



Pre-Application Report

Community Development Department
Planning Division

555 Liberty Street SE/Room 305
Phone: 503-588-6173
www.cityofsalem.net/planning

Case Number / AMANDA No.	PRE-AP21-139 / 21-123023-PA
Conference Date	January 3, 2022
Applicant	Alex Karcher 875 Country Club Road Eugene, OR 97401 alex@teamjck.com
Agent	Cam Fultz 7209 Greenwood Avenue N Seattle, WA 98103 cam@cba-arch.com
Case Manager	Pamela Cole

Mandatory Pre-Application Conference: ☐ Yes ☒ No

Project Description & Property Information	
Project Description	Pre-application conference to discuss development of a building pad within SPR-ADJ-DAP20-26 Phase II-A, including a new building with a drive-through, pedestrian access, parking lot modifications, and landscaping modifications adjacent to Center Street NE. as well as a second building without a drive-through. The development is within Willamette Town Center, a 49.9-acre development site.
Property Address	753 Lancaster Drive NE (Attachment A)
Assessor's Map and Tax Lot Number	Marion County Assessor Map and Tax Lot 072W19CC05403 and 072W19CC05404, within the development site that includes Marion County Assessor Map and Tax Lot numbers: 072W19CC / 04200, 04504, 04600, 04700, 05300, 05400, 5402, 5403, 5404, and 5800
Existing Use	Shopping center
Neighborhood Association	North East Salem Community Association (NESCA)
Adjacent Neighborhood Association	East Lancaster Neighborhood Association (ELNA)
Comprehensive Plan Map Designation	Commercial, proposed for Mixed Use through the Our Salem process
Zoning	CR (Retail Commercial), proposed for rezoning to MU-III (Mixed Use-III) through the Our Salem process
Overlay Zone	Not applicable
Urban Service Area	<i>The subject property is located inside the City's Urban Service Area.</i>
Urban Renewal Area	Not applicable

Past Land Use Actions	SPR-ADJ17-12, SPR-ADJ17-12MOD1, SPR-DAP-ADJ20-13, SPR-ADJ20-20, SPR-ADJ-DAP20-26
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Planning Division Comments

Proposal

Pre-application conference to discuss development of a building pad within SPR-ADJ-DAP20-26 Phase II-A, including a new building with a drive-through, pedestrian access, parking lot modifications, and landscaping modifications adjacent to Center Street NE. as well as a second building without a drive-through. The development is within Willamette Town Center, a 49.9-acre development site (Marion County Assessor Map and Tax Lot numbers: 072W19CC / 04200, 04504, 04600, 04700, 05300, 05400, 5402, 5403, 5404, and 5800) currently zoned CR (Retail Commercial) but proposed for rezoning to MU-III (Mixed Use-III) through the Our Salem process. Preliminary plans are attached (**Attachment B**).

Previous Land Use Actions

Several recent decisions included conditions applicable to the proposed development. The proposal with the larger building may be processed as a modification of **SPR-ADJ-DAP20-26** provided that it complies with the applicable previous conditions.

SPR-ADJ-DAP20-26: An application for a Class 3 Site Plan Review, Class 2 Adjustments, a Class 2 Driveway Approach Permit, and alternative street standards for a phased development consisting of parking lot, pedestrian access, and landscape improvements on the west side of the existing "Sears" building and the demolition of the DMV building (Phase I); a new building with a drive-through, **pedestrian access, parking lot modifications, and landscaping modifications adjacent to Center Street NE (Phase II-A)**; and a new building, pedestrian access, parking lot modifications, and landscaping modifications adjacent to Lancaster Drive NE (Phase II-B [=Phase 3]), on properties located in the CR (Retail Commercial) zone at 827 Lancaster Drive NE and 3801 Center Street NE 97301 within a 49.91 acre development site (Marion County Map and Tax Lots (072W19CC / 04200, 04502, 04504, 04600, 04700, 05300, 05400, 5402, 5403, 5404, 5800). The Class 2 adjustments are requested to:

- (1) Increase the development site landscaping from to 6.4% with Phase 1, 6.5% with Phase 2, and 6.6% with Phase 3 [Phase II-B], when the standard is 15% (SRC 522.010(d)(3)); [applicable to Phase II-A];
- (2) Request relief from the requirement to provide a pedestrian connection within 20 feet of a transit stop (SRC 800.065(a)(1)(B)) [applicable to Phase II-A];
- (3) Request relief from the requirement to provide 5-foot-wide setbacks on both sides of interior property lines that cross parking and vehicle use areas (SRC 806.035(c)(3)) [applicable to Phase II-A];
- (4) Request a reduction in the percentage of interior parking lot landscaping (SRC 806.035(d)(2)) [applicable to Phase II-A].

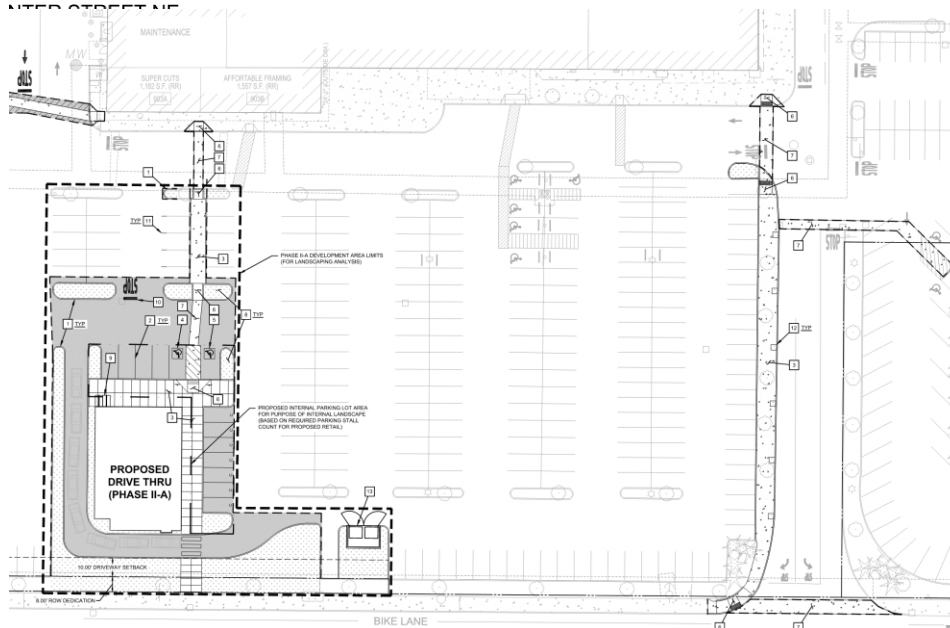
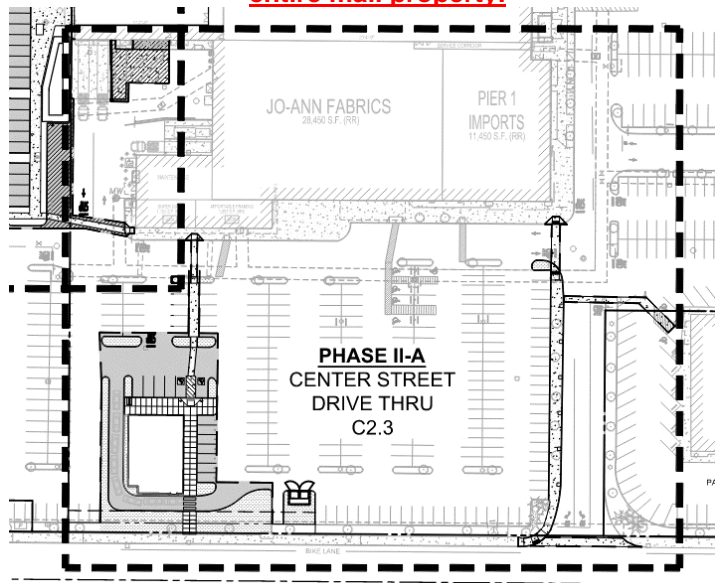
- Condition 1: Provide solid waste service areas meeting all applicable standards of SRC 800.055 for Phase II-A and Phase II-B. **The preliminary site plan relocated the solid waste enclosure from the previously reviewed location that met setback standards to a location that probably does not meet standards. If the solid waste service area has a roof, it is an accessory structure and must be at least 5 feet from the right-of-way dedication that creates a new front property line (Condition 8). If the area is screened with a minimum six-foot-tall sight-obscuring fence or wall, the standards of SRC 800.050 limit the fence or wall to a maximum height of eight feet when located within 10 feet of the right-of-way dedication, but sight-obscuring fences or walls over 30 inches in height are not allowed within 10 feet of the right-of-way dedication. The preliminary plan does not have enough detail to allow staff to confirm that the enclosure meets all of the standards for separation of 1.5 feet between receptacle and side wall, vertical clearance, enclosure standards, four-inch curb 12 inches inside the perimeter of the outside walls, restrainers for gates in open and closed positions, "No Parking" signage, etc.**
- Condition 2: In Phase II-A, provide an unobstructed pedestrian connection of 5 feet in width at the eastern edge of the parking lot by either widening the paved area west of the minimum 4-foot-wide planters to 7 feet or through some other configuration that

- meets the standard. The preliminary site plan does not show this required pedestrian connection at the eastern edge of the parking lot that serves the proposed buildings and Joann's.
- Condition 3: In Phase II-A, increase the planting area and dimensions within each tree well in the eastern pedestrian connection to a minimum of 25 square feet in area and a minimum dimension of 5 feet in at least one direction. The preliminary site plan does not show this required pedestrian connection at the eastern edge of the parking lot that serves the proposed buildings and Joann's.
- Condition 4: In Phase II-A, designate the parking spaces abutting the pedestrian connection north of the proposed building and the row of spaces to the west of these spaces as compact to maintain a minimum space length of 15 feet and drive aisle width of 22 feet. The preliminary site plan does not show these parking spaces.
- Condition 5: In Phase II-A, designate the parking spaces abutting the pedestrian connection on the east edge of the parking area and the row of spaces to the west of these spaces as compact to maintain a minimum space length of 15 feet and drive aisle width of 22 feet. The preliminary site plan does not show these parking spaces.
- Condition 6: For Phase II-A, provide at least four bicycle parking spaces that meet the development standards of SRC 806.060. The requirement would be four spaces for each new building. The spaces north of Jersey Mike's do not meet location standards (within 50 feet of / visible from primary entrance) or bike rack standards. The spaces east of Jersey Mike's do not meet bike rack standards. No bike spaces are depicted within 50 feet of primary entrance for Dave's.
- Condition 8: For Phase II-A, convey land for dedication on Center Street NE to equal a halfwidth right-of-way of 48 feet along the development frontage of Phase II-A, approximately 177 feet. The proposed site plan does not indicate this right-of-way dedication. The 6- to 10-foot setback to the drive-through lane would be measured from the newly dedicated right-of-way. The proposed site plan does not indicate a setback from the new right-of-way. It is very unlikely that Planning would support an adjustment to the setback standard because a property-line sidewalk is preferred.
- Condition 9: For Phase II-A, replace the private driveway approach immediately east of the proposed development with a commercial driveway approach that provides a pedestrian crossing area in conformance with current ADA standards. The preliminary site plan does not show this driveway.
- Condition 10: For Phase II-A, plant street trees along the development frontage to the maximum extent feasible in conformance with SRC Chapter 86 and Public Works Design Standards (PWDS.) The property line will change with the right-of-way dedication required by Condition 8. The proposed site plan does not specifically indicate street trees, but existing trees in the landscape strip would become street trees.
- Condition 15: For Phase II-A, construct property line sidewalk along the development frontage of Phase II-A, pursuant to SRC 77.160, and provide street trees to the maximum extent feasible along the development frontage pursuant to SRC 86.015(e). The existing sidewalk may remain in place under the provisions of SRC Chapter 79 if street tree wells are provided with spacing and dimensions in conformance with SRC Chapter 86 and PWDS 6.29. The property line will change with the right-of-way dedication required by Condition 8. The proposed site plan does not indicate tree wells meeting those standards.
- Condition 17: For each Phase, provide a landscape plan including landscaped areas at least as large as indicated on the approved site plan and required by the conditions of approval. Staff will apply this condition to the new site plan review decision and compare submitted plans to the previously approved plans for Phase II-A.
- Condition 18: For each Phase, provide a landscape plan demonstrating that the proposed landscape areas will be planted with a minimum of one plant unit per 16 square feet, with 40 percent of the plant units being trees. Staff will apply this condition to the new site plan review decision and will review submitted plans at building permit.
- Condition 20: Prior to final occupancy for the proposed Phase II-A development or for any modification to the parking area between McGrath's (3805 Center Street NE) and US Bank (3955 Center Street NE), provide a pedestrian connection extending north from

Condition 21:

the Center Street NE public sidewalk on the west edge of the interior driveway, crossing the interior driveway from west to east, and connecting to the existing private sidewalk on the west side of the US Bank building, as shown on the proposed site plan. **The preliminary site plan does not show these pedestrian connections.**

The adjusted development 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 standards of the UDC, unless adjusted through a future land use action. **The proposal requires a new Adjustment application for adjustments 1, 2, 3, and 4 that were requested with SPR-ADJ-DAP20-26. After the pre-app, the case manager reevaluated the proposal and determined that the adjustment to eliminate a pedestrian connection within 20 feet of the transit stop near US Bank is required again for this proposal because the project area must include the same area as the originally anticipated Phase II-A in order to provide the pedestrian connections approved in the conceptual pedestrian plan for the entire mall property.**



SPR-ADJ20-20: A consolidated Class 3 Site Plan Review and Class 2 Adjustment request for a proposed parking lot modification and pedestrian access improvements in the CR (Retail Commercial) zone at 707, 717, 737, 743, and 747 Lancaster Drive NE 97301, within the 49.91 acre Willamette Town Center development site (Marion County Map and Tax Lots (072W19CC / 04200, 04502, 04504, 04600, 04700, 05300, 05400, 5703, 5800)). The adjustments are requested to:

- (1) Locate a required pedestrian connection from the building entrances to Lancaster Drive NE more than 20 feet from an existing transit stop (SRC 800.065(a)(1)(B));
- (2) Provide an indirect connection from the building to the mall building (SRC 800.065(a)(2));
- (3) Provide an indirect connection from the building to the adjacent building at 3955 Center Street NE (SRC 800.065(a)(2)).

SPR-DAP-ADJ20-13: A consolidated Class 3 Site Plan Review, Class 2 Driveway Approach Permit, and Class 2 Adjustment request for a proposed 12,176 square foot retail building, drive-through lane, parking lot modification, driveway modifications, and landscaping improvements in the CR (Retail Commercial) zone at 799 Lancaster Drive NE 97301 (Marion County Map and Tax Lot 072W19CC05400), within the 49.91 acre Willamette Town Center development site (Marion County Map and Tax Lots (072W19CC / 04200, 04502, 04504, 04600, 04700, 05300, 05400, 5703, 5800)). The adjustments are requested to:

- (1) Increase development site landscaping to 6.5 percent rather than the minimum of 15 percent, a reduction of 56.7 percent;
- (2) Locate a required pedestrian connection at the edge of a parking lot rather than through the center of the parking lot;
- (3) Reduce parking and vehicle use area setbacks from both sides of an interior property line from 5 feet to 0 feet, a reduction of 100 percent.

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| Condition 3: | Provide connections to transit stops on Lancaster Drive NE with future phases of development within 20 feet of the transit stops, unless adjustments to the standards are approved. |
| Condition 4: | Provide connections to buildings north of the current phase at the time those buildings are developed, unless adjustments to the standards are approved. |
| Condition 10: | Replace the private driveway approaches immediately north and south of the proposed development with commercial driveway approaches that provide pedestrian crossing areas in conformance with current ADA standards. |
| Condition 16: | Prior to final occupancy for the future Lancaster 6.7K Shops or any modification to parking between the area labeled as Lancaster 6.7K Shops and the mall building, provide an east to west pedestrian connection south of and adjacent to the Baja Fresh/Verizon building and an east to west pedestrian connection at the southern edge of the Lancaster 6.7K Shops parking area, as shown on the overall plan for pedestrian access improvement for the development site. |

SPR-ADJ17-12: A Class 3 Site Plan Review and Class 2 Adjustment for a phased development including partial renovation of a shopping center, parking lot and landscape improvements, and two new retail buildings, for a property approximately 49.82 acres in size, zoned CR (Retail Commercial), and located at 831 Lancaster Drive NE (Lancaster Mall) - 97301 (Marion County Assessor Map and Tax Lot Numbers 072W19CC / 04200, 04502, 04504, 04600, 04700, 05300, 05400, 05703, 05800). The adjustment is requested because the existing development and proposed development do not meet the requirement that 15 percent of the development site must be landscaped, and the proposed development would increase the amount of landscaping from 5.75 percent to 6.19 percent.

PLA19-08, PLA19-09, PLA19-10, PLA19-11, PLA20-28, 21-116895-LD (in process, 0.41 acres from tax lot 5404 from 5403), 21-116896-LD (in process, 2.35 acres from resultant 5403 to 5400)

This list does not include land use actions related to the mall's freestanding signs.

Required Land Use Applications

The land use applications checked in the table below have been preliminarily identified as being required for development of the subject property based upon the information provided by the applicant at the time

of the pre-application conference. Additional land use applications may be required depending on the specific proposal at the time of future development.

Required Land Use Applications					
Zoning		Site Plan Review			
<input type="checkbox"/>	Conditional Use (SRC 240.005)	<input type="checkbox"/>	Class 1 Site Plan Review (SRC 220.005)		
<input type="checkbox"/>	Comprehensive Plan Change (SRC 64.020)	<input type="checkbox"/>	Class 2 Site Plan Review (SRC 220.005)		
<input type="checkbox"/>	Zone Change (SRC 265.000)	<input checked="" type="checkbox"/>	Class 3 Site Plan Review (SRC 220.005)		
<input type="checkbox"/>	Temporary use Permit – Class 1 (SRC 701.010)	Design Review			
<input type="checkbox"/>	Temporary Use Permit – Class 2 (SRC 701.010)	<input type="checkbox"/>	Class 1 Design Review (SRC 225.005)		
<input type="checkbox"/>	Non-Conforming Use Extension, Alteration, Expansion, or Substitution (SRC 270.000)	<input type="checkbox"/>	Class 2 Design Review (SRC 225.005)		
<input type="checkbox"/>	Manufactured Dwelling Park Permit (SRC 235.010)	<input type="checkbox"/>	Class 3 Design Review (SRC 225.005)		
Land Divisions		Historic Design Review (SRC 230.020)			
<input type="checkbox"/>	Property Line Adjustment (SRC 205.055)	<input type="checkbox"/>	Major Commercial	<input type="checkbox"/>	Minor Commercial
<input type="checkbox"/>	Property Boundary Verification (SRC 205.065)	<input type="checkbox"/>	Major Public	<input type="checkbox"/>	Minor Public
<input type="checkbox"/>	Replat (SRC 205.025)	<input type="checkbox"/>	Major Residential	<input type="checkbox"/>	Minor Residential
<input type="checkbox"/>	Partition (SRC 205.005)	Wireless Communication Facilities			
<input type="checkbox"/>	Subdivision (SRC 205.010)	<input type="checkbox"/>	Class 1 Permit (SRC 703.020)		
<input type="checkbox"/>	Phased Subdivision (SRC 205.015)	<input type="checkbox"/>	Class 2 Permit (SRC 703.020)		
<input type="checkbox"/>	Planned Unit Development Tentative Plan (SRC 210.025)	<input type="checkbox"/>	Class 3 Permit (SRC 703.020)		
<input type="checkbox"/>	Manufactured Dwelling Park Subdivision (SRC 205.020)	<input type="checkbox"/>	Temporary (SRC 703.100)		
<input type="checkbox"/>	Validation of Unit of Land (SRC 205.060)	<input type="checkbox"/>	Adjustment (SRC 703.090)		
Relief		Other			
<input checked="" type="checkbox"/>	Adjustment – Class 1 (SRC 250.005) <i>(Applicable when a proposed deviation from standards is within 20 percent of the standard)</i>				
<input checked="" type="checkbox"/>	Adjustment – Class 2 (SRC 250.005) <i>(Applicable when a proposed deviation from standards exceeds 20 percent of the standard, or when the standard is not numerical in nature)</i>	<input type="checkbox"/>	Annexation – Voter Approval (SRC 260.035)		
<input type="checkbox"/>	Variance (SRC 245.005)	<input type="checkbox"/>	Annexation – Voter Exempt (SRC 260.035)		
Natural Resources		<input type="checkbox"/>	Sign Adjustment (SRC 900.035)		
<input type="checkbox"/>	Tree Conservation Plan (SRC 808.035)	<input type="checkbox"/>	Sign Conditional Use (SRC 900.045)		
<input type="checkbox"/>	Tree Conservation Plan Adjustment (SRC 808.040)	<input type="checkbox"/>	Sign Variance (SRC 900.040)		

<input type="checkbox"/>	Tree Removal Permit (SRC 808.030)	<input type="checkbox"/>	SWMU Zone Development Phasing Plan (SRC 531.015)
<input type="checkbox"/>	Tree Variance (SRC 808.045)	<input type="checkbox"/>	Urban Growth Preliminary Declaration (SRC 200.020)
<input type="checkbox"/>	Willamette Greenway Permit – Class 1 (SRC 600.015)	<input type="checkbox"/>	Historic Clearance Review- High Probability Archaeological Zone (SRC 230.100)
<input type="checkbox"/>	Willamette Greenway Permit – Class 2 (SRC 600.015)	<input checked="" type="checkbox"/>	Class 2 Driveway Approach Permit (SRC 804.025)
Staff Comments			
<p>Class 3 Site Plan Review: The proposal requires a new Class 3 Site Plan Review rather than a modification of SPR-ADJ-DAP20-26 because it is a significant change to the physical appearance of the Phase II-A development approved with SPR-ADJ-DAP20-26. The applicable conditions of approval from that decision will be carried over to the new Site Plan Review where possible, but some new conditions may be required.</p> <p>Adjustment: Adjustments generally run with the land. However, Condition 21 of SPR-ADJ-DAP20-26 states: “The adjusted development 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 standards of the UDC, unless adjusted through a future land use action.” The proposal requires a new Adjustment application for the same four adjustments (with minor changes to adjustment (1) regarding the development site landscaping) as SPR-ADJ-DAP20-26, rather than a modification to that application, because it is a significant change to the physical appearance of the development approved with SPR-ADJ-DAP20-26. The applicable conditions of approval from that decision will be carried over to the new Adjustments where possible, but some new conditions may be required.</p> <p>Archeological Review: The subject property appears to be outside of the Historic and Cultural Resources Protection Zone. Please utilize Salem’s Citywide Inadvertent Discovery Plan during any ground disturbing activity. https://geoweb.cityofsalem.net/pdfs/Planning/HighProbArchZoneAreas/Salem_Citywide_Inadvertent_Discovery_Plan_for_Cultural_Resources.pdf</p>			

Online Application Submittal Packets

The City has electronic application submittal guides for the applications identified above. The webpages include a summary of the review procedure, approximate timelines, submittal requirements, and approval criteria. The submittal guides can be found on the City’s website at the following location:

<https://www.cityofsalem.net/Pages/build-on-your-property.aspx>

<https://www.cityofsalem.net/Pages/seek-an-adjustment-to-land-use-standards.aspx>

Land Use Application Fees

The applicable land use application fees for these applications can be found on the City’s website at the location below. Land use application fees and descriptions start on **page 25** of the document. Site Plan Review fees begin on page 32 and are based on valuation. A new Class 2 adjustment would be \$1687 base plus \$5 automation plus an additional \$250 for each additional adjustment requested beyond the first.

<https://www.cityofsalem.net/CityDocuments/city-of-salem-fees.pdf>

Consolidated Land Use Application Procedures

When multiple land use applications are required or proposed for a development, the City's land use procedures ordinance (SRC Chapter 300) provides alternatives methods for how such applications may be processed.

The applications may be processed individually in sequence, concurrently, or consolidated into a single application. Where multiple applications proposed to be consolidated include an application subject to review by the Historic Landmarks Commission, the application subject to Historic Landmarks Commission review may be processed individually in sequence or concurrently.

Multiple land use applications consolidated into a single application shall be accompanied by the information and supporting documentation required for each individual land use action. Review of the application shall be according to the highest numbered procedure type and the highest Review Authority required for any of the land use applications proposed to be consolidated.

Multiple applications processed concurrently require the filing of separate applications for each land use action. Each application shall be reviewed separately according to the applicable procedure type and Review Authority and processed simultaneously.

Zoning

The current zoning of the subject property has been identified in the table below. For specific requirements of the applicable zone(s), click on the zone(s) in the table.

Base Zones			
<input type="checkbox"/>	EFU – Exclusive Farm Use (SRC 500.000)	<input type="checkbox"/>	MU-I – Mixed Use I (SRC 533.000)
<input type="checkbox"/>	RA – Residential Agriculture (SRC 510.000)	<input type="checkbox"/>	MU-II – Mixed Use II (SRC 534.000)
<input type="checkbox"/>	RS – Single Family Residential (SRC 511.000)	<input type="checkbox"/>	ESMU – Edgewater/Second Street Mixed-Use Corridor (SRC 535.000)
<input type="checkbox"/>	RD – Duplex Residential (SRC 512.000)	<input type="checkbox"/>	PA – Public Amusement (SRC 540.000)
<input type="checkbox"/>	RM-1 – Multiple Family Residential (SRC 513.000)	<input type="checkbox"/>	PC – Public/Private Cemetery (SRC 541.000)
<input type="checkbox"/>	RM-2 – Multiple Family Residential (SRC 514.000)	<input type="checkbox"/>	PE – Public/Private Education (SRC 542.000)
<input type="checkbox"/>	RH – Multiple Family High-Rise Residential (SRC 515.000)	<input type="checkbox"/>	PH – Public/Private Health Services (SRC 543.000)
<input type="checkbox"/>	CN – Neighborhood Commercial (SRC 520.000)	<input type="checkbox"/>	PS – Public Service (SRC 544.000)
<input type="checkbox"/>	CO – Commercial Office (SRC 521.000)	<input type="checkbox"/>	PM – Capitol Mall (SRC 545.000)
<input checked="" type="checkbox"/>	CR – Retail Commercial (SRC 522.000)	<input type="checkbox"/>	EC – Employment Center (SRC 550.000)
<input type="checkbox"/>	CG – General Commercial (SRC 523.000)	<input type="checkbox"/>	IC – Industrial Commercial (SRC 551.000)
<input type="checkbox"/>	CB – Central Business District (SRC 524.000)	<input type="checkbox"/>	IBC – Industrial Business Campus (SRC 552.000)
<input type="checkbox"/>	WSCB – West Salem Central Business District (SRC 525.000)	<input type="checkbox"/>	IP – Industrial Park (SRC 553.000)
<input type="checkbox"/>	FMU – Fairview Mixed-Use (SRC 530.000)	<input type="checkbox"/>	IG – General Industrial (SRC 554.000)
<input type="checkbox"/>	SWMU – South Waterfront Mixed-Use (SRC 531.000)	<input type="checkbox"/>	II – Intensive Industrial (SRC 555.000)
<input type="checkbox"/>	NCMU – Neighborhood Center Mixed-Use (SRC 532.000)	<input type="checkbox"/>	SCI – Second Street Craft Industrial Corridor (SRC 556.000)
Overlay Zones			
<input type="checkbox"/>	Willamette Greenway (SRC 600.000)	<input type="checkbox"/>	Mixed-Use (SRC 619.000)
<input type="checkbox"/>	Floodplain (SRC 601.000)	<input type="checkbox"/>	Salem Hospital (SRC 620.000)
<input type="checkbox"/>	Airport (SRC 602.000)	<input type="checkbox"/>	Superior-Rural (SRC 621.000)
<input type="checkbox"/>	Portland Fairgrounds Road (SRC 603.000)	<input type="checkbox"/>	Oxford-West Nob Hill (SRC 622.000)

<input type="checkbox"/>	Pine Street Mixed-Use (SRC 604.000)	<input type="checkbox"/>	Oxford-Hoyt (SRC 623.000)
<input type="checkbox"/>	Northgate Mixed-Use (SRC 605.000)	<input type="checkbox"/>	Hoyt-McGilchrist (SRC 624.000)
<input type="checkbox"/>	Wallace Road Corridor (SRC 606.000)	<input type="checkbox"/>	Saginaw Street (SRC 625.000)
<input type="checkbox"/>	West Salem General Industrial (SRC 608.000)	<input type="checkbox"/>	Commercial High-Density Residential (SRC 626.000)
<input type="checkbox"/>	Patterson Street Corridor (SRC 609.000)	<input type="checkbox"/>	22 nd and Electric (SRC 627.000)
<input type="checkbox"/>	Walker School Residential Area (SRC 612.000)	<input type="checkbox"/>	State Street (SRC 628.000)
<input type="checkbox"/>	Broadway-High Street Retail (SRC 613.000)	<input type="checkbox"/>	McNary Field (SRC 629.000)
<input type="checkbox"/>	Broadway-High Street Housing (SRC 614.000)	<input type="checkbox"/>	South Gateway (SRC 630.000)
<input type="checkbox"/>	Broadway-High Street Transition (SRC. 615.000)	<input type="checkbox"/>	Compact Development (SRC 631.000)
<input type="checkbox"/>	Riverfront High Density Residential (SRC 616.000)	<input type="checkbox"/>	General Retail/Office (SRC 632.000)
<input type="checkbox"/>	Riverfront (SRC 617.000)	<input type="checkbox"/>	Front Street (SRC 633.000)
<input type="checkbox"/>	Chemawa-I-5 Northeast Quadrant Gateway (SRC 618.000)		

Staff Comments

Our Salem Proposed Designations: The Our Salem Vision Map indicates a proposed comprehensive plan change to Mixed Use for this development site. The proposed zoning for this area is Mixed Use-III (MU-III). Please see the zoning interactive map, including a link to a Mixed Use-III Zone Overview, and additional information at: <https://www.cityofsalem.net/our-salem>. The Mixed Use-III (MU-III) zone is intended to promote infill and redevelopment in mixed-use centers and corridors, particularly those with frequent transit service. Standards would encourage pedestrian-oriented development. Existing uses would be allowed to remain and be expanded. A draft of the proposed MU-III chapter is available beginning on page 14 of <https://www.cityofsalem.net/CityDocuments/our-salem-code-amendment-overview-draft-2021-11.pdf>.

Proposed development standards for MU-III could affect this development if they are adopted prior to submittal of the land use application. These include a setback abutting a street of minimum 5 feet and maximum 30 feet. The maximum setback of up to 30 feet is applicable to all new buildings and is permitted, provided the setback area is used for a combination of landscaping and pedestrian amenities and meets the following standards: ■ Up to the first 10 ft of the setback area can be used exclusively for pedestrian amenities, and ■ At least 50 percent of the remaining setback area must be landscaped. New pedestrian-oriented design standards would have significant impacts on the proposal. A design review application is not required, and adjustments to these design standards may be requested. (g) Pedestrian-oriented Design. Development within the MU-III zone, excluding development requiring historic design review and multiple family development, shall conform to the pedestrian-oriented design standards set forth in this section. Any development requiring historic design review shall only be subject to design review according to the historic design review standards or the historic design review guidelines set forth in SRC chapter 230. (1) Off-street parking location. New off-street surface parking areas and vehicle maneuvering areas shall be located behind or beside buildings and structures. New off-street surface parking areas and vehicle maneuvering areas shall not be located between a building or structure and a street. (2) Drive through location. New drive throughs shall be located behind or beside buildings and structures. (3) Outdoor storage. Outdoor storage of merchandise located within 50 feet of the right-of-way shall be screened with landscaping or a site-obscuring fence or wall. (4) Building entrances: For buildings within the maximum setback abutting a street, a primary building entrance for each building facade facing a street shall be facing the street. If a building has frontage on more than one street, a single primary building entrance on the ground floor may be provided at the corner of the building where the streets intersect. (5) Ground-floor windows. For buildings within the maximum setback abutting a street, ground floor building facades facing that street shall include transparent windows on a minimum of 50 percent of the ground floor facade. The windows shall not be mirrored or treated in such a way as to block visibility into the building. The windows shall have a minimum visible transmittance (VT) of 37 percent.

We encourage applicants to keep up to date with the project (<https://www.cityofsalem.net/our-salem>), as the proposals could change prior to adoption. For additional information on Our Salem including estimated timelines, please contact Eunice Kim, Program Manager (503-588-6173 x2308 or ekim@cityofsalem.net).

CR Zone Development Standards: Development site landscaping at the end of this phase (Phase II-A) must increase to 6.5% based on previous decision, or a new adjustment would be required. Please provide an up-to-date development site landscaping calculation for the entire development site prior to this phase and a proposed development site landscaping calculation that would result from this phase.

Development Standards

The proposed development will be primarily subject to the provisions of the chapters identified in the table below. For specific requirements, click on chapters in the table.

Development Standards			
<input type="checkbox"/>	Multiple Family Design Review Guidelines and Standards (SRC 702.000)	<input checked="" type="checkbox"/>	Off-Street Parking, Loading and Driveways (SRC 806.000)
<input checked="" type="checkbox"/>	General Development Standards (SRC 800.000)	<input checked="" type="checkbox"/>	Landscaping and Screening (SRC 807.000)
<input type="checkbox"/>	Public Improvements (SRC 802.000)	<input type="checkbox"/>	Preservation of Trees and Vegetation (SRC 808.000)
<input type="checkbox"/>	Streets and Right-Of-Way Improvements (SRC 803.000)	<input type="checkbox"/>	Wetlands (SRC 809.000)
<input type="checkbox"/>	Driveway Approaches (SRC 804.000)	<input type="checkbox"/>	Landslide Hazards (SRC 810.000)
<input type="checkbox"/>	Vision Clearance (SRC 805.000)	<input checked="" type="checkbox"/>	Sign Code (SRC 900.000)

Staff Comments

Trash Enclosure (SRC 800.050)

See comments in the analysis of Conditions for **SPR-ADJ-DAP20-26**.

Pedestrian Connections (SRC Chapter 800.065)

Proposed pedestrian connections required by the previous decisions are not shown on the preliminary plan. Please see comments in the analysis of Conditions for **SPR-ADJ-DAP20-26** and be sure to meet these standards: (1)(A) Material and width. Walkways shall be paved with a hard-surface material meeting the Public Works Design Standards, and shall be a minimum of five feet in width. (B) Where a walkway crosses driveways, parking areas, parking lot drive aisles, and loading areas, the walkway shall be visually differentiated from such areas through the use of elevation changes, a physical separation, speed bumps, a different paving material, or other similar method. Striping does not meet this requirement, except when used in a parking structure or parking garage. (C) Where a walkway is located adjacent to an auto travel lane, the walkway shall be raised above the auto travel lane or separated from it by a raised curb, bollards, landscaping or other physical separation. If the walkway is raised above the auto travel lane it must be raised a minimum of four inches in height and the ends of the raised portions must be equipped with curb ramps. If the walkway is separated from the auto travel lane with bollards, bollard spacing must be no further than five feet on center. (2) Wheel stops or extended curbs shall be provided along required pedestrian connections to prevent the encroachment of vehicles onto pedestrian connections.

Off-Street Parking, Loading, and Driveways (SRC 806)

An updated parking space count would be required for the entire development site.

Parking stalls north of the building do not meet standards for 9 x 19 standard or ADA spaces. The stripes are 18 feet in length and the wheelstops are not in the correct location. If separate wheelstops are provided, the face nearest the vehicle must be 17 feet from the back end of the parking space to allow a two-foot overhang.

Alternatively, if the curb functions as the wheelstop, the stripes can be 17 feet in length. In either case, the two-foot overhang cannot obstruct any part of the minimum 5-foot-wide paved pedestrian connection.

Where the drive-through lane splits in two, each lane is required to be 12 feet wide. The Development Review Team was concerned that larger vehicles such as pickup trucks would have difficulty maneuvering in the narrower lanes and does not support an adjustment to reduce the width to 10 feet for each separated lane.

For interior parking lot landscape calculations, the total interior area of an off-street parking area is the sum of all areas within the perimeter of the off-street parking area, including parking spaces, aisles, planting islands, corner areas, and curbed areas, but not including interior driveways (interior driveways have no parking spaces on either side and are not used for vehicle maneuvering in and out of parking spaces). Perimeter landscaped setbacks and required landscape strips separating off-street parking areas from buildings and structures shall not count towards satisfying minimum interior landscaping requirements. The preliminary plan (Sheet 2) does not include the entire parking area analyzed in previously approved Phase II-A. Please submit an existing conditions plan with the existing landscape area/parking area and percentage, the previously approved site plan (**SPR-ADJ-DAP20-26**) with previously approved landscape area/parking area and percentage, and the proposed landscape area/parking area and percentage to determine whether the proposal is consistent with the previously approved adjustment. The percentage of landscape area/parking area should be at least as high for the proposal as for the previous approval, or a greater adjustment must be requested.

Landscaping and Screening (SRC 807)

Please provide existing conditions plans with the application to indicate all existing landscaped areas and a site plan indicated all proposed landscape areas. You appear to be removing existing trees. When an existing tree, as defined under SRC chapter 808, within a required setback is proposed for removal, two new trees shall be planted for each tree removed. Replanted trees shall be of either a shade or evergreen variety with a minimum 1.5 inch caliper.

Natural Resources

Trees: There are trees present on the subject property. The City's tree preservation ordinance (SRC Chapter 808) protects Heritage Trees, Significant Trees (*including Oregon White Oaks with diameter-at-breast-height of 24 inches or greater*), trees and native vegetation in riparian corridors, and trees on lots and parcels greater than 20,000 square feet. The tree preservation ordinance defines "tree" as, "any living woody plant that grows to 15 feet or more in height, typically with one main stem called a trunk, which is 10 inches or more dbh, and possesses an upright arrangement of branches and leaves."

The property does not appear to contain Significant Trees or trees and native vegetation in a riparian corridor. Removal of trees from within the right-of-way of public streets is subject to the requirements and separate approval process of SRC Chapter 86.

Wetlands: According to the Salem-Keizer Local Wetland Inventory (LWI), no wetlands are mapped on the subject property.

Landslide Hazard Susceptibility: According to the City's adopted landslide hazard susceptibility maps, the subject property has a few small mapped areas of 3 landslide hazard points, but none are located in the project area.

PGE Comments

PGE will need to know where the electric service equipment will be located for each building. Then we will need some real estate reserved nearby for an 8' x 8' transformer pad and protective bollards. This is standard discussion we have with the developer but I don't see a lot of open space on the current plan so I thought I would mention it. Also we would like to know if there is further in-fill development planned at this property, so we can plan for expansion of our facilities there as necessary.

Ray Lambert Senior Design Project Manager Portland General Electric • Southern Region 503-463-4335
Office • 503-849-6306 Mobile Raymond.Lambert@pgn.com

Open House / Neighborhood Association Contact Information

Applicants are required to contact the applicable neighborhood association for certain types of land use applications prior to application submittal. For a limited number of application types, an open house or presentation at a neighborhood association meeting is required. This allows the neighborhood association to be involved early in the process and helps to identify any potential issues that might arise.

The table below indicates if the proposed development must meet either the neighborhood association contact requirement or open house/neighborhood association meeting requirement prior to application submittal. For specific requirements, see [SRC 300](#).

Pre-Submittal Requirement			
<u>x</u>	Neighborhood Association Contact (SRC 300.310)		Open House (SRC 300.320)
Staff Comments			
Class 3 Site Plan Review applications do require that the applicant contact the applicable neighborhood association(s) prior to application submittal. Please refer to SRC 300.310 for requirements for contacting the neighborhood association(s).			

When a land use application requires neighborhood association contact, the applicant must contact the City-recognized neighborhood association(s) whose boundaries include, and are adjacent to, the subject property via e-mail or letter.

The e-mail or letter must be sent to **both** the Neighborhood Association Chair(s) and Land Use Chair(s) of the applicable neighborhood association and contain the following information:

- 1) The name, telephone number, and e-mail address of the applicant;
- 2) The address of the subject property;
- 3) A summary of the proposal;
- 4) A conceptual site plan, if applicable, that includes the proposed development; and
- 5) The date on which the e-mail or letter is being sent.

Note: Land use applications requiring neighborhood association contact will not be accepted unless they are accompanied by a copy of the e-mail or letter that was sent to the neighborhood.

Up-to-date contact information for neighborhood representatives may also be obtained by contacting the City's Neighborhood Enhancement Division at 503-588-6207 or by visiting the City's website at the following location: <https://www.cityofsalem.net/my-neighborhood>

(Continued on next page)

Applicable Neighborhood Association(s):	Meeting Date, Time, & Location	Neighborhood Association Chair(s)
North East Salem Community Association (NESCA)	Meetings are held the third Tuesday of each month at 7 pm. See the calendar for specific meeting information. If you want to speak at a meeting, please contact the chair.	Mike Beringer (Chair) Salempilot@aol.com
		Ian Johnson (Land Use Chair) NESCASalem@gmail.com

Salem Revised Code Available Online

The entire Salem Revised Code can be accessed online through the City's website at:

<https://www.cityofsalem.net/Pages/salem-revised-code.aspx>

Proposed 2021 Unified Development Code (UDC) updates are under review by City Council and are expected to be approved soon. Please see the web page for more information:

<https://www.cityofsalem.net/Pages/salem-planning-commission.aspx>

City Council agendas are available at:

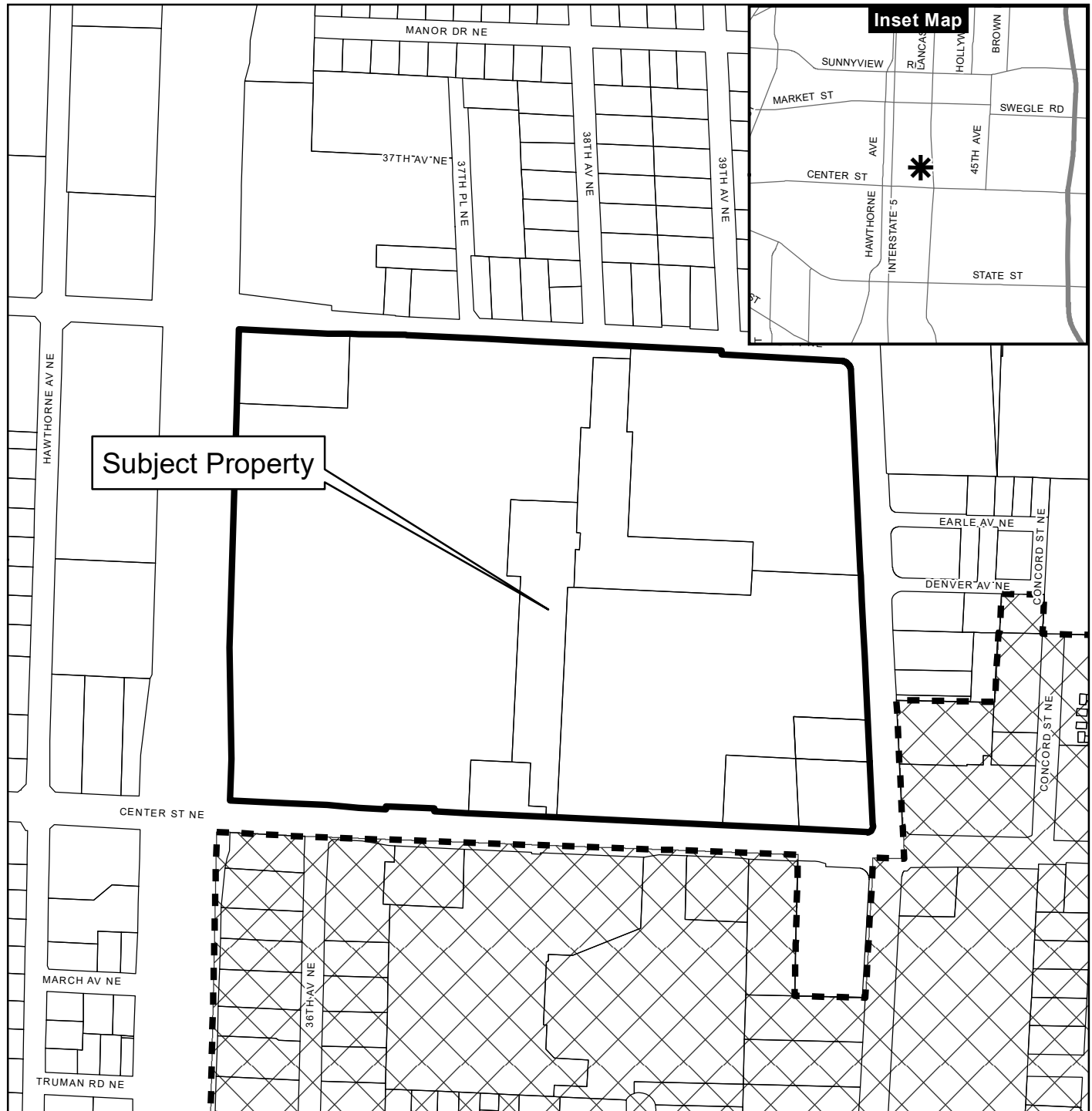
<https://salem.legistar.com/Calendar.aspx>

Attachments: A. Vicinity Map
 B. Preliminary Plans

G:\CD\PLANNING\CASE APPLICATION Files 2011-On\PRE-APPLICATIONS\1 - Post-Conference Letters & Reports 2011 - present\2021\PRE-AP21-139.pjc.docx

Vicinity Map

753 Lancaster Drive NE and Willamette Town Center



Legend

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

Parks

CITY OF Salem
AT YOUR SERVICE
Community Development Dept.

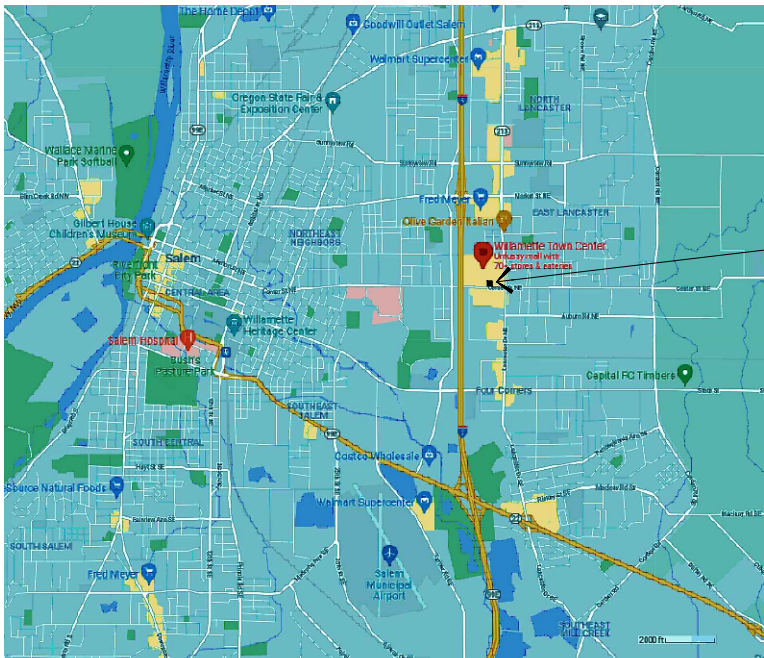
This product is provided as is, without warranty. In no event is the City of Salem liable for damages from the use of this product. This product is subject to license and copyright limitations and further distribution or resale is prohibited.

0 100 200 400 Feet





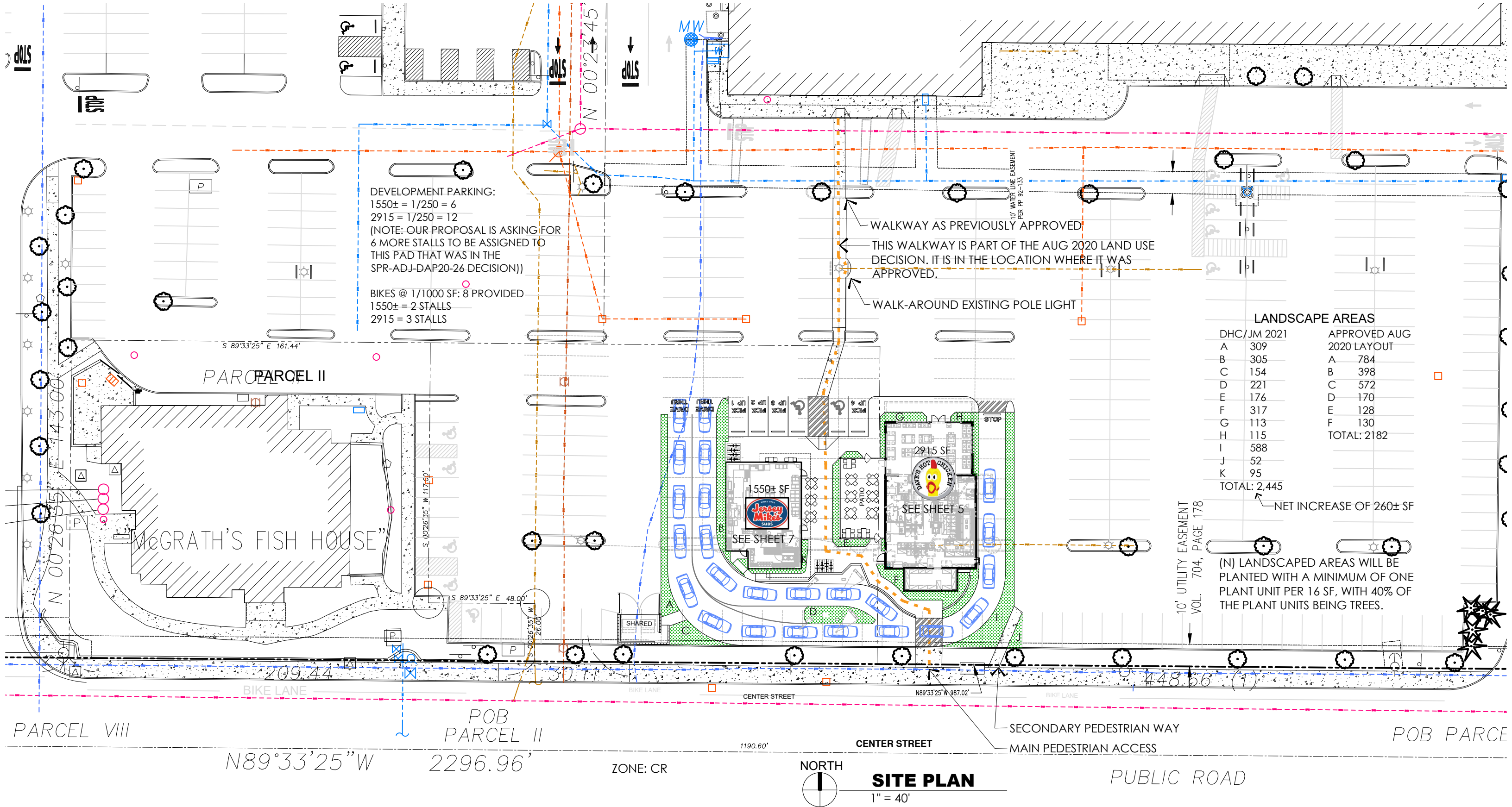
PHASE II-A DEVELOPMENT PER SPR-ADJ-DAP20-26 DECISION
at



VICINITY MAP

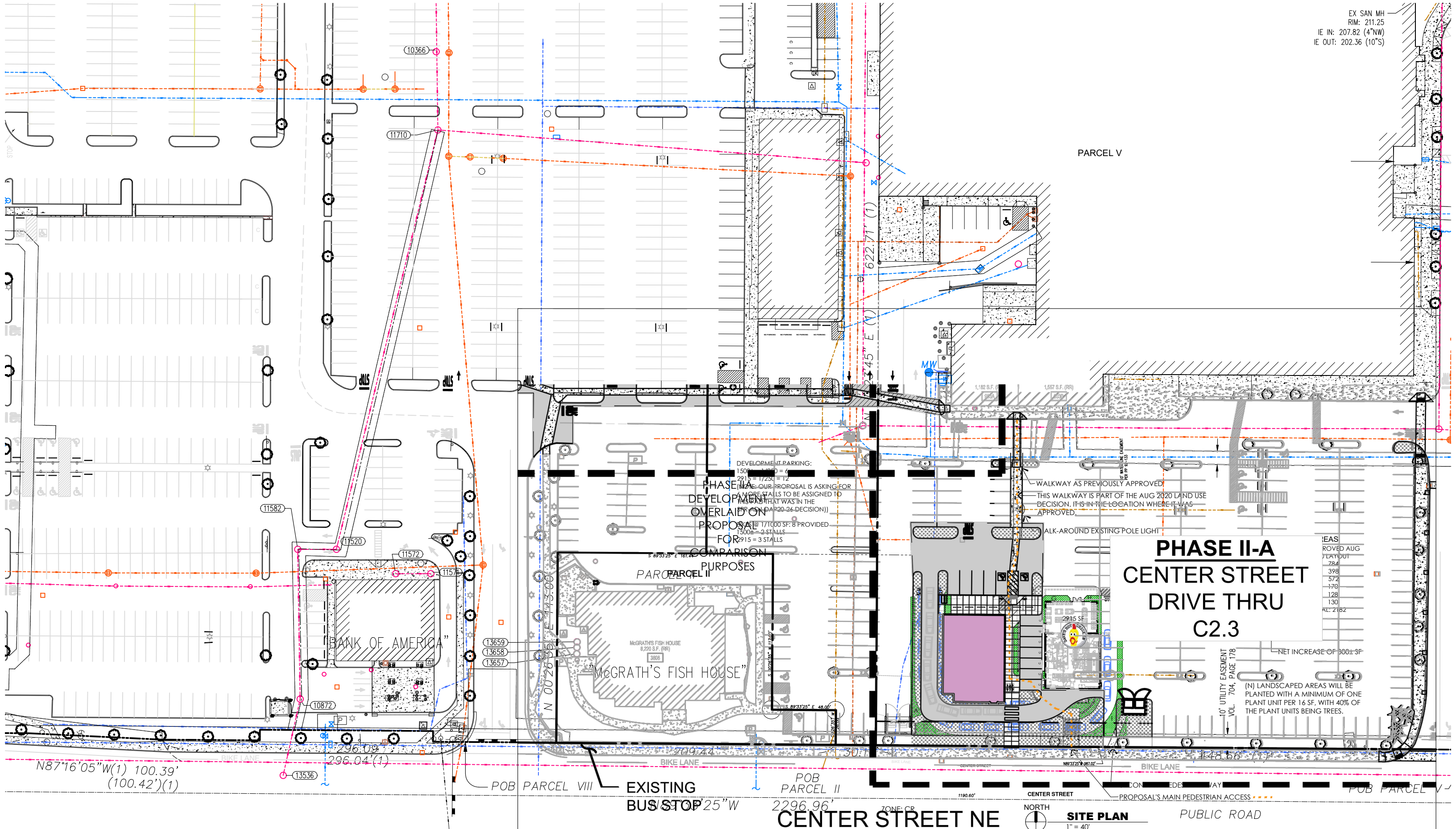
SHEET INDEX

- COVERSHEET
- 1 LOCAL SITE SITE PLAN AT 1" = 40' SCALE
- 1A PHASE II-A DECISION SITE OVERLAID ON PROPOSAL AT 1" = 40' SCALE
- 2 BUILDING PAD SITE PLAN AT 1" = 20' SCALE
- 3 DAVE'S HOT CHICKEN ELEVATIONS
- 4 DAVE'S HOT CHICKEN EXTERIOR COLORS AND SIGNS
- 5 DAVE'S HOT CHICKEN FLOOR PLAN
- 6 JERSEY MIKE'S SIGN ON EXTERIOR ELEVATIONS PER MALL STANDARD
- 7 JERSEY MIKE'S FLOOR PLAN



THIS DRAWING IS ONLY FOCUSED ON THE PARTICULAR MALL PHASE, 2A, DESIGNATED FOR THIS BUILDING PAD. IT DOES NOT INTEND TO SHOW OTHER PHASES OF WORK FOR THE MALL

EX SAN MH
RIM: 211.25
IE IN: 207.82 (4°NW)
IE OUT: 202.36 (10°S)



**PHASE II-A
CENTER STREET
DRIVE THRU
C2.3**

**OVERLAY OF CURRENT PROPOSAL ON TO PHASE II-A
DEVELOPMENT PER SPR-ADJ-DAP20-26 DECISION**

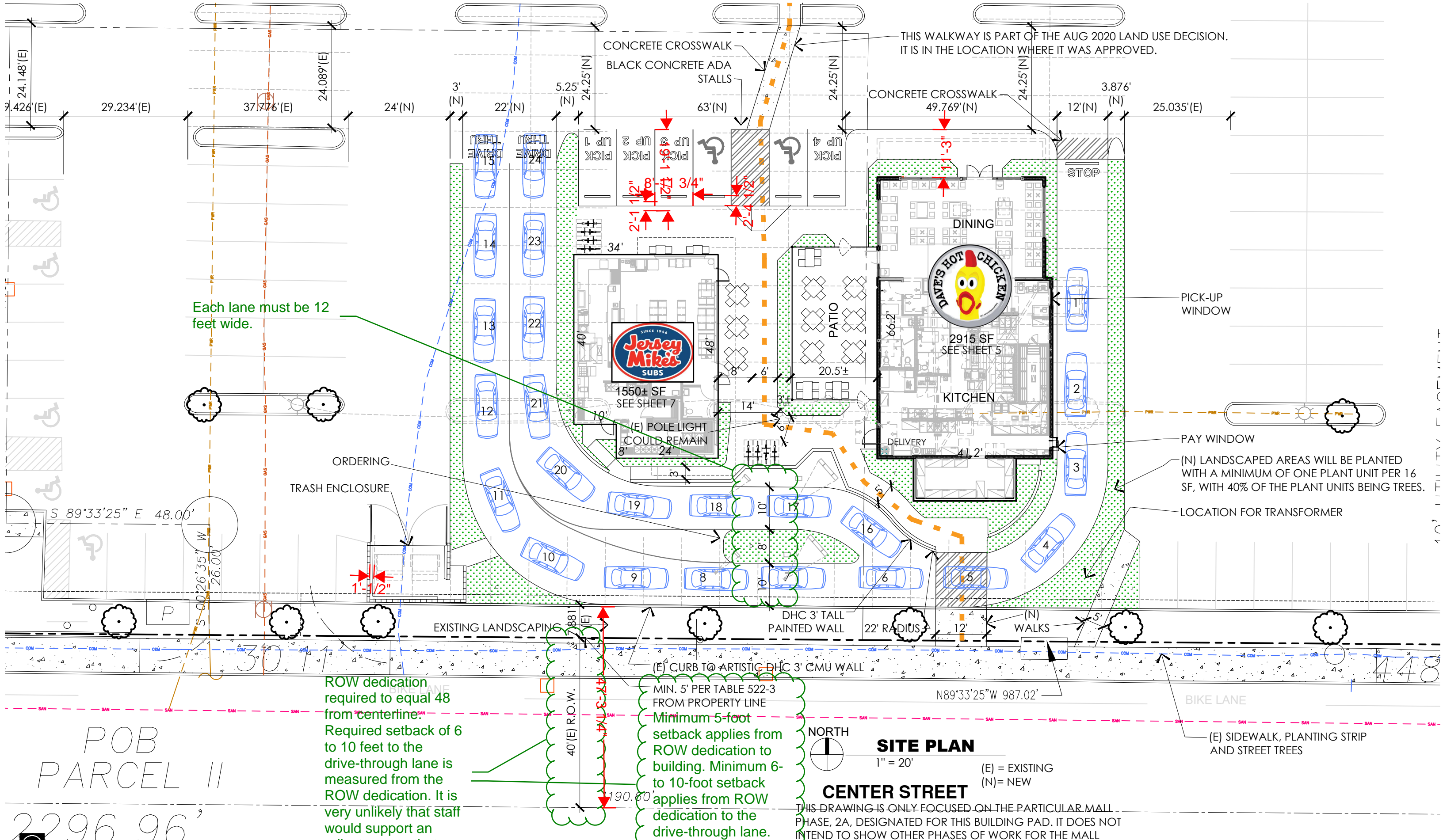
DAVE'S HOT CHICKEN Willamette Town Center
JERSEY MIKE'S Salem, OR 97301

**CB ANDERSON
ARCHITECT**
7209 Greenwood Avenue North
Seattle, Washington 98103
206-782-2911 Fax 782-5624

JCK Birdz LLC Joe Karcher
875 Country Club Road
Eugene, OR 97401

1A
DECEMBER 13 2021

SITE PLAN
1" = 40'



POB
PARCEL II

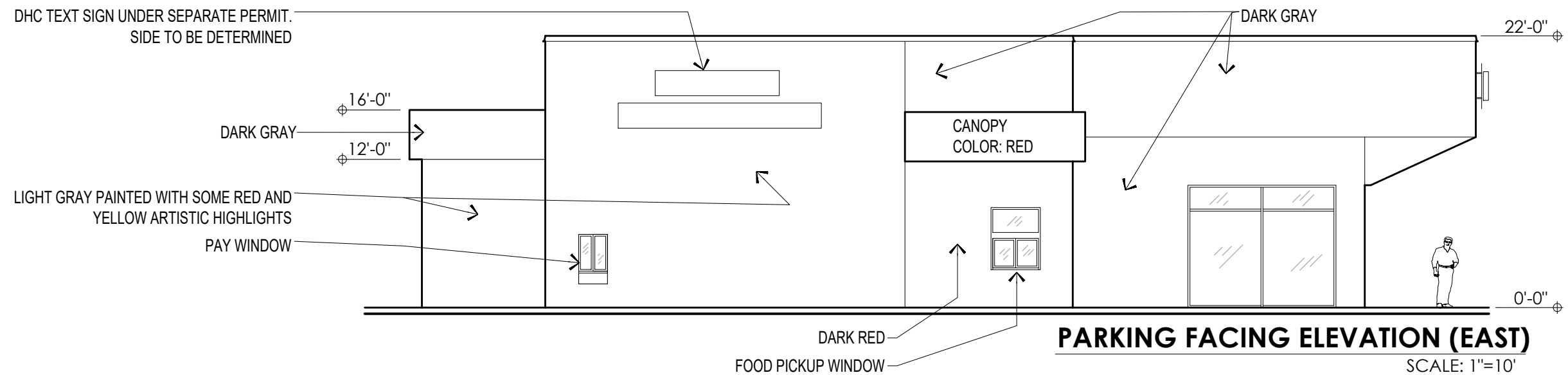
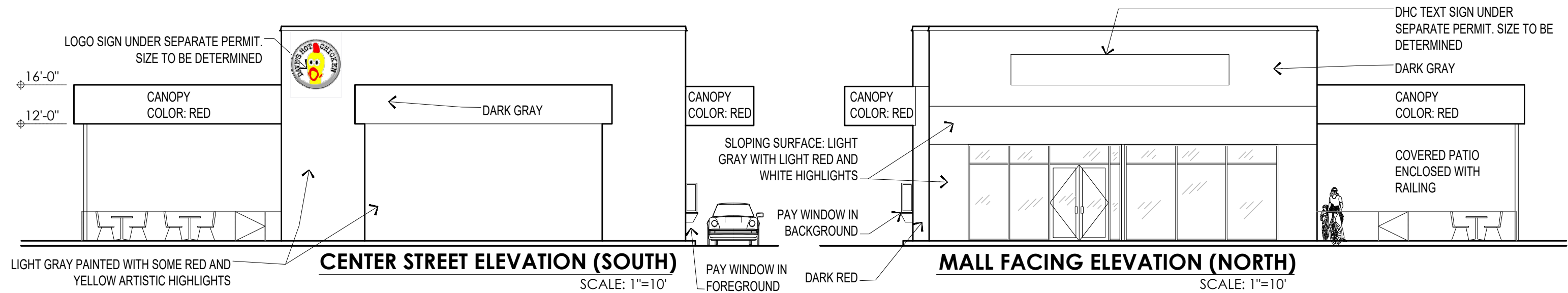
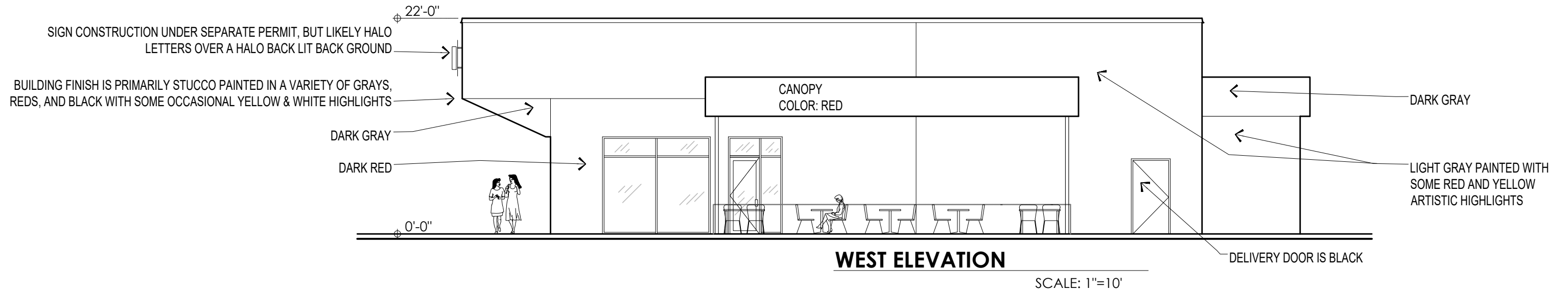
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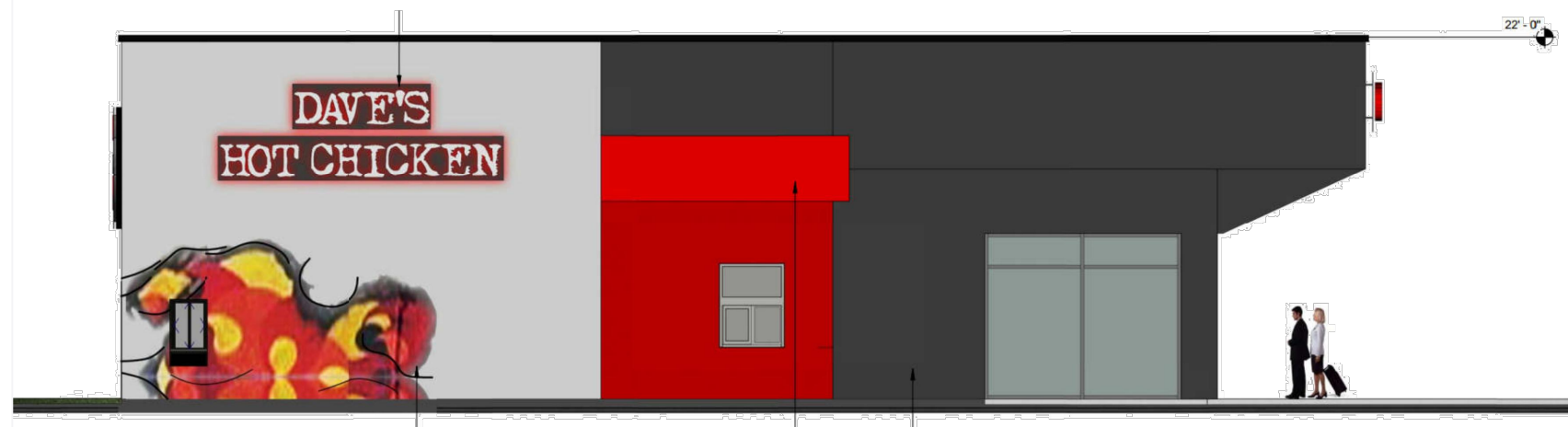
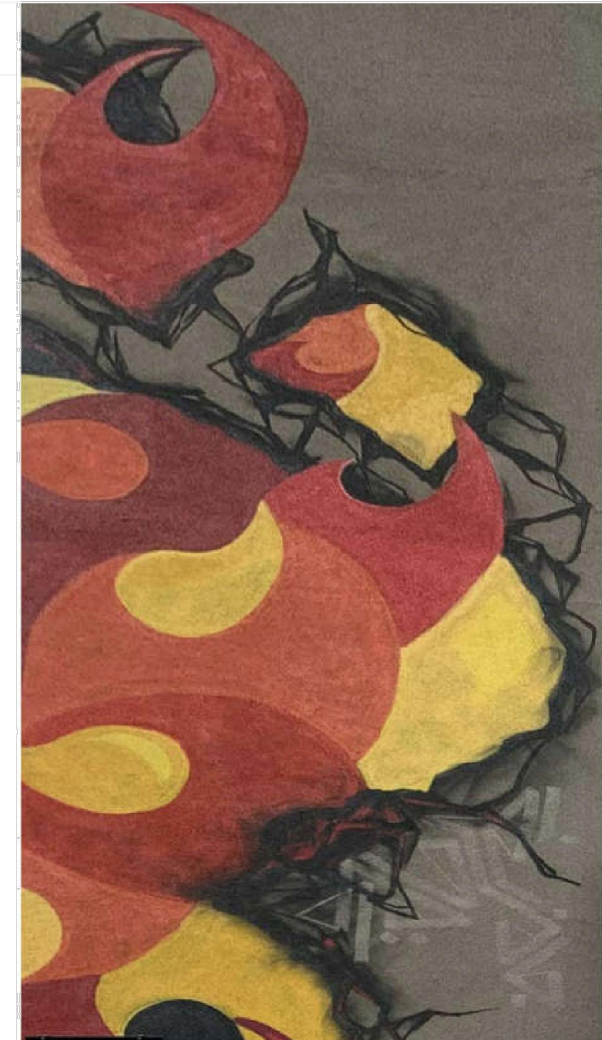
 **CB ANDERSON
ARCHITECT**
7209 Greenwood Avenue North
Seattle, Washington 98103
206-782-2911 Fax 782-5624

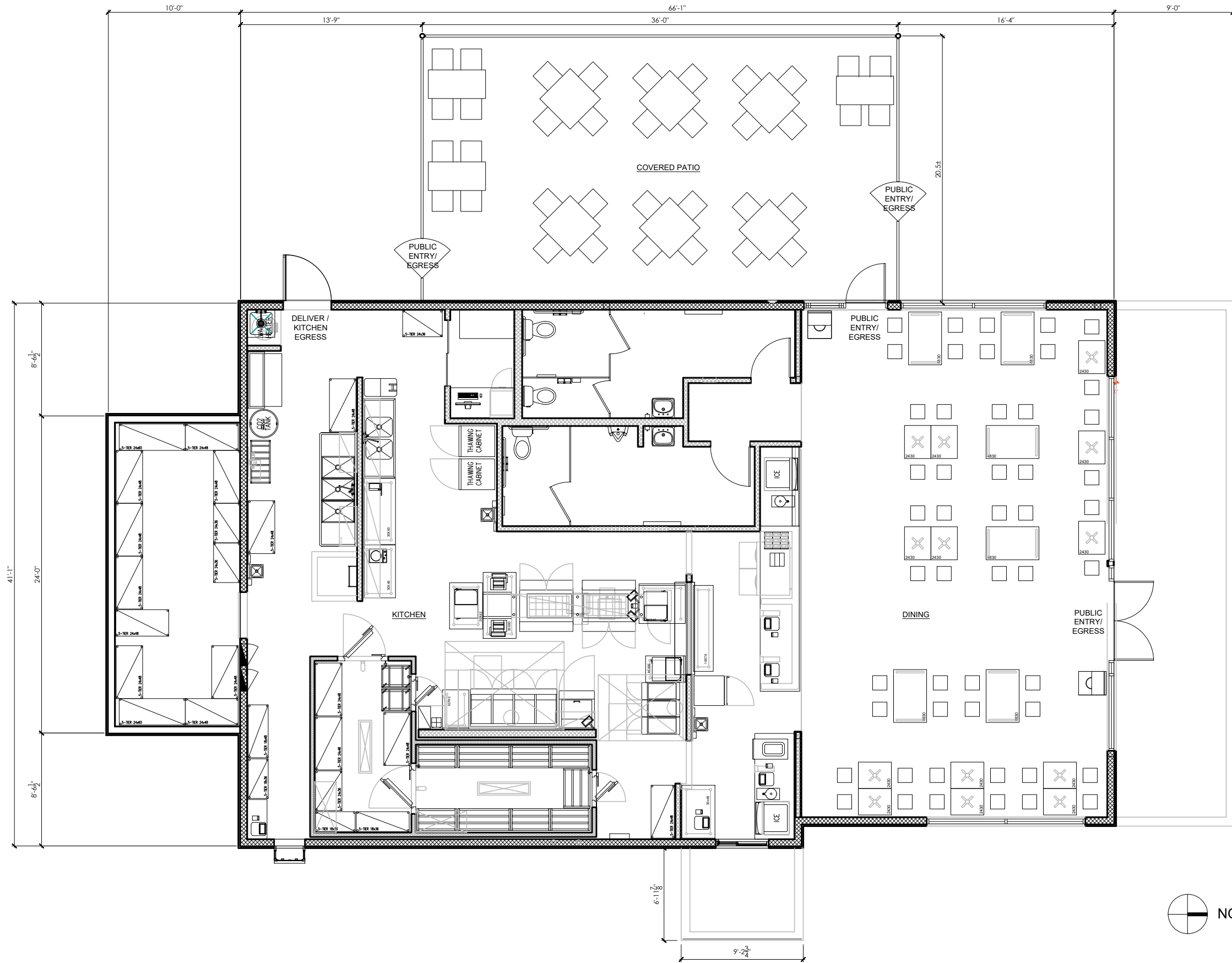
DAVE'S HOT CHICKEN
JERSEY MIKE'S

JCK Birdz LLC Joe Karcher
875 Country Club Road
Eugene, OR 97401

2
DECEMBER 13 2021







CURRENT PROTOTYPE FLOOR PLAN
IS SUBJECT TO REVISIONS FROM
PERMIT REVIEW PROCESSES AND
OPERATIONAL ADJUSTMENTS

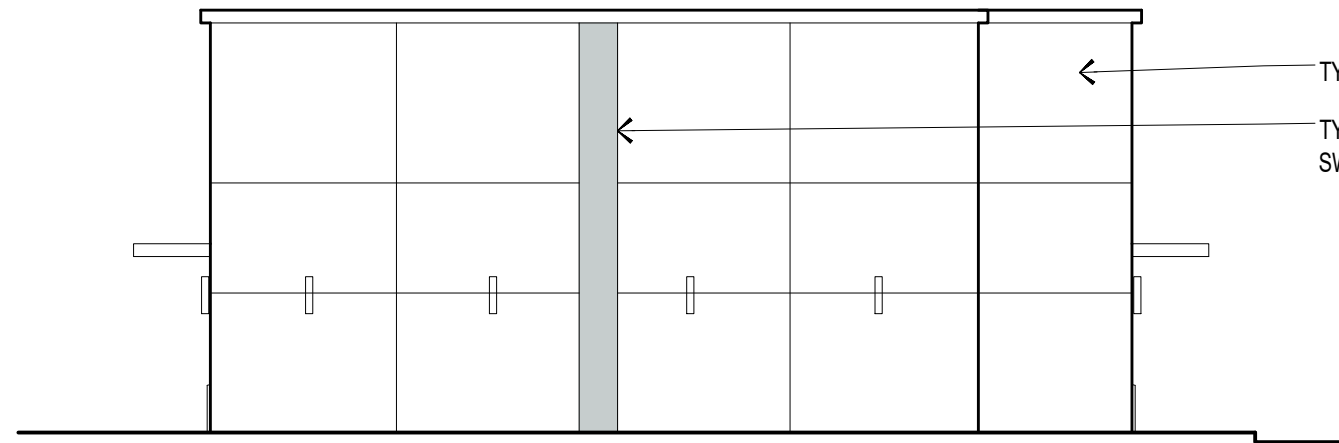


FLOOR PLAN

1/8" = 1'-0"



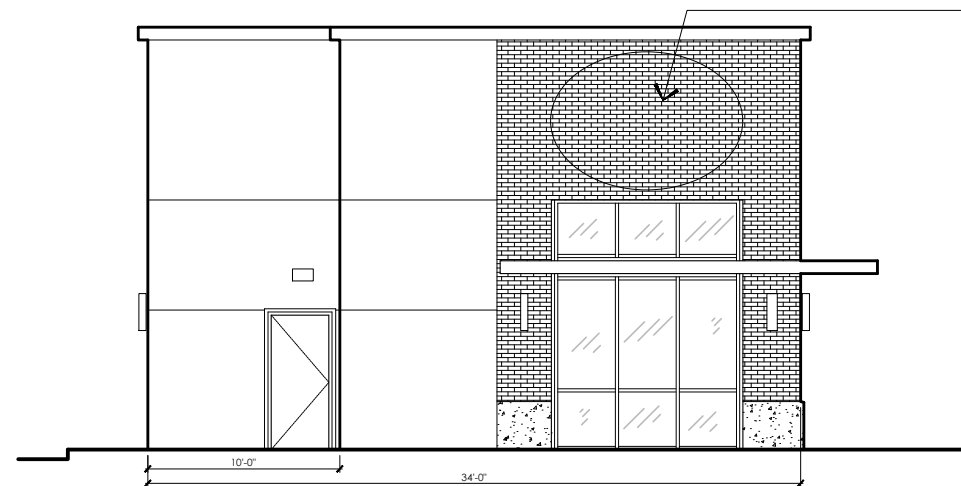
NOTE: THE DOOR LOCATIONS ARE REFLECTIVE OF FLOOR PLAN "OPTION A". FINISH AREAS ARE STATIC. DOOR LOCATION AND QUANTITY MAY CHANGE IF OPTION B OR SIMILAR VARIATION IS SELECTED.



TYPICAL STUCCO FIELD PAINTED WITH SW 6169 SEDATE GRAY
TYPICAL STUCCO 24 INCH WIDE VERTICAL BAND PAINTED WITH SW 6170 TECHNO GRAY

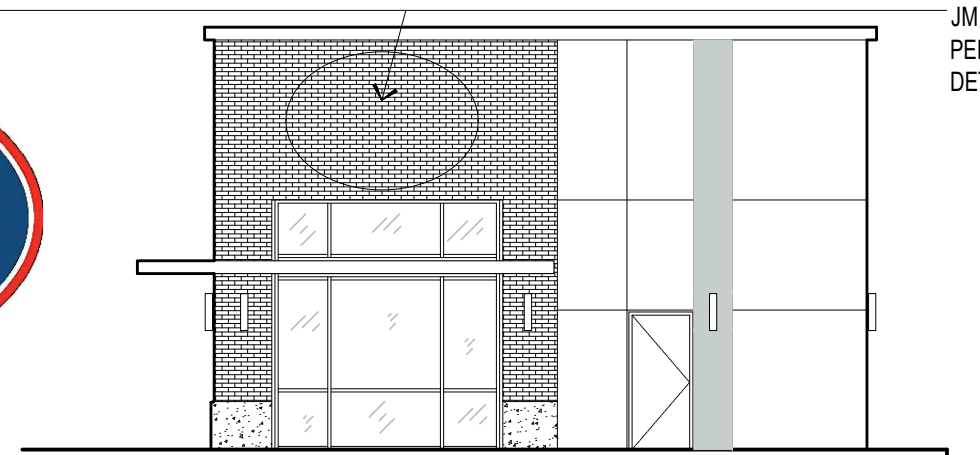
WEST ELEVATION

SCALE: 1"=10'



CENTER STREET ELEVATION (SOUTH)

SCALE: 1"=10'

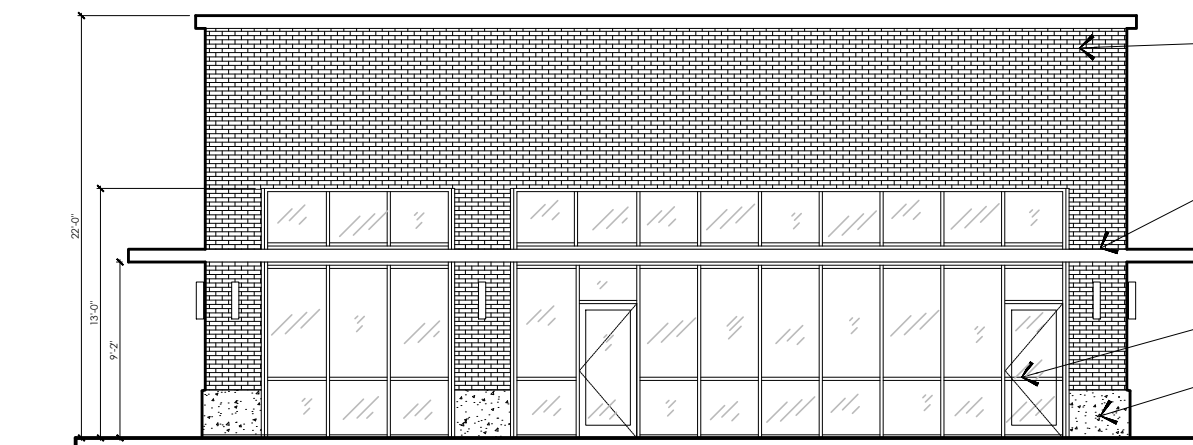


JM SIGN UNDER SEPARATE PERMIT. SIZE TO BE DETERMINED

MALL FACING ELEVATION (NORTH)

SCALE: 1"=10'

THE FINISHES ON THIS BUILDING ARE SUPPOSED TO MATCH THE CURRENT APPROVED MALL STANDARD, AND ARE THEREFORE SUBJECT TO CHANGE



TYPICAL BRICK VENEER BY MUTUAL MATERIALS
80% COAL CREEK
20% RAVEN

TYPICAL METAL CANOPY - DARK BRONZE

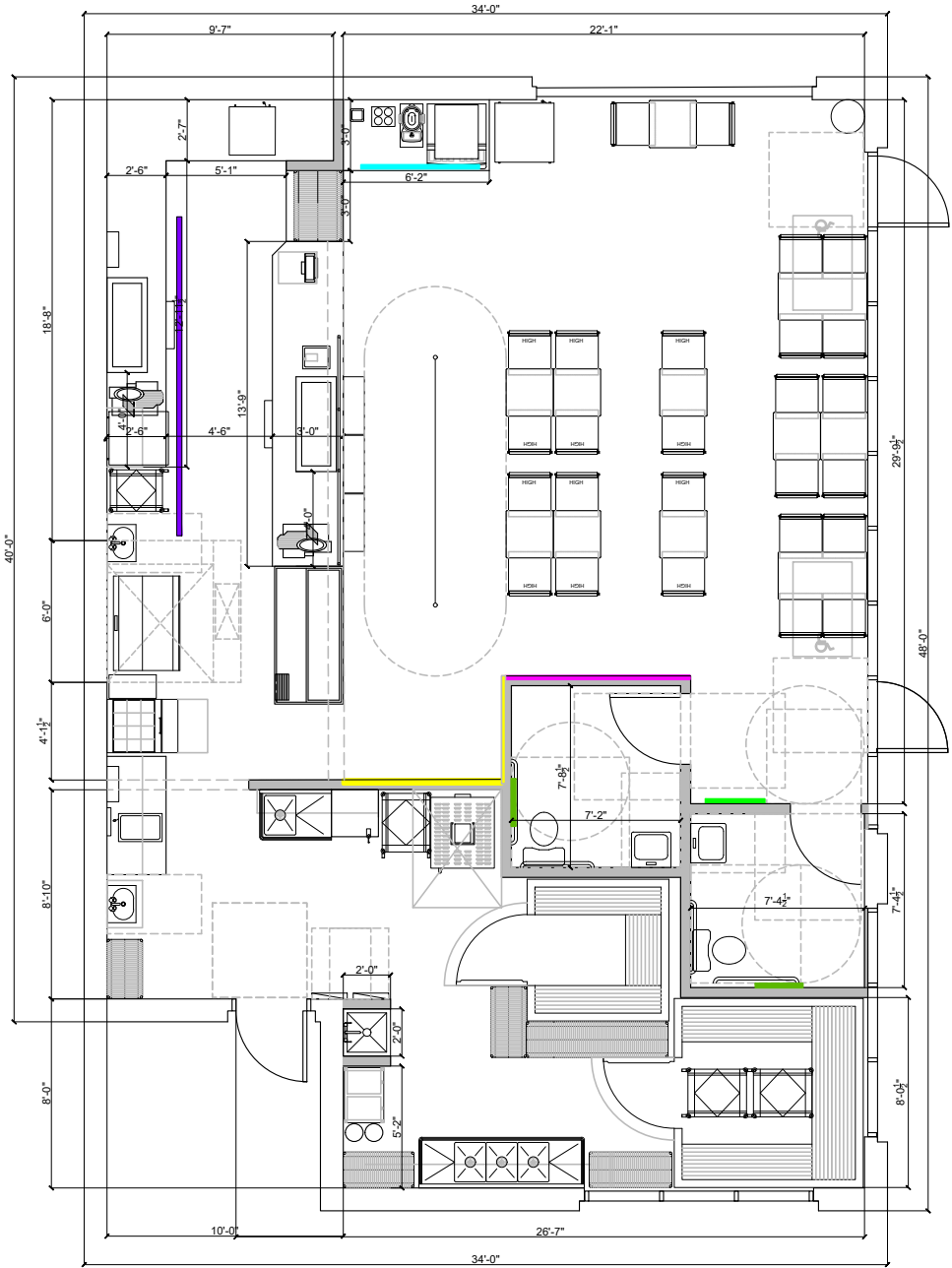
TYPICAL STOREFRONT - OLD ZINC GRAY

TYPICAL PRE-CAST CONCRETE PER MALL STANDARD

EAST ELEVATION

SCALE: 1"=10'

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



CURRENT PROTOTYPE FLOOR PLAN
IS SUBJECT TO REVISIONS FROM
PERMIT REVIEW PROCESSES AND
OPERATIONAL ADJUSTMENTS.
CURRENT LAYOUTS UNDER
CONSIDERATION



FLOOR PLAN
1/8" = 1'-0"