



Planning Division • 503-588-6173
555 Liberty St. SE / Room 305 • Salem, OR 97301-3503 • Fax 503-588-6005

October 6, 2022

PLANNING SECOND REVIEW COMMENTS

Subject Property: 1292 Lancaster Drive NE

Reference Nos.: 22-111718-RP (Class 3 Site Plan Review)
22-111720-ZO (Class 2 Zoning Adjustment)
22-111721-ZO (Class 2 Driveway Approach Permit)

Applicant: Michael Cadell
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Rosemead, CA 91770

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The Planning Division has conducted its review of the revised application materials submitted for the proposed Class 3 Site Plan Review, Class 2 Adjustment, and Class 2 Driveway Approach Permit for property located at 1292 Lancaster Drive NE. In order to deem the application complete and to continue processing the application, modifications/and or additional information is needed to address the following item(s):

Item:	Description:
Legal Lot Status of Property	<p>The copy of the ALTA/NSPS survey provided includes the legal description of the property as identified in the current property deed but it doesn't, however, provide evidence of when the property was created in its current configuration.</p> <p>Because it's unclear if the property was lawfully created, staff needs to identify the land division requirements, if any, that were in place at the time the property was first created in its current configuration. In order to determine when the property was first created in its current configuration, a copy of the original deed establishing the subject property is needed.</p> <p>The original deed can be found through a chain of title report for the property. Once the original deed is identified which created the property in its current configuration, staff will then be able to use the date from that deed to determine what, if any land division requirements were applicable at the time.</p> <p>As previously indicated, prior to February 7, 1974, the property was not located within the City of Salem. As such, it's possible the property was created in its current</p>

Item:	Description:
	<p>configuration prior to being annexed into the City and therefore would have been subject to the applicable standards of the County, rather than the City, at the time of its original creation.</p>
<p>Maximum Parking Adjustment</p>	<p>The revised site plan has reduced the number of parking spaces proposed from 46 to 41 spaces. The 41 spaces proposed still exceed the maximum allowed off-street parking requirement of SRC 806.015(d). The written findings in support of the requested adjustment to increase the maximum allowed off-street parking serving the proposed use indicate, in summary, that the adjustment is necessary to ensure that the parking demand can be met without spilling onto surrounding properties.</p> <p>A peak hour transaction report was provided summarizing peak hour customer transactions for 10 Panda Express restaurants throughout Oregon. The written statement indicates that the 41 parking spaces proposed on the site correlates to the number of hourly transactions which range between 42-47.</p> <p>Although the peak hour transaction report identifies peak lunch and dinner transactions, the report doesn't, however, appear to break down how many of these transactions are occurring as dine-in, drive-through, and order pick-up.</p> <p>As shown on the site plan, the queuing lane for the drive-through itself provides capacity for 21 vehicles (<i>75 percent of the maximum allowed off-street parking</i>). These spaces together with the 41 proposed off-street parking spaces result in a total capacity of 62 vehicles on site which exceeds even the peak hour lunch and dinner transactions identified in the transactions report.</p> <p>Based on the information provided staff will not be able to support the proposed adjustment to maximum allowed off-street parking because sufficient evidence has not been provided demonstrating the Class 2 Adjustment approval criteria included under SRC 250.005(d)(2) have been met. In order for a Class 2 Adjustment to be approved is must be demonstrated that:</p> <ul style="list-style-type: none"> (A) <i>The purpose underlying the specific development standard proposed for adjustment is:</i> <ul style="list-style-type: none"> (i) <i>Clearly inapplicable to the proposed development; or</i> (ii) <i>Equally or better met by the proposed development.</i> (B) <i>If located within a residential zone, the proposed development will not detract from the livability or appearance of the residential area.</i> (C) <i>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.</i>
<p>Driveway Approach onto Lancaster Drive</p>	<p>The proposed driveway approach onto Lancaster Drive NE requires a Class 2 Adjustment to the following driveway standards included under SRC Chapter 804:</p> <ul style="list-style-type: none"> ▪ <u>Permitted Access for Corner Lots (SRC 804.035(c)(2))</u>. The driveway will not provide access to the abutting street with the lower street classification (e.g. Weathers Street). ▪ <u>Driveway Spacing (SRC 804.035(d))</u>. The driveway will not meet the minimum 370-foot spacing requirement. <p>These additional Class 2 Adjustments require payment of a additional Class 2 Adjustment fees, a modification to submitted application form to identify a total of three Class 2 Adjustments being requested, and written findings addressing the Class 2</p>

Item:	Description:
	<p>Adjustment approval criteria for each adjustment requested. These required additional items have not yet been provided.</p> <p>As previously indicated, Planning staff does not believe adequate findings can be made to support approval of a driveway approach onto Lancaster Drive, especially when the driveway would still require approval of adjustments to the driveway standards included under SRC Chapter 804 and there are alternative means to enter and exit the site in conformance with the driveway standards included under SRC 804 without a variance or adjustment.</p>
Sidewalk Location	<p>SRC 803.035(l)(2)(A) requires sidewalks to be located parallel to and one-foot from the adjacent right-of-way. The existing curb line sidewalks along Lancaster Drive and Weathers Street do not meet street standards and will need to be relocated to conform to street standards.</p> <p>The proposed site plan still shows curb line sidewalks along Weathers Street and Lancaster Drive that do not meet SRC 803.035(l)(2)(A).</p>
Public Works Department Comments	<p>The Public Works Department reviewed the proposal and provided the following comments:</p> <ul style="list-style-type: none"> ▪ <u>Driveway Adjustments</u>. The proposed driveway onto Lancaster Drive NE requires Class 2 Adjustments to the following standards: <ul style="list-style-type: none"> a. <u>Permitted Access for Corner Lots (SRC 804.035(c)(2))</u>. The driveway will not provide access to the abutting street with the lower street classification (e.g. Weathers Street). b. <u>Driveway Spacing (SRC 804.035(d))</u>. The driveway will not meet the minimum 370-foot spacing requirement. <p>The applicant shall provide written findings for how the proposed driveway meets the criteria in SRC 804.025(d) and SRC 250.005(d)(2). Please reference the email sent to the applicant team from Glenn Davis, dated 08/16/22, regarding safety information for the adjacent intersections.</p> <p>The following will not affect deeming the application complete, however; the applicant should be aware:</p> <ul style="list-style-type: none"> ▪ <u>Stormwater</u>. City Stormwater Reviewers have reviewed the statement submitted with the applicants completeness response relating to stormwater management and GSI. The quoted section of the SRC allows the Director to approve the reduction of area requiring flow control and treatment. Since we haven't seen a preliminary Stormwater Management Plan, and there is no mandate that the Director will approve the area reduction techniques listed in the quoted SRC, there is a risk that the intended stormwater management approach may not be approved. <p>At time of Building Permit application, the applicant shall be required to design a storm drainage system in compliance with Salem Revised Code (SRC) Chapter 71 and Public Works Design Standards (PWDS) or receive a Design Exception from the City Engineer.</p>
Bike Parking	<p>The site plan was revised to address bike parking, but the revised bike parking does not meet the bike parking standards included under SRC 806.060. Per SRC 806.055 – Table 806-9, a minimum of 4 bike parking spaces are required. Each space must be 2 feet in width by 6 feet in length and served by a minimum 4-foot-wide access aisle. The bike rack proposed to be provided also does not meet the required style of bike rack.</p>

Item:	Description:						
	<p>Please see the below graphic which is also included under SRC 806.060 that identifies typical types of bike racks that do and do not meet the City's standards.</p> <table border="1"> <thead> <tr> <th data-bbox="418 342 792 384">Bike Racks That <u>MEET</u> Standards</th><th data-bbox="808 342 1442 384">Bike Racks That <u>DO NOT MEET</u> Standards</th></tr> </thead> <tbody> <tr> <td data-bbox="418 384 792 688"> <div data-bbox="451 405 600 436">Staple/Inverted</div>  <div data-bbox="638 405 751 436">Post & Ring</div>  <div data-bbox="503 531 552 562">Loop</div>  </td><td data-bbox="808 384 1442 688"> <div data-bbox="922 405 987 436">Wave</div>  <div data-bbox="1149 405 1214 436">Spiral</div>  <div data-bbox="1304 405 1377 436">Bollard</div>  <div data-bbox="898 531 1011 562">Schoolyard</div>  <div data-bbox="1125 531 1239 562">Wheel Well</div>  <div data-bbox="1279 531 1401 562">Coat Hanger</div>  </td></tr> <tr> <td data-bbox="418 688 792 877"> <p><u>Note:</u> These bike rack styles support the bike frame in a stable position in two or more places a minimum of six-inches horizontally apart without damage to wheels, frame, or components; allow the frame and at least one wheel to be locked with a U-shaped shackle lock; and support a wide variety of bikes.</p> </td><td data-bbox="808 688 1442 877"> <p><u>Note:</u> These bike rack styles do not support the bike frame in a stable position in two or more places a minimum of six-inches horizontally apart; do not allow the frame and at least one wheel to be locked with a U-shaped shackle lock; or include features that limit the types of bikes that can be accommodated and which can promote damage to wheels and frames.</p> </td></tr> </tbody> </table>	Bike Racks That <u>MEET</u> Standards	Bike Racks That <u>DO NOT MEET</u> Standards	<div data-bbox="451 405 600 436">Staple/Inverted</div>  <div data-bbox="638 405 751 436">Post & Ring</div>  <div data-bbox="503 531 552 562">Loop</div> 	<div data-bbox="922 405 987 436">Wave</div>  <div data-bbox="1149 405 1214 436">Spiral</div>  <div data-bbox="1304 405 1377 436">Bollard</div>  <div data-bbox="898 531 1011 562">Schoolyard</div>  <div data-bbox="1125 531 1239 562">Wheel Well</div>  <div data-bbox="1279 531 1401 562">Coat Hanger</div> 	<p><u>Note:</u> These bike rack styles support the bike frame in a stable position in two or more places a minimum of six-inches horizontally apart without damage to wheels, frame, or components; allow the frame and at least one wheel to be locked with a U-shaped shackle lock; and support a wide variety of bikes.</p>	<p><u>Note:</u> These bike rack styles do not support the bike frame in a stable position in two or more places a minimum of six-inches horizontally apart; do not allow the frame and at least one wheel to be locked with a U-shaped shackle lock; or include features that limit the types of bikes that can be accommodated and which can promote damage to wheels and frames.</p>
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Additional Comments on Plans	Please see the additional comments provided on the attached plans.						

For questions regarding any of the above requirements, please feel free to contact me directly by calling (503) 540-2399 or via e-mail at bbishop@cityofsalem.net.

The Salem Revised Code may be accessed online at the following location:

<https://www.cityofsalem.net/government/laws-rules/salem-revised-code>

Sincerely,

Bryce Bishop
Planner III



All ideas, designs, arrangement and plans indicated or represented by this drawing are the property of Panda Express Inc. and were created for use on this specific project. None of these ideas, designs, arrangements or plans may be used by or disclosed to any person, firm, or corporation without the written permission of Panda Express Inc.

REVISIONS:

1			
2			
3			
4			

- 5-foot perimeter setback and landscaping not required here because this portion of the driveway is a shared driveway located over the common property line.

The diagram consists of a vertical line and a horizontal line intersecting at a point. Below the intersection, there is a shaded rectangular area. The vertical line extends above and below the horizontal line. The shaded area is a solid black rectangle.

& Planners, Inc.

Alternative pedestrian
- connection location

PANDA PROJECT #: S8-23-D22360
ARCH PROJECT #: CRM 2203

CRM Architects & Planners
Inc.

5800 Stanford Ranch Road Suite 720
Rocklin, CA 95765
phone: (916) 451-1500

STAMP



LANCASTER DR. NE &
WEATHERS ST. NE

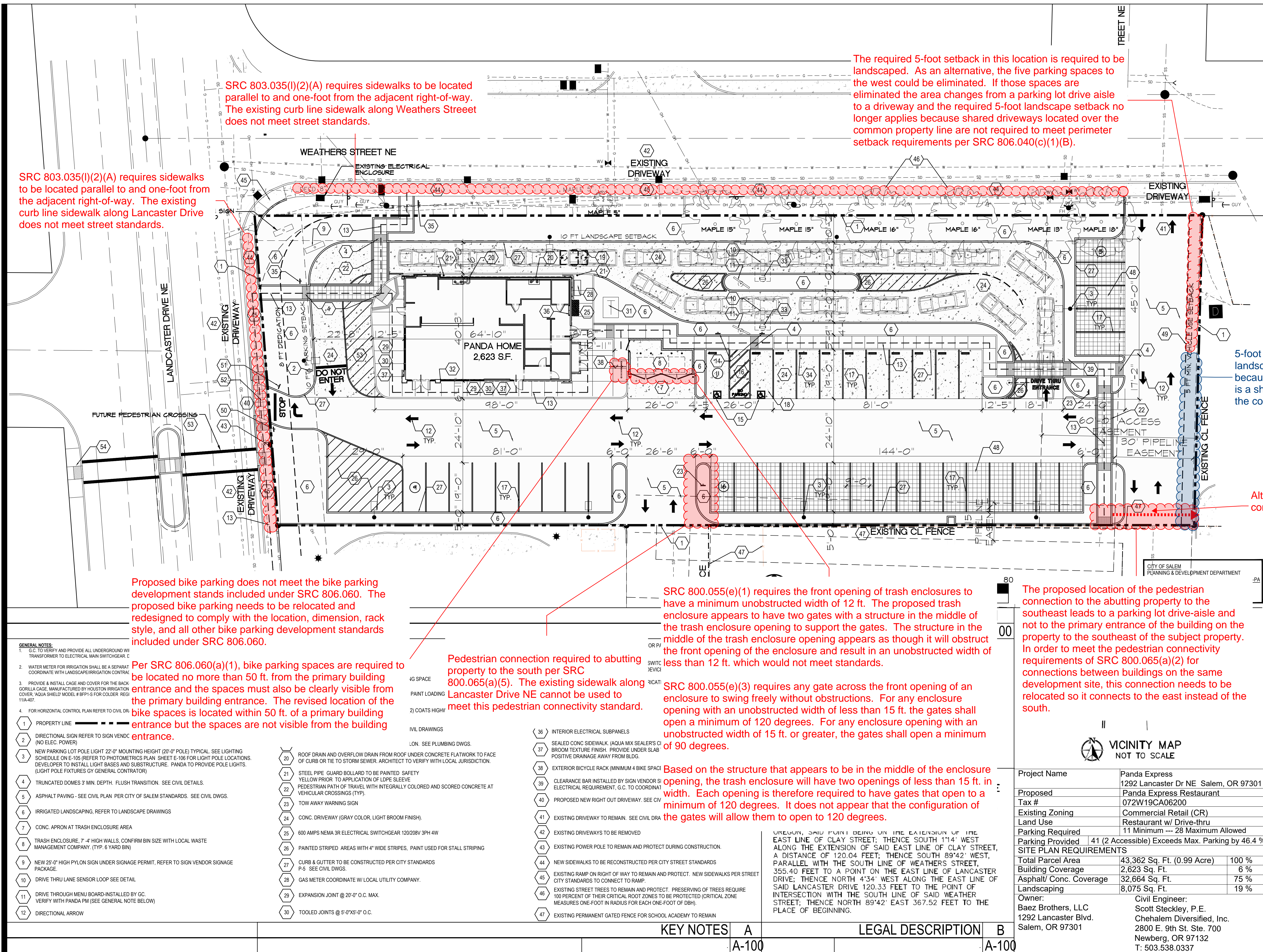
1292 LANCASTER BLVD.
SALEM, OR 97301

2600 Plan

A-100

SITE PLAN
ARCHITECTURAL

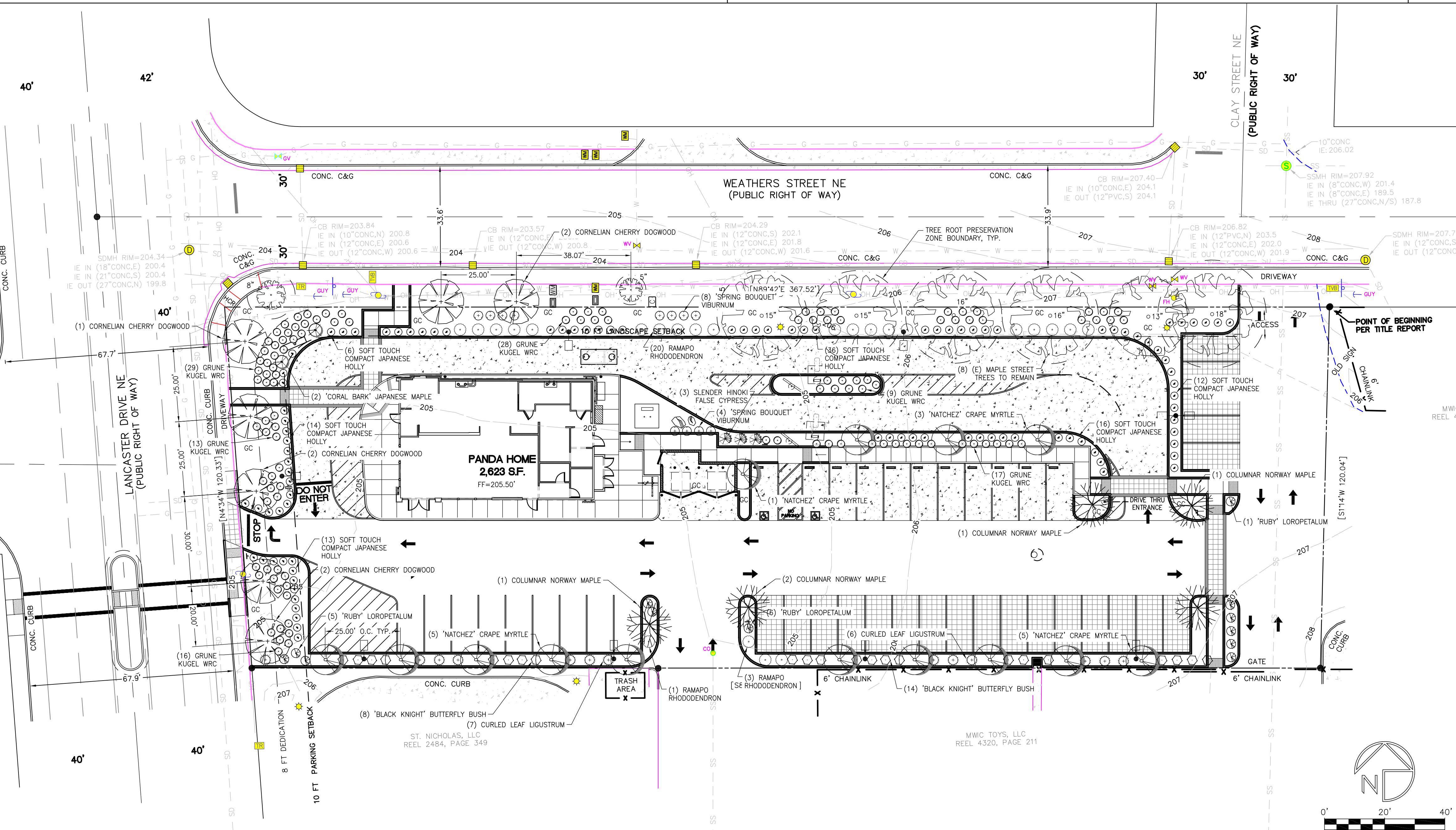
SPR SUBMITTAL DWGS



required)

CITY	COMMON NAME	BOTANICAL NAME	SIZE	REMARKS	SPACING
	TREES	TREES		TREES	TREES
14	NATCHEE OAK: MYRTLE	LAURUSTRODIA INDICA X FAUER 'NATCHEE'	10' - 2' CAL / 8-9' HT.	B&B; SINGLE TRUNK, EVEN BRANCHING, VIGOROUS GROWTH	VARIES
6	CORAL MAP: HOPBY MAPLE	ACER PLATANOIDES	2' CAL / 8' HT.	B&B; SINGLE TRUNK, EVEN BRANCHING, VIGOROUS GROWTH	VARIES
3	SLENDER HIKOKI FALSE CYPRESS	CHAMAECIPARUS OBUSA 'GRACILIS'	6-8' HT.	CONTAINER, CENTRAL LEADER, PYRAMIDAL, VIGOROUS GROWTH	VARIES
2	CORAL BARK JAPANESE MAPLE	ACER PALMATUM 'SANGOKUAKU'	6-8' HT.	B&B; CENTRAL LEADER, EVEN BRANCHING, VIGOROUS GROWTH	VARIES
7	CORNELIAN CHERRY DOGWOOD	CORNUS MAS 'SAETRON SENTINEL'	10' - 2' CAL / 8-9' HT.	B&B; SINGLE TRUNK, EVEN BRANCHING, VIGOROUS GROWTH	VARIES
	SHRUBS	SHRUBS			SHRUBS
0	CHICK LAY PRINCE	LEUCOSTRUM JAPONICUM 'RECURVIFOLIUM'	7 GAL	FULL, VIGOROUS GROWTH	3' O.C.
2	PANAMA PRINCE	HOEDENDRUM X 'PANAMA'	7 GAL	FULL, VIGOROUS GROWTH	VARIES
24	'BLACK KNIGHT' BUTTERFLY BUSH	BOULEGUEA 'BLACK KNIGHT'	7 GAL	FULL, VIGOROUS GROWTH	4' O.C.
112	GRAND KINGS WESTERN RED CEDAR	THUJA PLICATA 'GRAND KINGS'	1 GAL	FULL, VIGOROUS GROWTH	4' O.C.
0	HELMON ROSES WESTERN RED CEDAR	ROSA X 'WEDLAND'	1 GAL	FULL, VIGOROUS GROWTH	VARIES
1	SPRING BANGOLE VIBURNUM	VIBURNUM THUNZ 'COMPACTUM'	7 GAL	FULL, VIGOROUS GROWTH	2' O.C.
97	SOFT TOUCH JAPANESE HOLLY	ILEX CHENATA 'SOFT TOUCH'	3 GAL	FULL, VIGOROUS GROWTH	3' O.C.
12	'RUBY' LOROPETALUM	LOROPETALUM CHINESE 'RUBY'	3 GAL	FULL, VIGOROUS GROWTH	3' O.C.
	GROUNDCOVERS / GRASSES & SEASONAL COLOR				
TRD	ASIATIC JASMINE	TRACHELOSPERMUM ASIATICUM	4" POT	FULL, VIGOROUS GROWTH, SPREADING	12" O.C.
0	ROSE QUEEN BRIDGES HAT	FRAXINUS GRANDIFOLIA 'ROSE QUEEN'	1 GAL	FULL, VIGOROUS GROWTH, SPREADING	18" O.C.
0	MADE PERSEID FEATHER BED GRASS	CHAMAECIPARUS X ACQUILARIA 'MADE PERSEID'	2 GAL	FULL, VIGOROUS GROWTH	18" O.C.
0	SEASONAL AND / OR PERENNIAL COLOR		4" POT - 1 GAL.	FULL, VIGOROUS GROWTH	VARIES
	LAWN	LAWN	LAWN	LAWN	LAWN

PLANT SCHEDULE	B
NO SCALE	L-1.1



LANDSCAPE PLAN	1
Scale 1" = 20'	L-1.0

MAINTENANCE NOTES:

1. AERATE AND DE-THATCH TURF AREAS ONCE A YEAR.
2. REPLENISH MULCH IN THE SHURD BEGS ON AN ANNUAL

DURING MOWING OPERATIONS.



CIVIL
LANDSCAPE PLAN