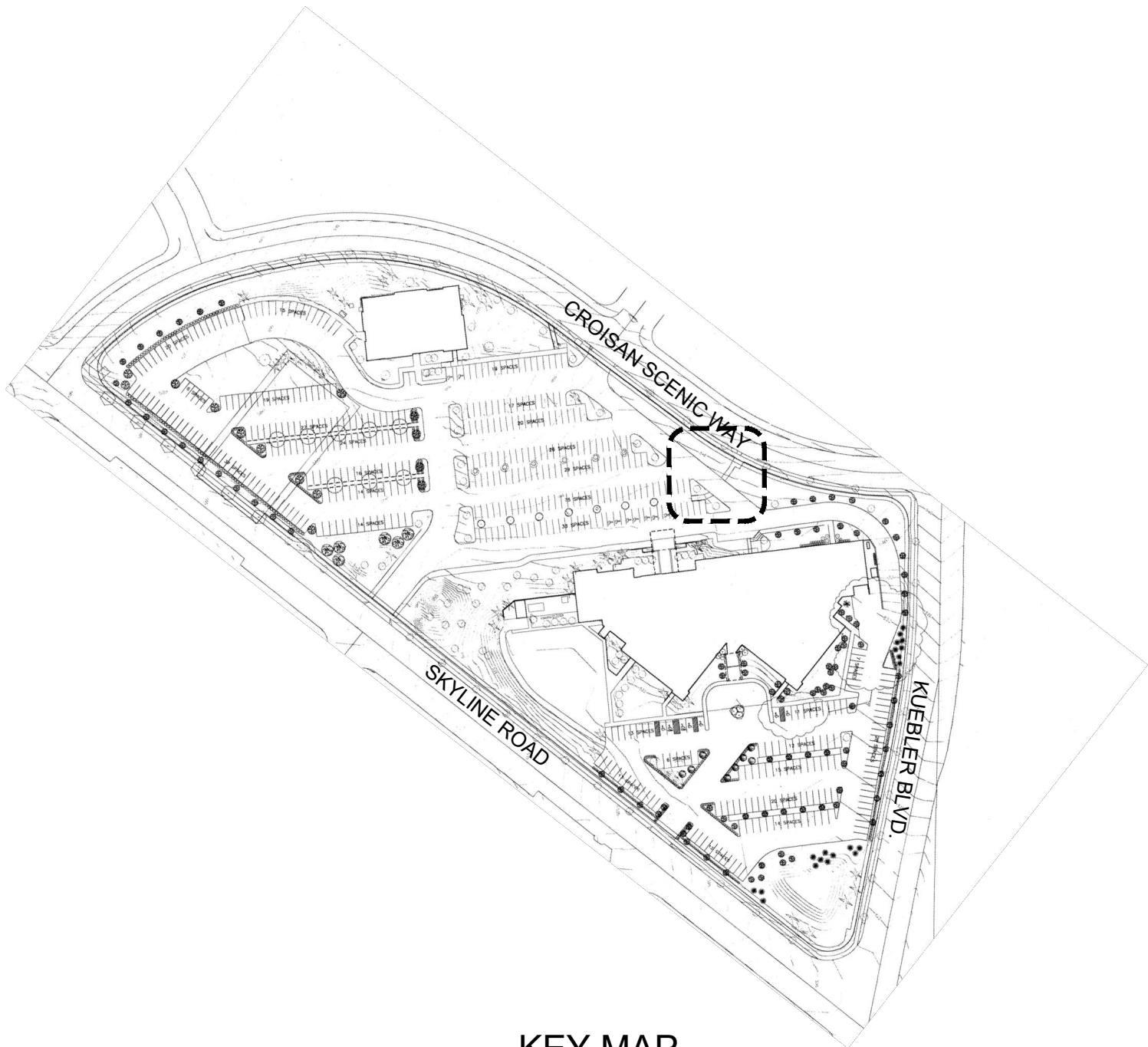
WHEELSTOP

CONSTRUCTION NOTES

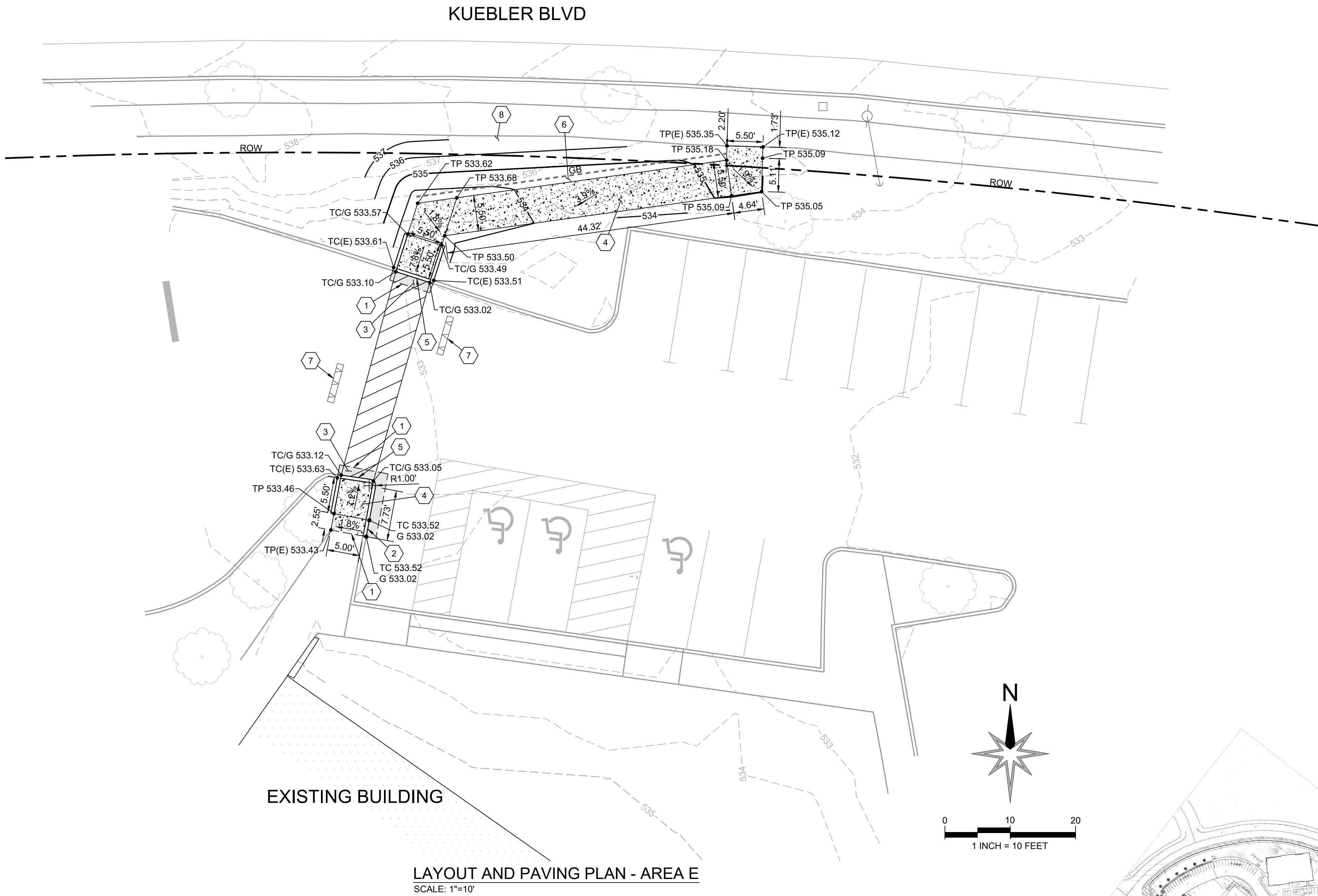
1. NEW CONCRETE PAVING PER STANDARD DETAIL 2/C300.
2. NEW STANDARD CONCRETE CURB PER DETAIL 3/C300.
3. SAWCUT
4. INSTALL NEW HANDRAILS AT SIDEWALK, PER DETAIL 1/C301.
5. ASPHALT PAVING PER STANDARD DETAIL 1/C300.
6. PROTECT EXISTING CURB.
7. INSTALL NEW RECYCLED RUBBER SPEED BUMP (72"X12"X2-5/8").

GENERAL NOTES

1. PROPOSED DESIGN IS BASED ON SURVEYED GRADES. NOTIFY ENGINEER IF FIELD CONDITIONS VARY FROM WHAT IS SHOWN ON THE PLANS.
2. TRUNCATED DOMES ARE NOT REQUIRED ON PRIVATE PROPERTY.
3. ANY STRIPING DAMAGED DUE TO CONSTRUCTION TO BE REPLACED IN KIND.
4. CONSTRUCTION STAKING BY SURVEYOR IS NEEDED TO ENSURE ACCURACY FOR ADA COMPLIANCE.
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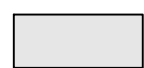
KEY MAP
SCALE: NTS



SHEET LEGEND

G XXX.XX
TC XXX.XX
TP XXX.XX
(E)

GRADE AT GUTTER
TOP OF CURB
TOP OF PAVEMENT
EXISTING



NEW ASPHALT

1
C300



NEW CONCRETE
SIDEWALK PAVEMENT

2
C300

--- SAWCUT

--- GB --- GRADE BREAK

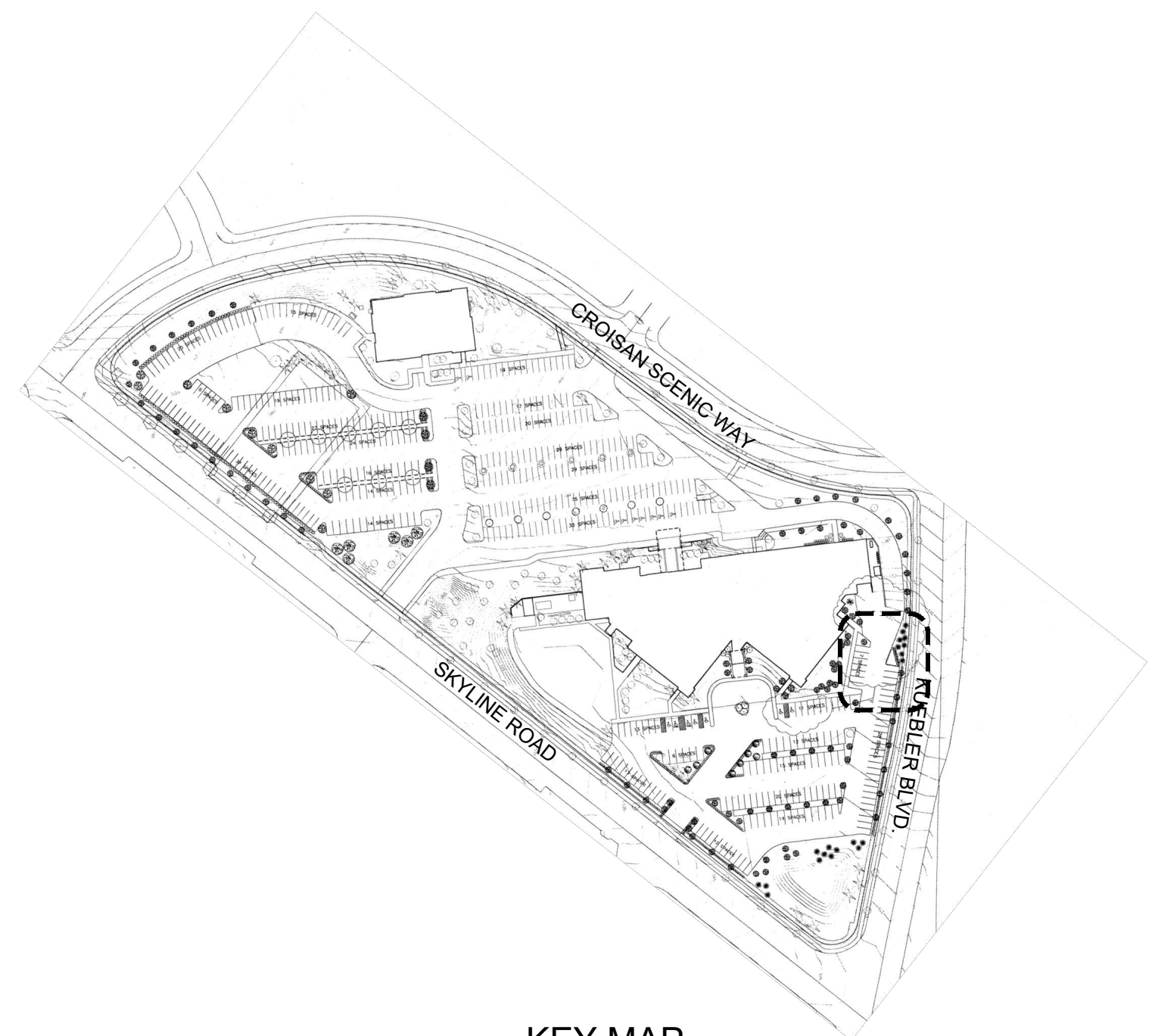
WHEELSTOP

CONSTRUCTION NOTES

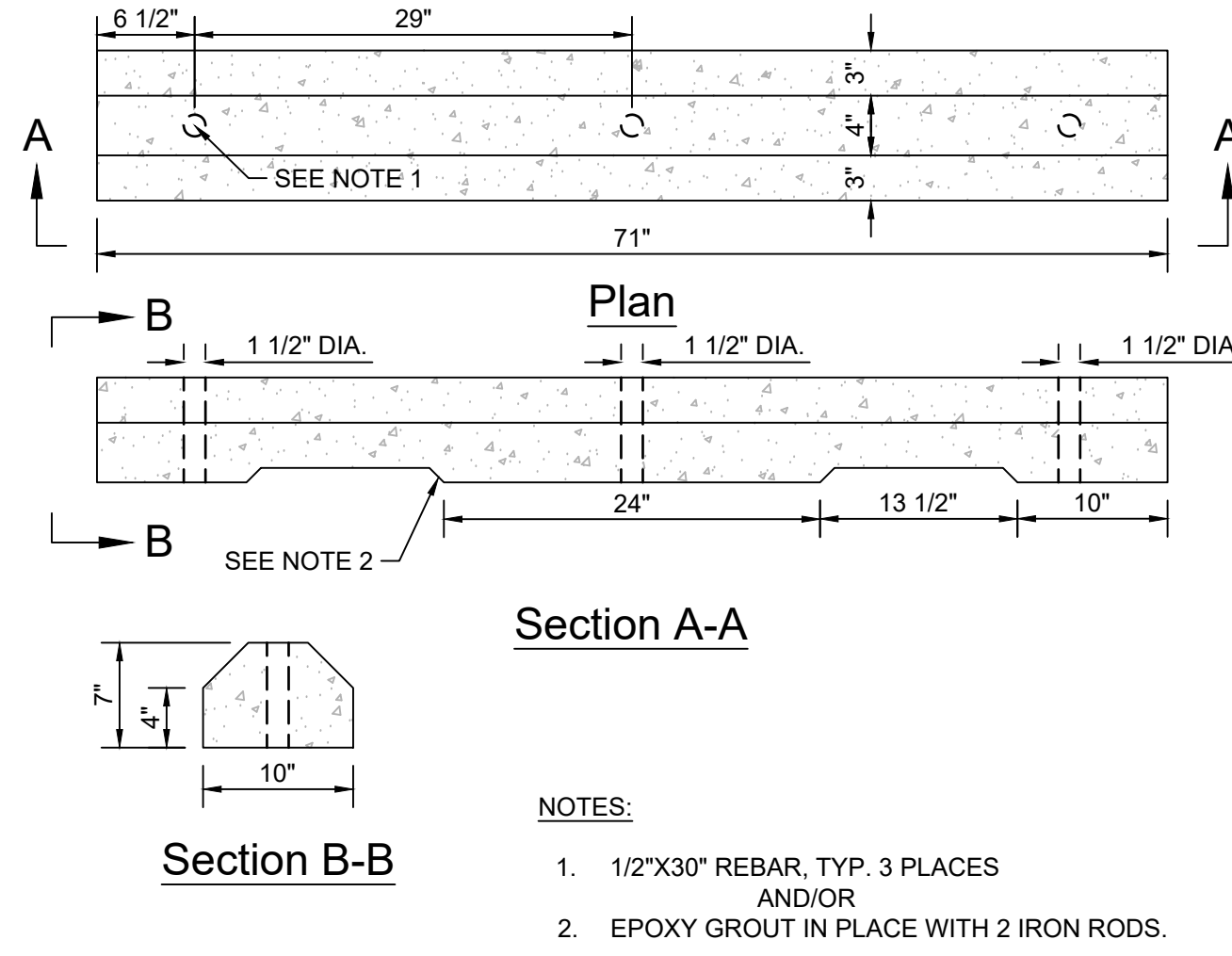
1. SAWCUT.
2. NEW STANDARD CONCRETE CURB PER STANDARD DETAIL 3/C300.
3. ASPHALT PAVING PER STANDARD DETAIL 1/C300.
4. NEW CONCRETE PAVING PER STANDARD DETAIL 2/C300.
5. NEW FLUSH CONCRETE CURB PER STANDARD DETAIL 4/C300.
6. PROVIDE 1-FOOT WIDE EARTHEN BENCH BETWEEN SIDEWALK AND SLOPE.
7. INSTALL NEW RECYCLED RUBBER SPEED BUMP (72"x12"x2-5/8").
8. PROVIDE EARTHEN BENCH AT TOP OF PROPOSED SLOPE, TO SEPARATE EXISTING PUBLIC SIDEWALK FROM SLOPE.

GENERAL NOTES

1. PROPOSED DESIGN IS BASED ON SURVEYED GRADES. NOTIFY ENGINEER IF FIELD CONDITIONS VARY FROM WHAT IS SHOWN ON THE PLANS.
2. TRUNCATED DOMES ARE NOT REQUIRED ON PRIVATE PROPERTY.
3. ANY STRIPING DAMAGED DUE TO CONSTRUCTION TO BE REPLACED IN KIND.
4. CONSTRUCTION STAKING BY SURVEYOR IS NEEDED TO ENSURE ACCURACY FOR ADA COMPLIANCE.



KEY MAP
SCALE: NTS

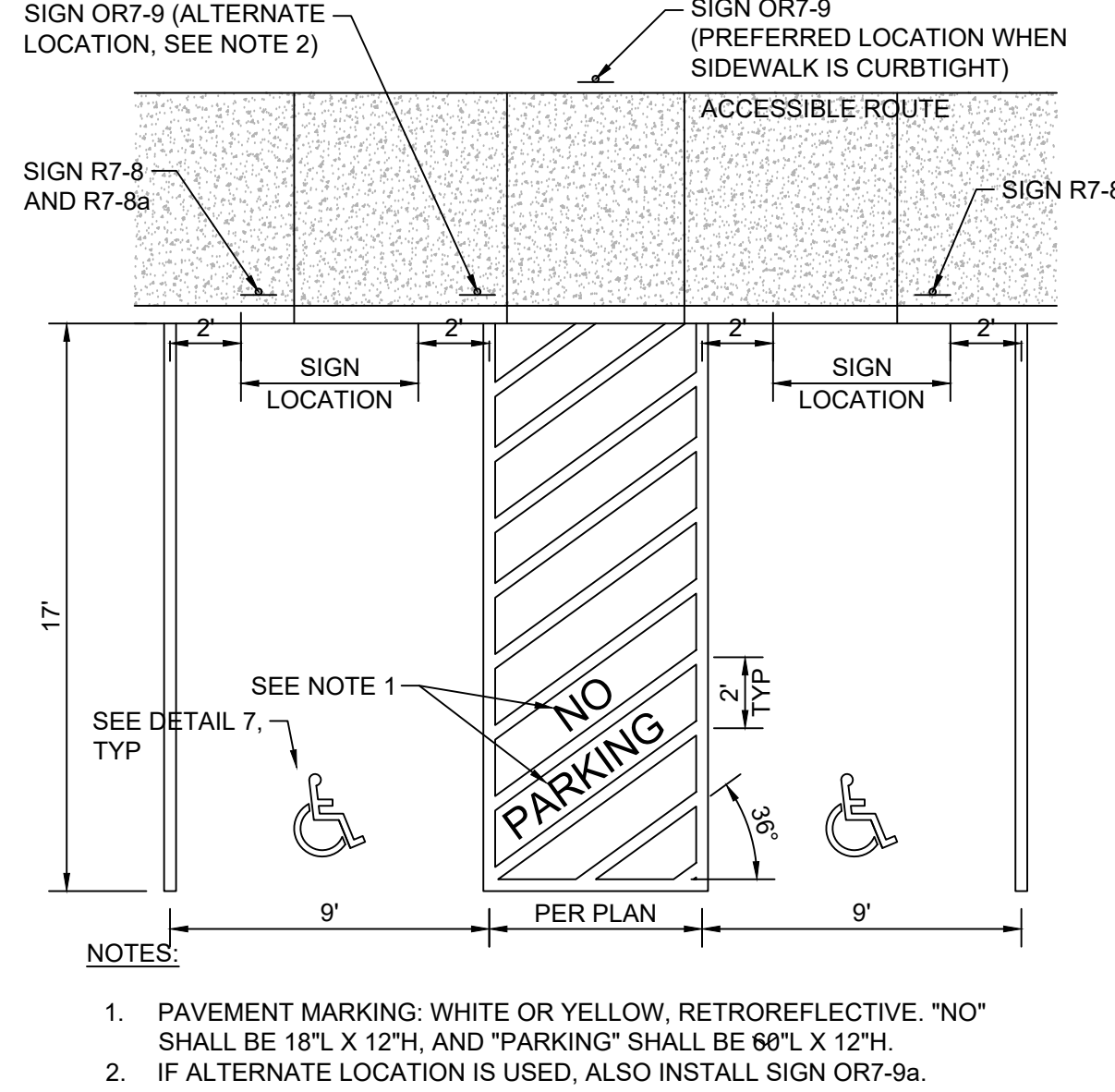


9 PRECAST CONCRETE WHEELSTOP

NTS

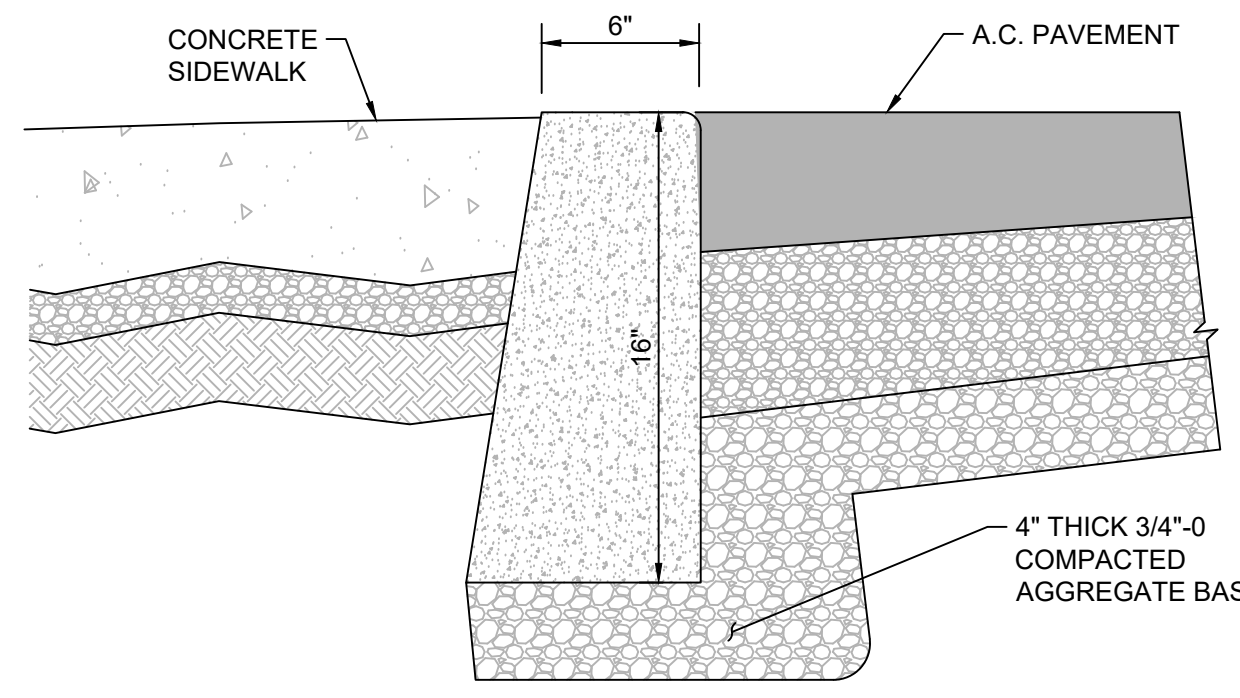
6 ACCESSIBLE PARKING EMBLEM

NTS



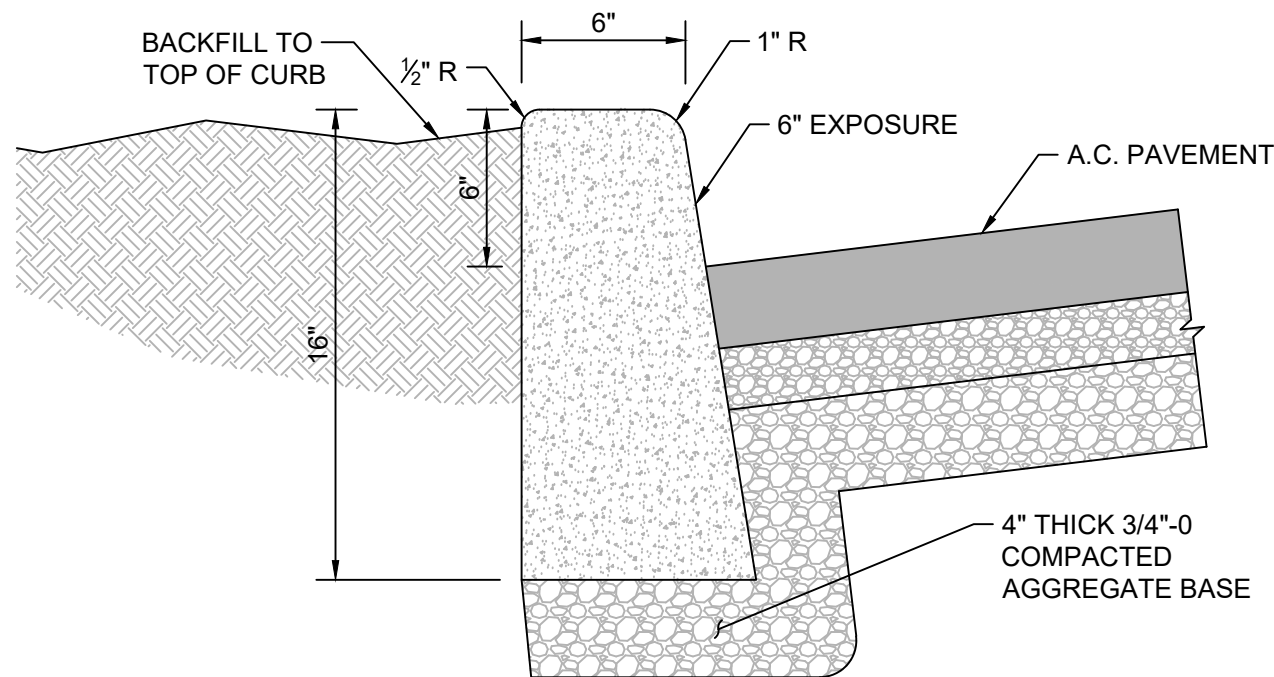
5 ADA PARKING STALL, TYPICAL

NTS



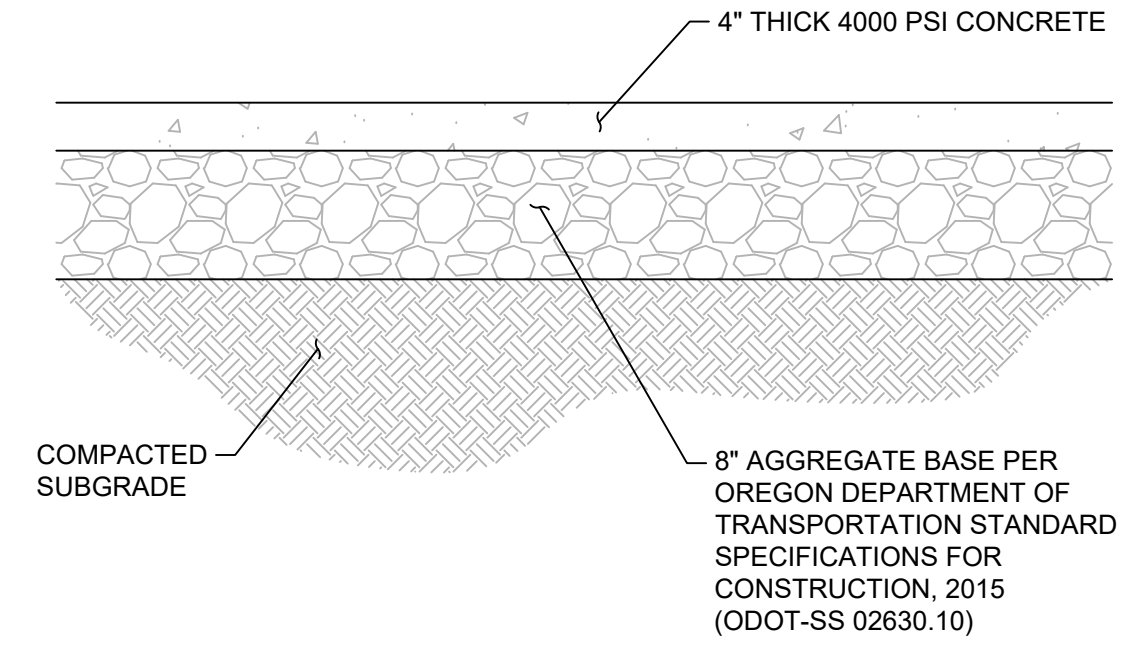
4 FLUSH CONCRETE CURB

NTS



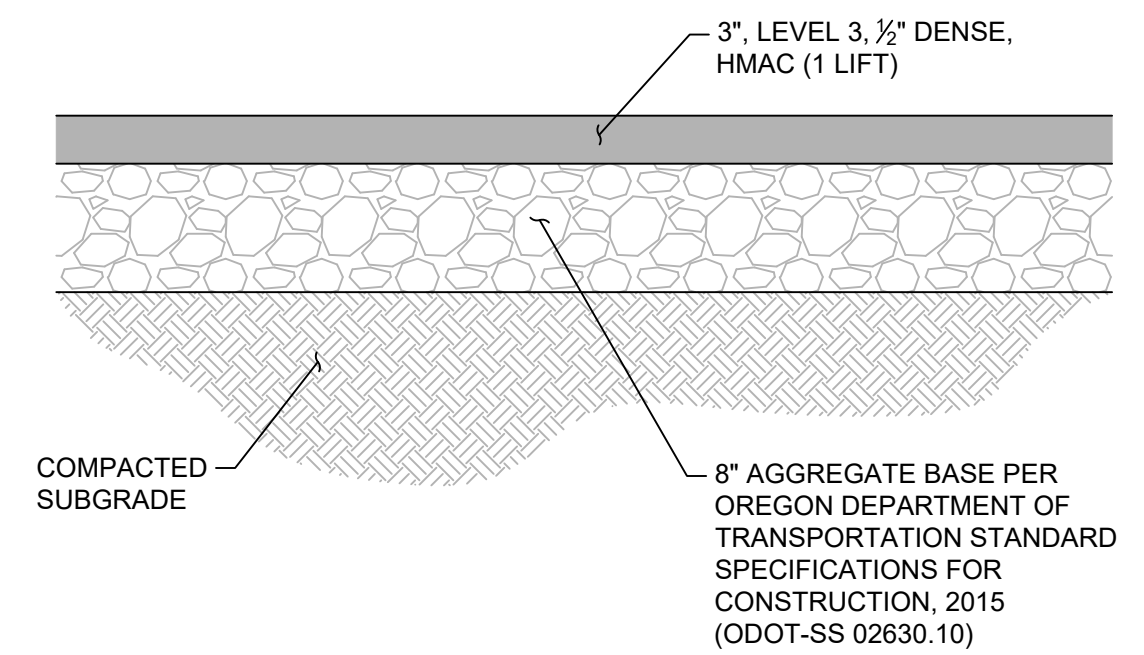
3 STANDARD CONCRETE CURB

NTS



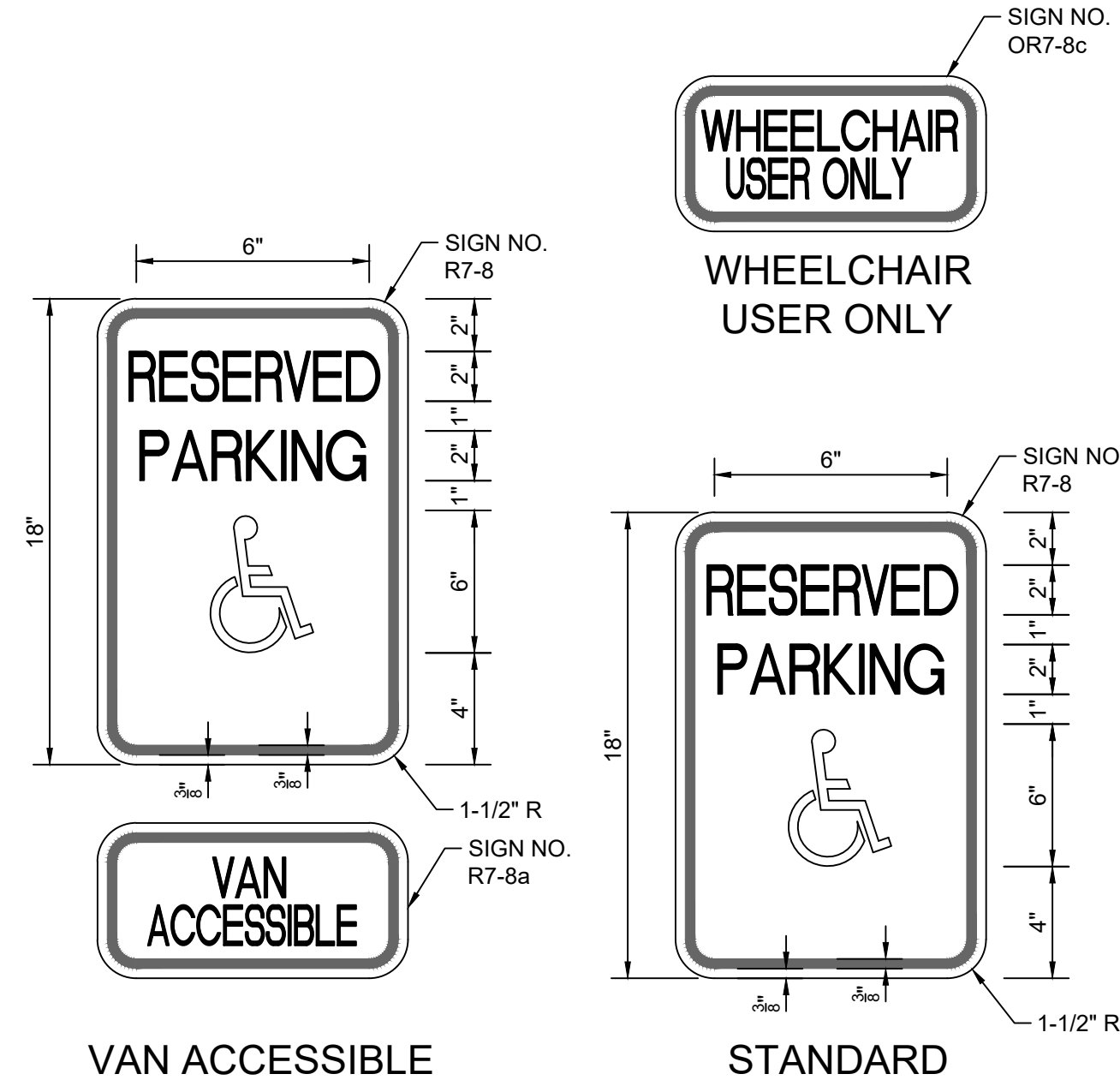
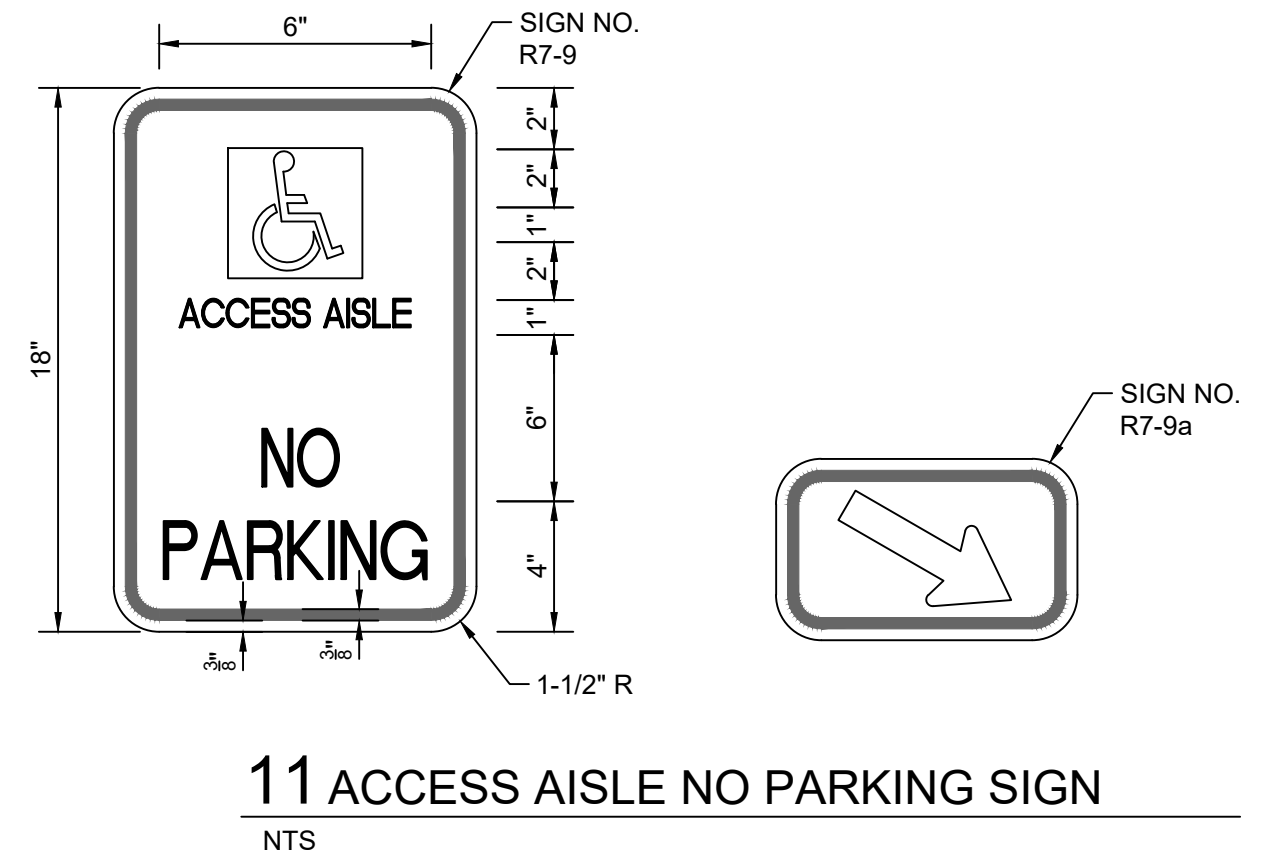
2 CONCRETE SECTION

NTS



1 ASPHALT PAVEMENT SECTION

NTS



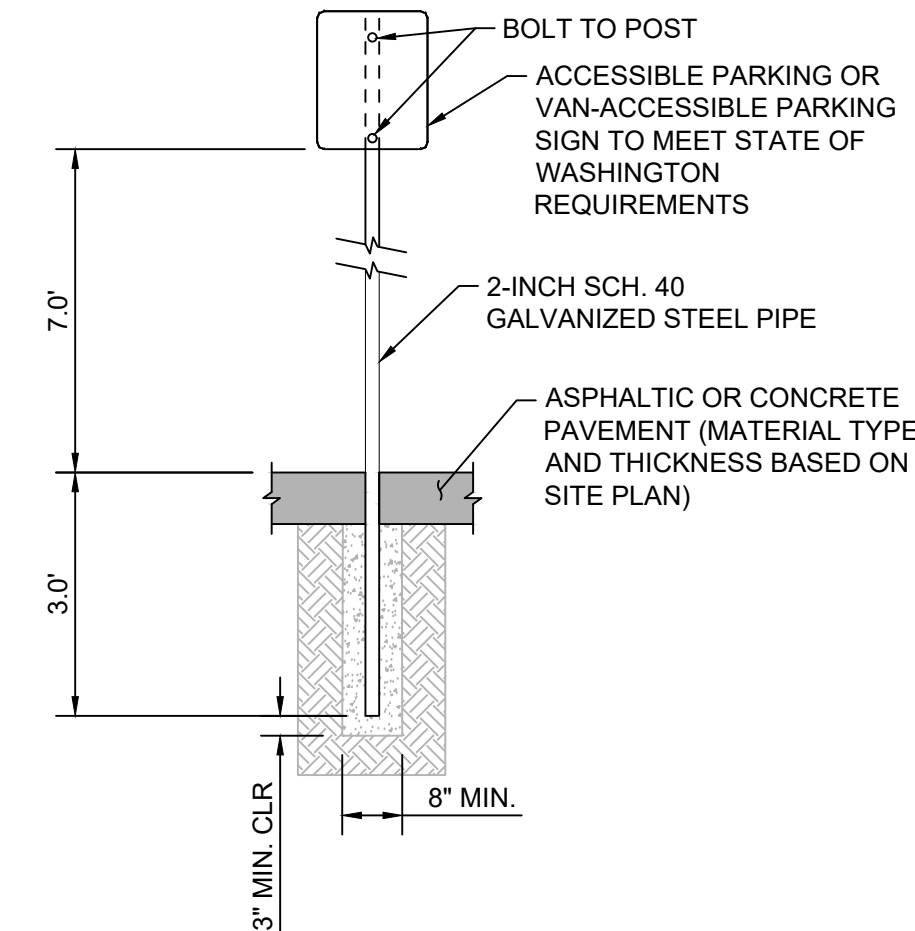
- NOTES:**
- SIGN BACKGROUND: WHITE, RETROFLECTIVE SHEETING
 - SIGN LEGEND: GREEN, RETROFLECTIVE SHEETING
 - SIGN SYMBOL (R7-8 ONLY): WHITE ON BLUE, RETROFLECTIVE SHEETING

10 ACCESSIBLE PARKING SIGNS

NTS

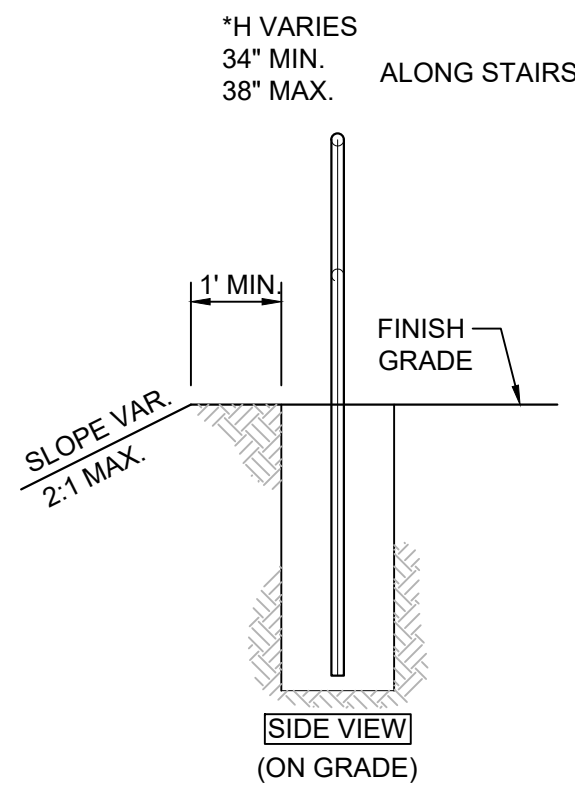
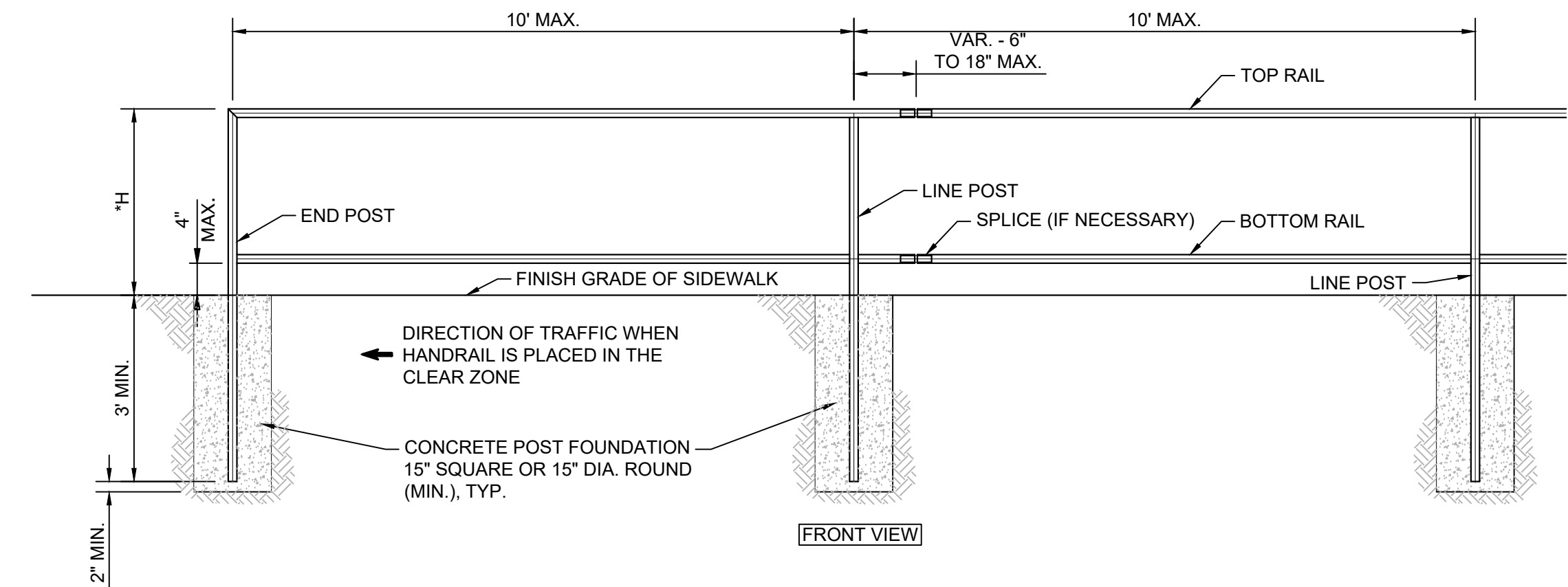
8 ACCESSIBLE PARKING SIGN WITH BOLLARD

NTS



7 ACCESSIBLE PARKING SIGN

NTS



NOTES:

- HANDRAIL DETAILS ARE BASED ON ODOT APPLICABLE STANDARDS.
- SEE ODOT STD. DWG. RD771 FOR DETAILS NOT SHOWN.
- HOT-DIP GALVANIZE ALL METAL PARTS AFTER FABRICATION.
- STRUCTURE VARIES, SEE PROJECT PLANS.
- HANDRAIL HEIGHT (H) SHALL BE CONSTANT WITHIN A RUN.
- SEE PROJECT PLANS FOR DETAILS NOT SHOWN.



November 18, 2021

Subject Property
Kaiser Skyline
5125 Skyline Rd S, Salem, OR 97306

Contact:
Drew Schaefer

Applicant:
Dallas Jannett
500 NE Multnomah Street, Suite 200
Portland, OR 97232

Class-2 Adjustment to Section Sec 800.065(a)(3):

(A) A pedestrian connection shall be provided between the primary building entrance of each building on the development site and each adjacent street. Where a building has more than one primary building entrance, a single pedestrian connection from one of the building's primary entrances to each adjacent street is allowed; provided each of the building's primary entrances are connected, via a pedestrian connection, to the required connection to the street (see Figure 800-11).

Adjustment Criteria-SRC 250.005(d)(2) Criteria

(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.**

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

(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.


- (A) This pedestrian standard is equally or better met in the NW parking lot because we are providing a pedestrian access from the building to Kuebler and therefore the surrounding sidewalks for access through the parking lot.**
- (B) N/A**
- (C) Only one adjustment requested.**





MEMO

TO: Kyle Kearns, Planner II
Community Development Department

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

DATE: December 8, 2021

SUBJECT: **PUBLIC WORKS RECOMMENDATIONS**
SPR-ADJ-DAP 21-32 (21-120436-RP)
5125 SKYLINE ROAD S
ADA AND PEDESTRIAN ACCESS UPGRADES

PROPOSAL

A consolidated application containing a Class 3 Site Plan Review for improvements to existing ADA ramps and pedestrian access throughout the development site with a Class 2 Adjustment request to pedestrian access standards. The subject property is 10.53 acres in size, zoned CR (Commercial Retail), and located at 5125 Skyline Road S (Marion County Assessor map and tax lot number(s): 083W17AA / 0200).

SUMMARY OF FINDINGS

The proposed development meets applicable criteria related to Public Works infrastructure.

FACTS

Streets

1. Skyline Road S

- a. Standard—This street is designated as a Major Arterial street in the Salem TSP. The standard for this street classification is a 68-foot-wide improvement within a 96-foot-wide right-of-way.
- b. Existing Conditions—This street has an approximate 60-foot improvement within a 77-foot-wide right-of-way abutting the subject property.

Code authority references are abbreviated in this document as follows: *Salem Revised Code* (SRC); *Public Works Design Standards* (PWDS); *Salem Transportation System Plan* (Salem TSP); and *Stormwater Management Plan* (SMP).

2. Kuebler Boulevard S

- a. Standard—This street is designated as a Parkway street in the Salem TSP. The standard for this street classification is a 66-foot-wide improvement within a 120-foot-wide right-of-way according to Appendix G of the Salem TSP.
- b. Existing Conditions—This street has an approximate 60-foot improvement within an 80-foot-wide right-of-way abutting the subject property.

3. Croisan Scenic Way S

- a. Standard—This street is designated as a Minor Arterial street in the Salem TSP. The standard for this street classification is a 46-foot-wide improvement within a 72-foot-wide right-of-way.
- b. Existing Conditions—This street has an approximate 40-foot improvement within a 60-foot-wide right-of-way abutting the subject property.

Storm Drainage

1. Existing Conditions

- a. There are 10-inch and 12-inch storm mains located in Kuebler Boulevard S.
- b. A 24-inch storm main is located in Skyline Road S.
- c. An 8-inch storm main is located in Croisan Scenic Way S.
- d. There are multiple public storm mains of various sizes located on the site within easements.

Water

1. Existing Conditions

- a. The subject property is located in the S-3 water service level.
- b. There are 12-inch water mains located in Skyline Road S, Kuebler Boulevard S, and Croisan Scenic Way S. Mains of this size generally convey flows of 2,100 to 4,900 gallons per minute.

Sanitary Sewer

1. Existing Conditions

- a. An 8-inch sewer main is located in Skyline Road S and Croisan Scenic Way S.

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.

Public Works staff 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.

According to the Salem-Keizer Local Wetland Inventory (LWI), the subject property does not contain any wetland areas or hydric soils.

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 within the development area.

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—The existing street system is adequate to serve the proposed development and the development is not proposing a building addition subject to SRC 803.040(a); therefore, no right-of-way dedication or street improvements are required.

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 Skyline Road S 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 does not show any new connections to public infrastructure.

Prepared by: Laurel Christian, Program Coordinator
cc: File