

NOTICE OF DECISION

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



Si necesita ayuda para comprender esta información, por favor llame 503-588-6173

DECISION OF THE PLANNING ADMINISTRATOR

CLASS 3 SITE PLAN REVIEW / CLASS 1 ADJUSTMENT
CASE NO.: SPR-ADJ22-53

APPLICATION NO.: 22-111718-RP / 22-111720-ZO

NOTICE OF DECISION DATE: January 24, 2023

SUMMARY: Proposed new Panda Express restaurant with drive-through and associated site improvements.

REQUEST: A Class 3 Site Plan Review application for a proposed new Panda Express restaurant, with drive-through and associated site improvements, together with a Class 1 Adjustment to increase the maximum allowed parking from 28 spaces to 30 spaces (SRC 806.015(d)). The subject property is approximately 0.99 acres in size, zoned CR (Retail Commercial) at the time of application submittal, and located at 1292 Lancaster Drive NE (Marion County Assessor Map and Tax Lot Number: 072W19CA06200).

APPLICANT: Michael Cadell, Panda Restaurant Group Inc.

LOCATION: 1292 Lancaster Dr NE, Salem OR 97301

CRITERIA: Salem Revised Code (SRC) Chapters 220.005(f)(3) – Class 3 Site Plan Review; 250.005(d)(1) – Class 1 Adjustment

FINDINGS: The findings are in the attached Decision dated January 24, 2023.

DECISION: The **Planning Administrator APPROVED** Class 3 Site Plan Review / Class 1 Adjustment Case No. SPR-ADJ22-53 subject to the following conditions of approval:

- Condition 1:** The proposed pad-mounted transformer shall be located within 10 feet of a vehicle access surface in conformance with PGE standards.
- Condition 2:** The proposed off-street parking shall be revised to provide a minimum five percent interior landscaping.
- Condition 3:** A minimum of three trees within the proposed off-street parking area shall be deciduous trees of a species that meets the definition of shade tree under SRC 807.005.
- Condition 4:** The parking area landscape island located immediately to the east of the proposed trash enclosure area shall have a minimum width of five feet.
- Condition 5:** The trash/recycling area shall conform to the solid waste service area standards of SRC 800.055.

- Condition 6:** Convey land for dedication to equal a half-width right-of-way of 48-feet on the development side of Lancaster Drive NE, including sufficient right-of-way to accommodate public infrastructure at the property corners.
- Condition 7:** Property line sidewalks shall be provided along the Lancaster Drive NE frontage of the property.
- Condition 8:** Install street trees to the maximum extent feasible along Lancaster Drive NE and Weathers Street NE.
- Condition 9:** Prior to building permit approval, evidence shall be provided demonstrating that access rights have been obtained to Lancaster Drive NE through the abutting property to the south.
- Condition 10:** Design and construct a storm drainage system at the time of development in compliance with Salem Revised Code (SRC) Chapter 71 and the Public Works Design Standards (PWDS) or receive a design exception from the City Engineer.
- Condition 11:** The adjusted development standard, 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 Unified Development Code (UDC), unless adjusted through a future land use action.

The rights granted by the attached decision must be exercised, or an extension granted, by February 9, 2027, or this approval shall be null and void.

Application Deemed Complete:	<u>December 2, 2022</u>
Notice of Decision Mailing Date:	<u>January 24, 2023</u>
Decision Effective Date:	<u>February 9, 2023</u>
State Mandate Date:	<u>April 1, 2023</u>

Case Manager: Bryce Bishop, Planner III, bbishop@cityofsalem.net, 503-540-2399

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., Wednesday, February 8, 2023. 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.

BEFORE THE PLANNING ADMINISTRATOR OF THE CITY OF SALEM

DECISION

IN THE MATTER OF APPROVAL OF) FINDINGS & ORDER
CLASS 3 SITE PLAN REVIEW & CLASS 1)
ADJUSTMENT CASE NO. SPR-ADJ22-53;)
1292 LANCASTER DRIVE NE) JANUARY 24, 2023

In the matter of the consolidated Class 3 Site Plan Review and Class 1 Adjustment application submitted by the applicant, Michael Cadell, of the Panda Restaurant Group Inc., the Planning Administrator, having received and reviewed the evidence and the application materials, makes the following findings and adopts the following order as set forth herein.

REQUEST

A Class 3 Site Plan Review application for a proposed new Panda Express restaurant, with drive-through and associated site improvements, together with a Class 1 Adjustment to increase the maximum allowed parking from 28 spaces to 30 spaces (SRC 806.015(d)). The subject property is approximately 0.99 acres in size, zoned CR (Retail Commercial) at the time of application submittal, and located at 1292 Lancaster Drive NE (Marion County Assessor Map and Tax Lot Number: 072W19CA06200).

PROCEDURAL FINDINGS

1. On June 7, 2022, an application for a Class 3 Site Plan Review and Class 1 Adjustment was submitted by Lupe Sandoval, of CRM Architects and Planners, Inc., on behalf of the applicant, Michael Cadell, of the Panda Restaurant Group Inc., for a proposed new Panda Express restaurant with drive-through and associated site improvements.

Because multiple land use applications are required in connection with the proposed development, the applicant chose to consolidate and process them together as one pursuant to SRC 300.120(c). When multiple applications are consolidated, the review process for the application follows the highest numbered procedure type required for the land use applications involved, and the Review Authority is the highest applicable Review Authority under the highest numbered procedure type. Based on these requirements, the proposed consolidated Class 3 Site Plan Review and Class 1 Adjustment is required to be reviewed by the Planning Administrator and processed as a Type II procedure.

2. After additional requested information was provided by the applicant, the application was deemed complete for processing on December 2, 2022, and notice of filing of the application was sent pursuant to Salem Revised Code (SRC) requirements.
3. The 120-day state mandated local decision deadline for the application is April 1, 2023.

SUBSTANTIVE FINDINGS

1. Background

The application under review by the Planning Administrator is a consolidated Class 3 Site Plan Review and Class 1 Adjustment for redevelopment of a 0.99-acre property located at 1292 Lancaster Drive NE (**Attachment A**).

The proposal includes development of a new Panda Express restaurant with drive-through and associated site improvements. Vehicular access to the proposed development will be provided from Weathers Street NE through an existing shared driveway located at the northeast corner of the site and from Lancaster Drive NE through the abutting property to the south.

Pedestrian and bicycle access to the development will be provided via the existing network of streets in the surrounding area and through north-south and east-west pedestrian connections proposed to be extended through the site to provide connectivity to abutting properties to the south and east.

2. Applicant's Plans and Statement

Land use applications are required to include a statement addressing the applicable standards and approval criteria of the Salem Revised Code and must be supported by proof they conform to such standards and approval criteria. The plans submitted by the applicant depicting the proposed development, and in support of the proposal, are attached to the decision as follows:

- Site Plan: **Attachment B**
- Landscaping Plan: **Attachment C**
- Building Floor Plan and Elevations: **Attachment D**

The written statement provided by the applicant addressing the applicable approval criteria associated with the proposal is included as **Attachment E**.

3. Summary of Record.

The following items are submitted to the record and are available: 1) All materials and testimony submitted by the applicant, including any applicable professional studies such as traffic impact analysis, geologic assessments, and stormwater reports; 2) Any materials, testimony, and comments from public agencies, City Departments, neighborhood associations, and the public; and 3) All documents referenced in this decision.

All application materials are available on the City's online Permit Application Center at <https://permits.cityofsalem.net>. You can use the search function without registering and enter the permit number listed here: 22 111718.

4. Neighborhood Association and Public Comments.

The subject property is located within the boundaries of the East Lancaster Neighborhood Association and is located adjacent to the North East Salem Community Association Neighborhood Association.

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), Class 3 Site Plan Review applications require neighborhood association contact. On May 13, 2022, the applicant contacted both the East Lancaster Neighborhood Association and the North East Salem Community Association Neighborhood Association to provide details about the proposal; thereby satisfying the requirements of SRC 300.310.

Neighborhood Association Comments: Notice of the application was provided to both the East Lancaster Neighborhood Association and the North East Salem Community Association pursuant to SRC 300.520(b)(1)(B)(v), which requires notice to be sent to any City-recognized neighborhood association whose boundaries include, or are adjacent to, the subject property. Comments were received from the East Lancaster Neighborhood Association that are included as **Attachment F**.

The comments received from the neighborhood express concern, in summary, regarding the following issues:

- A. Parking on Weathers Street. The neighborhood association indicates that the Olive Garden restaurant across Weathers Street currently generates overflow parking on Weathers Street. Concern is expressed that the proposed new business will add to the situation and make it difficult for customers leaving the parking lot. In order to address this issue, the neighborhood association recommends that no parking be allowed on the south side of Weathers Street from Lancaster Drive to 15 feet past the entrance to the parking lot.

Staff Response: Weathers Street is designated as a local street under the City's Transportation System Plan (TSP). Comments provided from the City's Public Works Department indicate that Weathers Street is currently improved to a width of 34 feet within a 60-foot-wide right-of-way. Based on its current level of improvement, Weathers Street conforms to the requirements of the TSP for its street classification and no additional improvements are required. No parking signs are currently posted on the south side of Weathers Street along the frontage of the property.

- B. Vehicle traffic exiting the site and entering the neighborhood. The neighborhood association indicates that there used to be a sign saying "no right turn" at the Weathers Street exit from the property so that vehicles didn't travel east from the property on Weathers Street into the neighborhood. The neighborhood association explains that they don't know why the sign disappeared but recommend that it be replaced.

Staff Response: Staff reviewed street imagery available via Google Street view dating back to 2007 and was not able to identify any signs at the Weathers Street exit from the property that would prohibit a left turn from the property onto Weathers Street. This sign may have been one that was posted on the property by a previous owner but it would not have been one that was installed by the City.

As identified in the local street connectivity element of the Salem Transportation System Plan (TSP), an interconnected system of streets is called for that allows for the dispersal of traffic, encourages a mix of travel modes, and provides for connectivity to neighborhood activity centers. Commercial businesses along Lancaster Drive provide services to people within the community and individuals living in surrounding neighborhoods. In order to ensure these services are accessible, an interconnected system of streets is necessary to provide for vehicle and pedestrian access to and from these areas. A requirement restricting right-turning movements from the property onto Weathers Street would limit street circulation and connectivity and be difficult to enforce.

- C. Restricted access from driveway onto Lancaster Drive NE. The neighborhood association indicates they would like to see the driveway onto Lancaster Drive made right turn in only and right turn out only to reduce traffic conflicts.

Staff Response: As identified on the site plan (**Attachment B**), the proposed development will not include a driveway from the subject property directly onto Lancaster Drive NE. Instead, vehicular access to the development will be provided from Weathers Street through an existing shared driveway located at the northeast corner of the site and from Lancaster Drive through the abutting property to the south.

Because the proposed development will not provide direct access onto Lancaster Drive, the two existing nonconforming driveway approaches from the subject property onto Lancaster Drive which do not meet the minimum required 370-foot spacing requirement of SRC 804.035(d) will be closed. The closure of these driveways will improve safety at the intersection of Lancaster Drive and Weathers Street and reduce traffic conflicts.

- D. Safety at intersection of Lancaster Drive and Weathers Street. The neighborhood association indicates that the intersection of Weathers Street and Lancaster Drive is very dangerous, and the increased traffic will increase the potential for accidents as people turn onto Weathers or turn across traffic to go south on Lancaster Drive. Concern is also expressed about the crosswalk being considered at this intersection, as the neighborhood association feels this may increase the potential for accidents. The neighborhood association explains that the area needs further study to determine if a traffic light or other mitigation is warranted at this intersection.

Staff Response: The City's Assistant Traffic Engineer reviewed the proposal and indicates there have been five reported vehicle crashes at the intersection of

Weathers Street NE at Lancaster Drive NE over the previous five years (January 1, 2017 through December 31, 2021) and would therefore not be considered a dangerous intersection.

In regard to the proposed crosswalk, the City has planned for a pedestrian improvement in this vicinity. The final location has not been determined yet, but the improvement will consist of the push-button Rapid Rectangular Flashing Beacons, a pedestrian island, and all necessary signing. This is being planned because the only protected pedestrian crossings are at Market Street and D Street located 1,500 feet and 900 feet away. The pedestrian crossing improvement on Commercial Street SE at Royvonne Avenue SE has been reviewed and it has shown there has been a decrease in reported crashes after the pedestrian island was installed.

In regard to the installation of a traffic light at the intersection of Lancaster Drive and Weathers Street, a new traffic signal at this intersection would not be considered because it is too close to the existing traffic signals at Market Street and D Street and would cause additional traffic congestion along Lancaster Drive. In addition, it is also unlikely there is sufficient traffic from Weathers Street to meet the required traffic signal warrants, and the intersection's offset alignment with, and proximity to, the intersections of Manor Drive NE and Anita Drive NE make construction and operations difficult.

- E. Confusing traffic circulation within the interior of the block. The neighborhood association indicates that the internal traffic in the parking lot is increasingly confusing and there needs to be clear indication of what areas belong to each business or institution. It is explained that the parking lot used to have access to the traffic light at D Street, but since that was closed vehicles have fewer options to seek safer egress.

Staff Response: As shown on the applicant's site plan and overall site plan (**Attachment G**), the proposal will include the redevelopment of the entire property located at the corner of Lancaster Drive and Weathers Street. As a result of the proposed redevelopment, new landscaped setbacks will be provided around the perimeter of the site which will help to clearly visually distinguish the subject property from the abutting properties to the south. In order to improve vehicular access and safety, the two existing non-conforming driveway approaches from the property onto Lancaster Drive will be removed and access will instead be provided from Weathers Street through the existing shared driveway located at the northeast corner of the property and from Lancaster Drive through the abutting property to the south. The proposed points of vehicular access to the site

Homeowners Association: Pursuant to SRC 300.520(b)(1)(B)(iv), notice is required to be provided to any active and duly incorporated Homeowners' Association (HOA) involving property subject to a Type II land use application. The subject property is not located within a Homeowners' Association; therefore, HOA notice is not applicable.

Public Comments: In addition to providing notice to the neighborhood associations, notice was also provided, pursuant to SRC 300.520(b)(1)(B)(ii), (iii), (vi), & (vii), to property owners and tenants within 250 feet of the subject property. No public comments were received.

5. City Department Comments

- A. City of Salem Building and Safety Division and Fire Department – Reviewed the proposal and indicated no objections.
- B. City of Salem Public Works Department – Reviewed the proposal and provided comments pertaining to City infrastructure required to serve the proposed development. Comments from the Public Works Department are included as **Attachment H**.

6. Public Agency Comments

- A. Portland General Electric (PGE) – Reviewed the proposal and provided comments that are included as **Attachment I**. PGE indicates that the proposed pad-mounted transformer must be located within 10 feet of a vehicle access surface and that pedestrian sidewalks and restaurant drive-through lanes do not meet this requirement.

Staff Response: As shown on the site plan, an electrical transformer is proposed to be located to the east of the proposed building in the area generally north of the proposed trash enclosure and south of the proposed drive-through lanes. As indicated in the comments from PGE, the proposed transformer location does not meet their utility infrastructure siting standards. In order to ensure the proposed electrical transformer is located in an area of the site that meets PGE requirements the following condition of approval shall apply:

Condition 1: The proposed pad-mounted transformer shall be located within 10 feet of a vehicle access surface in conformance with PGE standards.

DECISION CRITERIA FINDINGS

7. Analysis of Class 3 Site Plan Review Approval Criteria

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

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

Finding: The proposal includes development of a new Panda Express restaurant with drive-through and associated site improvements on an approximate 0.99-acre property located at 1292 Lancaster Drive NE.

On August 24, 2022, the comprehensive plan designation and zoning of the property were changed as a result of the [Our Salem Project](#). The comprehensive plan designation of the property was changed from “Commercial” to “Mixed-Use” and the zoning of the property was changed from CR (Retail Commercial) to MU-III (Mixed-Use-III).

Because the proposal was submitted prior to the August 24, 2022, effective date of the Our Salem Project ordinance, the proposed development is subject to the comprehensive plan designation, zoning, and development standards of the Salem Revised Code that were in effect at the time of application submittal prior to the effective date of the Our Salem Project ordinance. As such, the proposal must be reviewed for conformance with the applicable standards of the CR zone that were in effect at the time of application submittal.

The allowed uses and applicable development standards of the CR zone are set forth under SRC Chapter 522.

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

SRC Chapter 522 (CR Zone)

SRC 522.005 – Allowed Uses:

Allowed uses within the CR zone are identified under SRC 522.005, Table 522-1. Pursuant to the City’s Use Classification Chapter (SRC 400), the proposed Panda Express restaurant is classified as an Eating and Drinking Establishments use. Within the CR zone Eating and Drinking Establishments, with or without drive-throughs, are allowed as a permitted use.

SRC 522.010(a) – Lot Standards:

Lot standards within the CR zone are established under SRC 522.010(a), Table 522-2. Within the CR zone there are no minimum lot area, width, or depth requirements. The minimum street frontage requirement for lots within the CR zone developed for uses other than Single Family is 16 feet.

The subject property is an approximate 0.99-acre corner lot with more than 16 feet of street frontage. The subject property exceeds the minimum lot area, dimension, and street frontage requirements of the CR zone.

SRC 522.010(b) – Setbacks:

Setback requirements for buildings and accessory structures within the CR zone are established under SRC 522.010(b), Table 522-3 & Table 522-4. Pursuant to SRC

522.010(b), Table 522-3, setback requirements for parking and vehicle use areas within the CR zone are based on the requirements of Table 522-4 and SRC Chapter 806 (Off-Street Parking, Loading, and Driveways). SRC 806.035(c) establishes perimeter setback requirements for parking and vehicle use areas adjacent to streets, interior property lines, and buildings.

Based on the requirements of SRC 522.010(b), Tables 522-3 and 522-4, and SRC Chapter 806.035(c), the required building, accessory structure, and off-street parking and vehicle use area setbacks applicable to the proposed development are as follows:

Required Setbacks		
Abutting Street		
Buildings	Min. 5 ft.	
Accessory Structures	Min. 5 ft.	
Parking and Vehicle Use Areas	Min. 6 ft. to 10 ft.	Per alternative setback methods under SRC 806.035(c)(2)
Interior Side & Interior Rear		
Buildings	None	Zone-to-zone setback abutting Commercial zone
Accessory Structures	None	
Parking and Vehicle Use Areas ⁽¹⁾	Min. 5 ft. with Type A Landscaping ⁽¹⁾	
<u>Notes</u>		
(1) <u>Required Landscaping</u> : Pursuant to SRC 807.015(a), Table 807-1, Type A Landscaping requires a minimum planting density of 1 plant unit per 20 square feet of landscaped area.		

As shown on the site plan, the proposed development complies with all applicable setback requirements abutting streets and interior property lines as required by the CR zone and SRC Chapter 806.

Parking and Vehicle Use Area Setback Adjacent to Buildings and Structures. In addition to required setbacks from property lines as identified above, SRC 806.035(c)(4) requires parking and vehicle use areas adjacent to buildings and structures to be setback from the exterior wall of a building or structure by a minimum 5-foot-wide landscape strip, planted to Type A landscaping standards, or a minimum 5-foot-wide paved pedestrian walkway. The minimum 5-foot setback requirement does not, however, apply to drive-through lanes located adjacent to a building or structure.

As shown on the site plan, the proposed restaurant is located adjacent to a parking lot and a drive-through lane which wraps around the building. A minimum 5-foot setback is not required between the drive-through lane and the building, and a paved sidewalk more than 5 feet in width is provided around the building to the west,

south, and east. The proposed development therefore conforms to the parking and vehicle use area setback requirements of SRC 806.035(c)(4).

SRC 522.010(c) – Lot Coverage:

Lot coverage requirements within the CR zone are established under SRC 522.010(c), Table 522-5. Within the CR zone there is no maximum lot coverage requirement for buildings and accessory structures.

SRC 522.010(c) – Height:

Height requirements for buildings and accessory structures within the CR zone are established under SRC 522.010(c), Table 522-5. Within the CR zone the maximum allowed height for buildings and accessory structures is 50 feet. As shown on the applicant's building elevation drawings, the proposed restaurant is a single-story building that does not exceed 50 feet in height. The proposal complies with the height requirements of the CR zone.

SRC 522.010(d) – Landscaping:

Landscaping requirements within the CR zone are established under SRC 522.010(d). Within the CR zone landscaping is required as follows:

- (1) Setbacks. Within the RM-II zone required setbacks shall be landscaped. Landscaping shall conform to the standards set forth in SRC chapter 807.
- (2) Vehicle Use Areas. Vehicle use areas within the RM-II zone 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.

Setback Landscaping. As shown on the applicant's landscape plan, the required setback areas provided on the site are proposed to be landscaped with trees and shrubs in conformance with the landscaping and plant unit requirements of SRC Chapter 807.

Parking & Vehicular Use Area Landscaping. SRC 806.035(d) establishes interior landscaping requirements for parking areas greater than 5,000 square feet in size. The proposed off-street parking area provided on the site is approximately 15,131 square feet in size and is therefore subject to the interior parking lot landscaping requirements of SRC 806.035(d)(2). Based on the size of the off-street parking area, a minimum of five percent (757 square feet) of interior parking lot landscaping is required to be provided.

As shown on the applicant's landscape plan, a total of approximately 629 square feet of interior parking lot landscaping is provided which does not conform to the

minimum five percent interior parking area landscaping requirement. In order to ensure the proposed parking lot conforms to the minimum interior landscaping requirements of SRC 806.035(d)(2), the following condition of approval shall apply:

Condition 2: The proposed off-street parking shall be revised to provide a minimum five percent interior landscaping.

In addition to requiring a minimum square footage of interior parking lot landscaping, SRC 806.035(d)(3) requires a minimum of one deciduous shade tree to be planted within a parking area for every 12 parking spaces. SRC 807.005 defines a shade tree as, "...a deciduous tree, or, in rare occasions, an evergreen tree, planted primarily for its high crown of foliage or overhead canopy."

Based on the 30 off-street parking spaces proposed, a minimum of three deciduous shade trees are required. As shown on the applicant's landscape plan, a total of five trees (*four columnar Norway maples and one Natchez crape myrtle*) are proposed within the off-street parking area. While the number of trees provided exceeds the minimum number of trees required, the tree species identified are not shade trees because they are columnar and/or do not possess a high crown of foliage or overhead canopy. In order to ensure that the interior parking lot landscaping requirements of SRC 806.035(d)(3) are met, the following condition of approval shall apply:

Condition 3: A minimum of three trees within the proposed off-street parking area shall be deciduous trees of a species that meets the definition of shade tree under SRC 807.005.

SRC 806.035(d)(4) requires landscape islands and planter bays within off-street parking areas to be a minimum of 25 square feet in size with a minimum width of five feet. As shown on the applicant's landscape plan, a total of six parking area landscape islands are provided that all conform to the minimum size and dimension requirements with the exception of the landscape island located immediately to the east of the proposed trash enclosure area. While this landscape island conforms to the minimum size requirement, it does not meet the minimum required 5-foot width. In order to ensure that all landscape islands included within the parking lot conform to the size and dimension requirements of SRC 806.035(d)(4), the following condition of approval shall apply:

Condition 4: The parking area landscape island located immediately to the east of the proposed trash enclosure area shall have a minimum width of five feet.

Development Site Landscaping. The subject property is approximately 0.99 acres in size and therefore a minimum of 6,469 square feet of the development site is required to be landscaped. As shown on the applicant's landscape plan, a total of approximately 7,142 square feet (*16.6 percent*) of the development site is landscaped. The proposal therefore conforms to the development site landscaping requirements of SRC 522.010(d)(3).

SRC Chapter 800 (General Development Standards)

SRC 800.055 – Solid Waste Service Areas

SRC 800.055 establishes standards that apply to all new solid waste, recycling, and compostable service areas, where use of a solid waste, recycling, and compostable receptacle of 1 cubic yard or larger is proposed.

A solid waste service area is defined under SRC 800.010 as, “An area designed and established for the purpose of satisfying the local collection franchisee service requirements for servicing receptacles, drop boxes, and compactors singularly or collectively.”

The proposed development includes one trash enclosure/collection area meeting the definition of a solid waste service area under SRC 800.010. As shown on the applicant’s site plan, the trash collection area is enclosed by a 7-foot 4-inch-tall wall, has an interior dimension within the enclosure of approximately 24 feet in width by 8.67 feet to 12.67 feet in depth, and includes an unobstructed vehicle operation area that is approximately 16 feet in width by 45 feet in length.

The proposed trash/recycling area appears to meet the applicable standards of SRC Chapter 800.055. At the time of building permit review, the location and features of the proposed trash/recycling area will be reviewed for conformance with applicable development standards of SRC 800.055. In order to ensure the proposed trash/recycling area conforms to the applicable standards of SRC 800.055, the following condition of approval shall apply:

Condition 5: The trash/recycling area shall conform to the solid waste service area standards of SRC 800.055.

SRC 800.065 – Pedestrian Access

SRC 800.065 establishes standards for pedestrian access to buildings and through development sites. Under this section, pedestrian connections are required:

- (1) Between building entrances and streets;
- (2) Between buildings on the same development site;
- (3) Through off-street surface parking areas greater than 25,000 square feet in size or including four or more consecutive parallel drive aisles;
- (4) Through parking structures/parking garages where an individual floor of the parking structure or garage exceeds 25,000 square feet in size;
- (5) To existing or planned paths and trails; and
- (6) To abutting properties when shared vehicular access is provided between them.

SRC 800.065(a)(1)(A) & (B) – Pedestrian Connection Between Entrances and Streets. A pedestrian connection is required between the primary entrance of each building on a 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. Where an adjacent street 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.

As shown on the applicant's site plan, the subject property is a corner lot with frontage on both Lancaster Drive NE and Weathers Street NE. In order to meet the pedestrian access requirements of SRC 800.065(a)(1)(A), a pedestrian connection is provided from the primary entrance of the building to both Lancaster Drive and Weathers Street. The pedestrian access requirements of SRC 800.065(a)(1)(B) are not applicable to the proposed development because although Lancaster Drive includes a transit route (*Cherriots Route 11: Lancaster/Verda*), there is no existing or planned transit along the frontage of the property.

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

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

The subject property is part of a larger development site to the south and east that includes additional buildings. As shown on the applicant's site plan, pedestrian connections are provided through the subject property to the south and east to provided pedestrian connectivity to abutting properties. The proposed development conforms to the pedestrian access requirements of SRC 800.065(a)(2).

SRC 800.065(a)(3) – Pedestrian Connection Through Off-Street Parking Areas. 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.

As shown on the applicant's site plan, the proposed off-street parking is not greater than 25,000 square feet in size and does not include four or more consecutive parallel parking lot drive aisles. This standard is therefore not applicable to the proposed development.

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.

There is not a planned pedestrian path or trail in proximity of the subject property. This standard is therefore not applicable to the proposed development.

SRC 800.065(a)(5) – Pedestrian Connection to Abutting Properties. Except as provided under SRC 800.065(a)(5)(A), whenever a vehicular connection is provided from a development site to an abutting property, a pedestrian connection shall also be provided.

The subject property shares access with properties to the east and south. As shown on the applicant's site plan, pedestrian connections are proposed to be provided through the subject property to the east and south to provide pedestrian access to these abutting properties. The proposed development conforms to this standard.

SRC 800.065(b)(1) – Design and Materials. Required pedestrian connections shall be in the form of a walkway, or may be in the form of a plaza. Walkways shall conform to the following:

- (A) Materials and width. Walkways shall be paved with a hard-surface material meeting the Public Works Design Standards, and a minimum of five feet in width.
- (B) Where a walkway crosses driveways, parking areas, parking lot drive aisles, and loading areas, the walkway shall be visually differentiated from such areas through the use of elevation changes, a physical separation, speed bumps, a different paving material, or other similar method. Striping does not meet this requirement, except when used in a parking structure or parking garage.
- (C) Where a walkway is located adjacent to an auto travel lane, the walkway shall be raised above the auto travel lane or separated from it by a raised curb, bollards, landscaping or other physical separation. If the walkway is raised above the auto travel lane it must be raised a minimum of four inches in height and the ends of the raised portions must be equipped with curb ramps. If the walkway is separated from the auto travel lane with bollards, bollard spacing must be no further than five feet on center.

SRC 800.065(b)(2) – Design and Materials. Wheel stops or extended curbs shall be provided along required pedestrian connections to prevent the encroachment of vehicles onto pedestrian connections.

As shown on the applicant's site plan, all of the proposed pedestrian connections through the site meet or exceed the minimum required 5-foot width, are visually distinguished through utilization of a different paving material, and will be protected from encroachment by adjacent parked vehicles through the utilization of wheel stops. The proposed development conforms to this standard.

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

SRC Chapter 806 establishes requirements for off-street parking, loading, and driveways. Included in the chapter are standards for minimum and maximum off-street vehicle parking; minimum bicycle parking; minimum loading; and parking, bicycle parking, loading, and driveway development standards.

Off-Street Parking.

Minimum Off-Street Vehicle Parking. Minimum off-street vehicle parking requirements are established under SRC 806.015(a), Table 806-1. The minimum off-street parking requirement for the development is as follows:

Minimum Off-Street Parking	
Eating and Drinking Establishments	1 space per 250 ft. ²

Maximum Off-Street Vehicle Parking. Maximum off-street vehicle parking requirements are established under SRC Chapter 806.015(e), Table 806-2A. The maximum number of allowed parking spaces is based upon the minimum number of spaces required for the proposed development. If the minimum number spaces required equals 20 spaces or less, the maximum allowed parking is 2.5 times the minimum number of spaces required. If the minimum number of spaces required equals more than 20 spaces, the maximum allowed parking is 1.75 times the minimum number of spaces required.

Based on the above identified minimum and maximum off-street parking requirements, the proposed 2,623 square-foot restaurant requires a minimum of 11 off-street parking spaces and is allowed to have a corresponding maximum of 28 off-street parking spaces. As shown on the applicant's site plan, a total of 30 parking spaces are provided, which exceeds the maximum allowed off-street parking for the development by two spaces. Because the proposed development exceeds maximum allowed off-street parking, the applicant has requested a Class 1 Adjustment in conjunction with the application. Analysis of the Class 1 Adjustment request and findings demonstrating conformance with the Class 1 Adjustment approval criteria are included in Section 8 of this decision.

Compact Parking. SRC 806.015(b) allows for the utilization of compact parking stalls to satisfy up to 75 percent of the required off-street parking spaces. As shown on the applicant's site plan, all of the proposed off-street parking spaces provided are standard sized spaces. This standard is therefore not applicable to the proposed development.

Off-Street Parking Area Dimensions. SRC 806.035(e), Table 806-6, establishes minimum dimension requirements for off-street parking stalls and the drive aisles serving them. Based on the layout of the parking spaces within the development, the proposed parking stalls and access aisles must meet the following standards:

Minimum Parking Stall & Drive Aisle Dimensions		
Stall Type	Parking Stall Dimension	Drive Aisle Width
90° Standard Stall	9 ft. x 19 ft.	24 ft.

As shown on the applicant's site plan, all of the proposed off-street parking spaces conform to the minimum required standard size parking stall dimensions established

under SRC 806.035(e), Table 806-6, and all of the parking stalls are served by a parking drive aisle that is 25 feet in width.

Off-Street Parking Area Access & Maneuvering. SRC 806.035(f) establishes access and maneuvering requirements for off-street parking areas. Pursuant to the requirements of this subsection, off-street parking and vehicle use areas are required to be designed so that vehicles enter and exit the street in a forward motion with no backing or maneuvering within the street and, where a drive aisle terminates at a dead-end, a turnaround is provided that conforms to the dimensions set forth in Table 806-7.

As shown on the applicant's site plan, ingress and egress to and from the proposed off-street parking area will be provided via shared driveways and the layout of the parking area is designed so that vehicles are able to turnaround on site and enter and exit the property in a forward motion. The proposed development conforms to this standard.

Driveways. SRC 806.040(d) establishes minimum driveway standards. Pursuant to SRC 806.040(d), Table 806-8, one-way driveways are required to have a minimum width of 12 feet and two-way driveways are required to have a minimum width of 22 feet.

As shown on the site plan, vehicular access to the proposed development will be provided via two shared driveways that are approximately 28.5 feet and 26.5 feet in width. The proposed development conforms to this standard.

Bicycle Parking.

Minimum Bicycle Parking. Minimum bicycle parking requirements are established under SRC 806.055, Table 806-9. The minimum bicycle parking requirement for the proposed development is as follows:

Minimum Bicycle Parking		
	Bike Parking Ratio	Max. Percentage of Long-Term Spaces
Eating and Drinking Establishments	The greater of 4 spaces or 1 space per 1,000 sq. ft.	25%

Based on the above identified minimum bicycle parking requirement, a minimum of 4 bike parking spaces are required for the proposed 2,623 square foot restaurant. As shown on the applicant's site plan, the proposed development includes two post-and-ring style bike racks to accommodate four bike parking spaces. The proposed development meets this standard.

Bicycle Parking Location. SRC 806.060(a)(1) requires bicycle parking areas to be located outside the building and located within a convenient distance of, and clearly visible from, the primary entrance of a building, but in no event shall the bicycle parking area be located more than 50 feet from the primary building entrance.

As shown on the site plan, the proposed bicycle parking spaces are located within 50 feet of, and visible from, a primary entrance into the building. The proposed development meets this standard.

Bicycle Parking Access. SRC 806.060(b) requires bicycle parking areas to have direct and accessible access to the public right-of-way and the primary building entrance that is free of barriers which would require users to lift their bikes in order to access the bicycle parking area. As shown on the applicant's site plan, the proposed bike spaces are located adjacent to a building entrance and can be accessed via a barrier free route from either Lancaster Drive NE or Weathers Street NE which crosses the drive-through lane and continues around the building to the proposed bike parking spaces. The proposal meets this standard.

Bicycle Parking Dimensions. SRC 806.060(c) requires bicycle parking spaces to be a minimum of 2 feet in width (*min. 1.5 ft when spaces are located side-by-side*) by 6 feet in length and served by a minimum 4-foot-wide access aisle. When bicycle parking spaces are located adjacent to a wall, a minimum clearance of two feet is required between the bike rack and the wall.

As shown on the site plan, the proposed bike parking spaces included within the development meet the minimum required bike parking dimension, access aisle, and clearance requirements of SRC 806.060(c).

Bicycle Parking Area Surfacing. SRC 806.060(d) requires bicycle parking spaces located outside a building to consist of a hard surface material meeting the Public Works Design Standards. As shown on the applicant's site plan, the proposed bike parking spaces will be located on a concrete paved area in conformance with this standard.

Bicycle Racks. SRC 806.060(e) establishes requirements for bicycle racks. Based upon these standards, bicycle racks are required to:

- Support the bicycle frame in a stable position in two or more places a minimum of six inches horizontally apart without damage to the wheels, frame, or components;
- Allow the bicycle frame and at least one wheel to be located to the rack with a high security U-shaped shackle lock;
- Be of a material that resists, cutting, rusting, and bending or deformation; and
- Be securely anchored.

As shown on the site plan and indicated in the written application materials provided from the applicant, the proposed development will include two post and ring style bike racks to accommodate the four bike parking spaces provided. As identified under SRC 806.060(e), Figure 806-11, post and ring style bike racks satisfy the requirements of SRC 806.060(e). The proposed development conforms to this standard.

Off-Street Loading Areas.

Minimum off-street loading requirements are established under SRC 806.075, Table 806-11. The minimum loading requirement for the proposed development is as follows:

Minimum Loading		
Eating and Drinking Establishments	Buildings less than 5,000 sq. ft.	None

Based on the above identified minimum off-street loading requirement, the proposed 2,623 square-foot restaurant is not required to provide an off-street loading space. As shown on the applicant's site plan, however, a loading space is provided at the southeast corner of that site that is 19 feet in width, 59 feet in length, and otherwise meets the loading space dimension requirements of SRC 806.075, Table 806-11. The proposed development conforms to this standard.

SRC Chapter 808 (Preservation of Trees & Vegetation)

The City's tree preservation ordinance (SRC Chapter 808) protects:

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

The tree preservation ordinance defines "tree" as, "any living woody plant that grows to 15 feet or more in height, typically with one main stem called a trunk, which is 10 inches or more *dbh*, and possesses an upright arrangement of branches and leaves."

As shown on the applicant's site plan and landscape plan, there are six existing trees on the property located in the northeast portion of the site adjacent to the Weathers Street NE right-of-way. The *dbh* of these trees range from 15 inches 18 inches and none of the trees are significant trees. As shown on the site plan and landscape plan, these trees are proposed to be retained. The proposed development conforms to the requirements of SRC Chapter 808.

SRC Chapter 809 (Wetlands):

Grading and construction activities within wetlands are regulated by the Oregon Department of State Lands (DSL) and US Army Corps of Engineers. State and Federal wetland laws are also administered by the DSL and Army Corps, and potential impacts to jurisdictional wetlands are addressed through application and enforcement of appropriate mitigation measures.

According to the Salem-Keizer Local Wetland Inventory (LWI) there are no mapped wetlands or waterways located on the subject property.

SRC Chapter 810 (Landslide Hazards)

According to the City's adopted landslide hazard susceptibility maps, the subject property does not contain any areas of mapped landslide hazard susceptibility points. Pursuant to the City's landslide hazard ordinance (SRC Chapter 810), a geologic assessment is therefore not required in conjunction with the proposed development.

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 subject property is a corner lot with frontage on both Lancaster Drive NE and Weathers Street NE. Vehicular access to the development is proposed to be taken from Weathers Street NE through an existing shared driveway located at the northeast corner of the site and from Lancaster Drive NE through the abutting property to the south.

Weathers Street NE is designated as a local street under the City's Transportation System Plan (TSP) requiring a 30-foot-wide improvement within a 60-foot-wide right-of-way. Comments from the Public Works Department (**Attachment H**) indicate that Weathers Street is currently improved with an approximate 34-foot-wide improvement within a 60-foot-wide right of way in conformance with the TSP and SRC Chapter 803.

Lancaster Drive NE is designated as a Major Arterial street under the City's TSP requiring a 68-foot-wide improvement within a 96-foot-wide right of way. Comments from the Public Works Department (**Attachment H**) indicate that Lancaster Drive is currently improved with an approximate 68-foot-wide improvement within an 80-foot-wide right-of-way adjacent to the subject property. Because the existing right-of-way width of Lancaster Drive does not currently conform to its minimum required width under the TSP for its street classification and because the existing sidewalks along the Lancaster Drive frontage of the property are currently constructed as curb-line sidewalks rather than property line sidewalks as identified under the TSP and required under SRC 803.035(l)(2)(A), the following conditions of approval shall apply:

Condition 6: Convey land for dedication to equal a half-width right-of-way of 48-feet on the development side of Lancaster Drive NE, including sufficient right-of-way to accommodate public infrastructure at the property corners.

Condition 7: Property line sidewalks shall be provided along the Lancaster Drive NE frontage of the property.

In order to ensure that both Lancaster Drive and Weathers Street include street trees as required under SRC 803.035(k) and SRC Chapter 86.015(e), the following condition of approval shall apply:

Condition 8: Install street trees to the maximum extent feasible along Lancaster Drive NE and Weathers Street NE.

The proposed development, as conditioned, will ensure that the street frontages on the perimeter of the property conform to the City's TSP and SRC Chapter 803; thereby ensuring that the transportation system provides for the safe, orderly, and efficient circulation of traffic into and out of the proposed development. This approval criterion is met.

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 subject property is currently served by a total of four driveways. Two of the existing driveways are located on Lancaster Drive and the remaining two are located on Weathers Street. As shown on the applicant's site plan, both existing driveways onto Lancaster Drive and the westernmost driveway onto Weathers Street are proposed to be removed with the redevelopment of the property. As such, vehicular access to the development will be taken from Weathers Street NE through an existing shared driveway within an existing easement located along the eastern portion site, and from Lancaster Drive NE through the abutting property to the south.

In addition to vehicular access, pedestrian and bicycle access to and within the development will be provided via the existing network of streets in the surrounding area and through north-south and east-west pedestrian connections proposed to be extended through the site to provide connectivity to abutting properties to the south and east.

The reduced number of driveways and the design of the proposed internal parking lot drive aisles, drive-through lane, and pedestrian connections through the site provide for the safe and efficient movement of vehicles, bicycles and pedestrians as required by this approval criterion.

As shown on the applicant's site plan, the proposed development includes a driveway which extends to the southern boundary of the property to provide access to Lancaster Drive through the abutting property to the south. As indicated in the written materials provided from the applicant, access rights through the abutting property to the south to accommodate the proposed shared access to Lancaster Drive NE are being developed between the applicant and adjacent property owners. In order to ensure the proposed development will have access rights to Lancaster Drive NE through the abutting property to the south, the following condition of approval shall apply:

Condition 9: Prior to building permit approval, evidence shall be provided demonstrating that access rights have been obtained to Lancaster Drive NE through the abutting property to the south.

The proposed development, as conditioned, provides for the safe and efficient movement of vehicles, bicycles, and pedestrians. This approval criterion is met.

SRC 220.005(f)(3)(D): 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 utility plan for the site and indicates that water, sewer, and stormwater infrastructure are available within surrounding streets/areas and are adequate to serve the proposed development.

In regard to stormwater facilities, the Public Works Department indicates that the proposed development meets the definition of a Large Project pursuant to SRC 70.005 which requires the project to comply with PWDS Appendix 4E related to green stormwater infrastructure (GSI). The applicant has not set aside any area on-site for GSI. The applicant has submitted a design exception request to the City Engineer to allow alternative methods for stormwater treatment. The design exception has not yet been approved. In order to ensure the provision of adequate stormwater infrastructure to serve the proposed development, the following condition of approval shall apply:

Condition 10: Design and construct a storm drainage system at the time of development in compliance with Salem Revised Code (SRC) Chapter 71 and the Public Works Design Standards (PWDS) or receive a design exception from the City Engineer.

The proposed development, as conditioned, will be adequately served by City utilities. This approval criterion is met.

8. Class 1 Adjustment Approval Criteria

Salem Revised Code (SRC) 250.005(d)(1) sets forth the following criteria that must be met before approval can be granted to an application for a Class 1 Adjustment. The following subsections are organized with approval criteria, followed by findings of fact upon which the decision is based. Lack of compliance with the following criteria is grounds for denial or for the issuance of conditions of approval to satisfy the criteria.

SRC 250.005(d)(1)(A): The purpose underlying the specific development standard proposed for adjustment is:

- (i) Clearly inapplicable to the proposed development; or***
- (ii) Clearly satisfied by the proposed development.***

Finding: The applicant has a Class 1 Adjustment in conjunction with the proposed development to increase the maximum number of off-street parking spaces allowed to serve the development from 28 spaces, as required under SRC 806.015(d)), to 30 spaces.

As indicated in the written statement provided from the applicant (**Attachment E**), the proposed project has a total of 30 parking stalls, two of which are accessible parking. The applicant indicates that the number of hourly transactions for the new restaurant is projected to range from 42 to 47 and that this peak hourly transaction count relates to the total 30 parking stalls proposed. The applicant explains that once in operation Panda Express will need to provide ample long duration parking dedicated for three to five Panda Express employees and that Panda Express operation shifts are typically four to six hours long. The applicant indicates that the parking proposed is intended to be able to serve parking needs during the peak hours without having customer spill over parking onto the parking lots of adjacent properties. The applicant also explains that proposed 30 parking spaces have taken into consideration the number of spaces needed for on-line order pickup (3-5 stalls) and drive-through order waiting (2-3 stalls). The applicant indicates that when these considerations are taken into account, an adjustment is needed in order to allow for a sufficient number of off-street parking spaces to be provided to meet daily off-street parking demands and to allow successful daily business operations.

Staff concurs with the findings included in the applicant's written statement. The underlying purpose of the maximum off-street parking standard is to ensure that land is not inefficiently used through the development of parking lots that are overparked with spaces that are not utilized. As indicated in the written statement from the applicant, the 30 off-street parking spaces proposed are the amount necessary to allow for the successful daily operation of the restaurant, accommodate projected staff and customer parking demand, and prevent customer spill over parking onto adjacent properties. As provided under SRC 806.015(d), the maximum off-street parking that would otherwise be applicable to the proposed development is 28 spaces. The 30 total spaces proposed by the applicant exceeds the maximum allowed parking by only two spaces. Due to the minimal requested deviation from the standard, the proposed development will continue to maintain conformance with the underlying purpose of the maximum off-street parking standard and it is therefore clearly satisfied by the proposed development. In order to ensure the underlying purpose of the standard continues to be satisfied, the following condition of approval shall apply:

Condition 11: The adjusted development standard, 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 Unified Development Code (UDC), unless adjusted through a future land use action.

The proposal, as conditioned, satisfies this approval criterion.

SRC 250.005(d)(1)(B): The proposed adjustment will not unreasonably impact surrounding existing or potential uses or development.

Finding: The requested Class 1 Adjustment to the maximum allowed off-street parking for the development will not result in unreasonable impacts on surrounding

existing or potential uses or development. The requested adjustment only increases the maximum number of off-street parking spaces allowed on the site by two spaces in order to meet the restaurant's projected parking demand to customers and staff while also preventing parking spillover impacts on adjacent properties. This approval criterion is met.

9. Conclusion

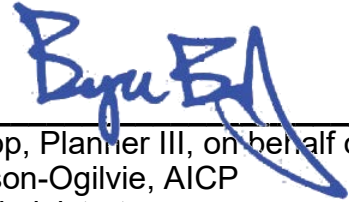
Based upon review of SRC Chapters 220 and 250, the applicable standards of the Salem Revised Code, the findings contained herein, and due consideration of comments received, the application complies with the requirements for an affirmative decision.

IT IS HEREBY ORDERED

Class 3 Site Plan Review and Class 1 Adjustment Case No. SPR-ADJ22-53 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:** The proposed pad-mounted transformer shall be located within 10 feet of a vehicle access surface in conformance with PGE standards.
- Condition 2:** The proposed off-street parking shall be revised to provide a minimum five percent interior landscaping.
- Condition 3:** A minimum of three trees within the proposed off-street parking area shall be deciduous trees of a species that meets the definition of shade tree under SRC 807.005.
- Condition 4:** The parking area landscape island located immediately to the east of the proposed trash enclosure area shall have a minimum width of five feet.
- Condition 5:** The trash/recycling area shall conform to the solid waste service area standards of SRC 800.055.
- Condition 6:** Convey land for dedication to equal a half-width right-of-way of 48-feet on the development side of Lancaster Drive NE, including sufficient right-of-way to accommodate public infrastructure at the property corners.
- Condition 7:** Property line sidewalks shall be provided along the Lancaster Drive NE frontage of the property.
- Condition 8:** Install street trees to the maximum extent feasible along Lancaster Drive NE and Weathers Street NE.

- Condition 9:** Prior to building permit approval, evidence shall be provided demonstrating that access rights have been obtained to Lancaster Drive NE through the abutting property to the south.
- Condition 10:** Design and construct a storm drainage system at the time of development in compliance with Salem Revised Code (SRC) Chapter 71 and the Public Works Design Standards (PWDS) or receive a design exception from the City Engineer.
- Condition 11:** The adjusted development standard, 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 Unified Development Code (UDC), unless adjusted through a future land use action.

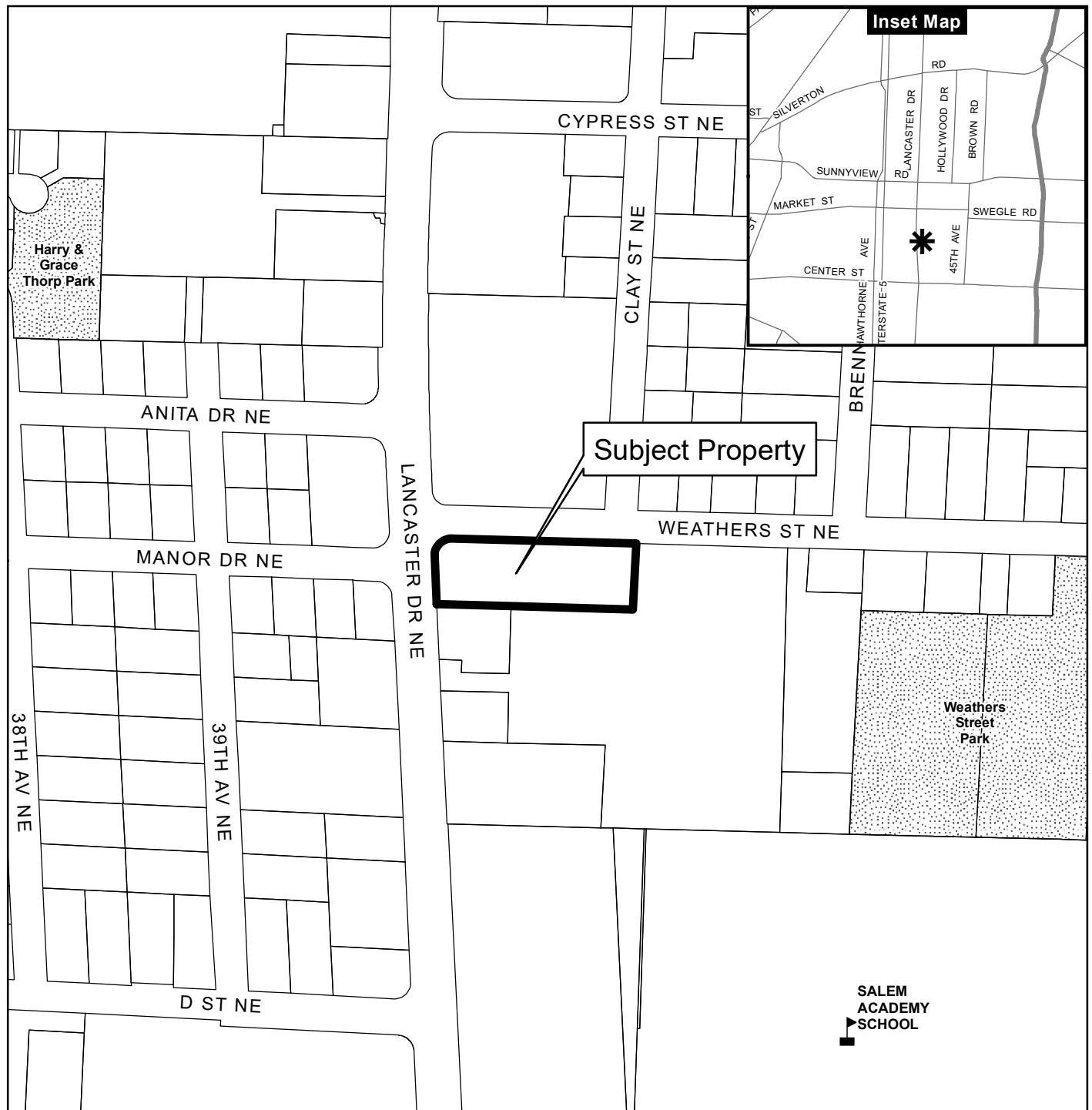


Bryce Bishop, Planner III, on behalf of
Lisa Anderson-Ogilvie, AICP
Planning Administrator








- Attachments:
- A. Vicinity Map
 - B. Site Plan
 - C. Landscape Plan
 - D. Building Floor Plans and Elevations
 - E. Applicant's Written Statement
 - F. East Lancaster Neighborhood Association Comments
 - G. Overall Site Plan
 - H. City of Salem Public Works Department Comments
 - I. Portland General Electric Comments

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

Vicinity Map 1292 Lancaster Drive NE



Legend

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

0 100 200 400 Feet



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.



PANDA EXPRESS, INC.
1683 Walnut Grove Ave.
Rosemead, California
91770
Telephone: 626.799.9898
Facsimile: 626.372.8288

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:

△			
△			
△			
△			
△			
△			
△			
△			

ISSUE DATE:

PRE-APPLICATION SUBMITTAL	03/08/22
PLANNING 1ST SUBMITTAL	06/06/22
PLANNING 2ND SUBMITTAL	09/08/22
PLANNING 3RD SUBMITTAL	11/01/22

DRAWN BY: CRM Architects & Planners, Inc.

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

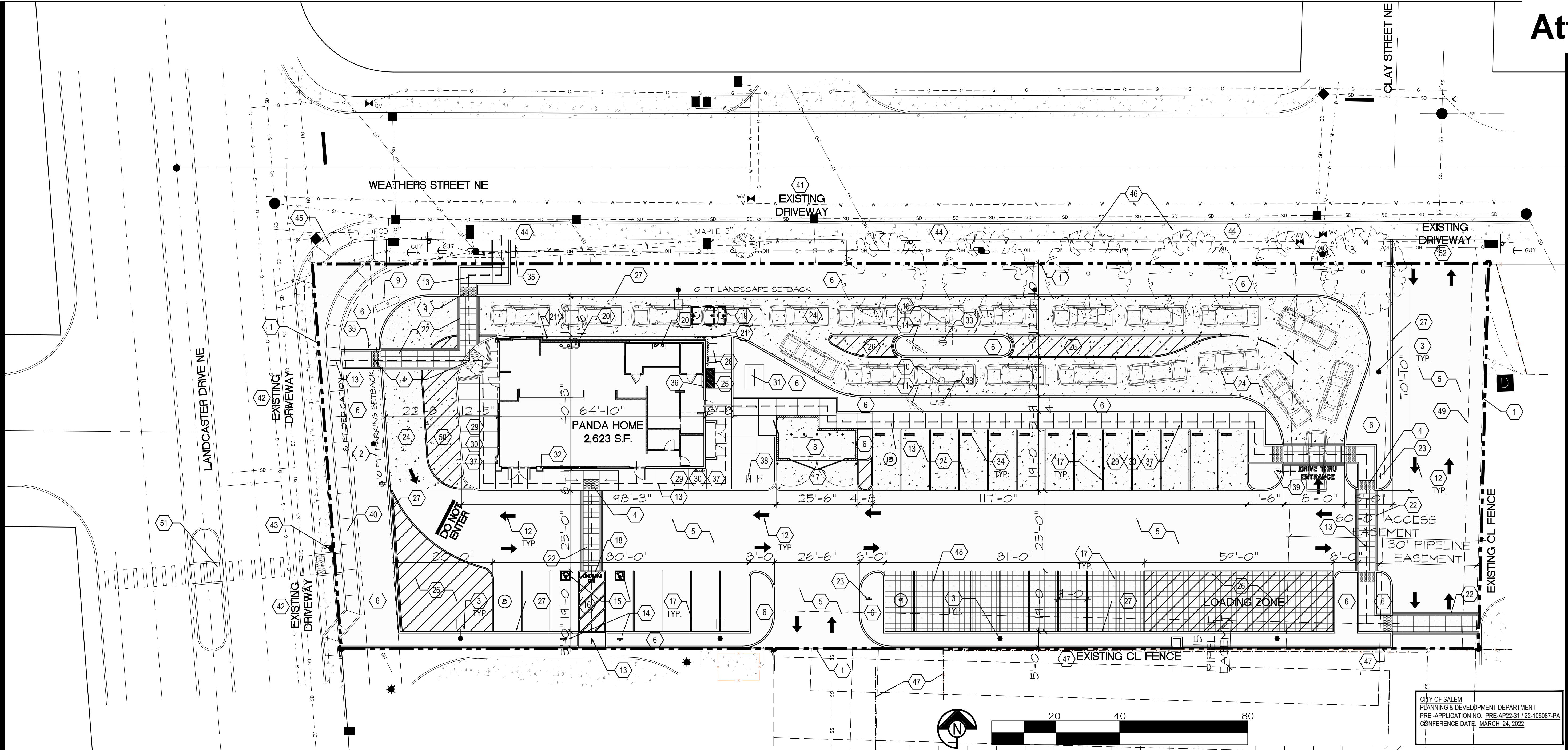
1292 LANCASTER BLVD.
SALEM, OR 97301

2600 Plan

A-100

SITE PLAN
ARCHITECTURAL

SPR SUBMITTAL DWGS



ARCHITECTURAL SITE PLAN 1

Scale: 1/16"=1'-0"

A-100

GENERAL NOTES:

- G.C. TO VERIFY AND PROVIDE ALL UNDERGROUND WIRING AND CONDUIT (INSTALLED BY LOCAL UTILITY COMPANY) FROM TRANSFORMER TO ELECTRICAL MAIN SWITCHGEAR, DRIVE THRU, MENU BOARD, BY G.C. VERIFY WITH PANDA PM.
- WATER METER FOR IRRIGATION SHALL BE A SEPARATE METER THAN MAIN WATER METER. G.C. TO COORDINATE WITH LANDSCAPE/IRRIGATION CONTRACTOR TO INSTALL A SEPARATE METER.
- PROVIDE & INSTALL CAGE AND COVER FOR THE BACK-FLOW PREVENTER AT 4" CONCRETE CURB IN LANDSCAPE AREA. GORILLA CAGE, MANUFACTURED BY HOUSTON IRRIGATION SERVICES SPRING, TEXAS (281-705-8701). PROVIDE INSULATED COVER, AQUA SHIELD MODEL # BFP1-S FOR COLDER REGIONS OF US. COORDINATE WITH PANDA PM. REFER TO DETAIL 110A-407.
- FOR HORIZONTAL CONTROL PLAN REFER TO CIVIL DRAWINGS
- PROPERTY LINE
- DIRECTIONAL SIGN REFER TO SIGN VENDOR FOR ACTUAL LOCATIONS AND LAYOUT (NO ELEC. POWER)
- NEW PARKING LOT POLE LIGHT 22'-0" MOUNTING HEIGHT (20'-0" POLE) TYPICAL. SEE LIGHTING SCHEDULE ON E-105 (REFER TO PHOTOMETRICS PLAN SHEET E-106 FOR LIGHT POLE LOCATIONS. DEVELOPER TO INSTALL LIGHT BASES AND SUBSTRUCTURE. PANDA TO PROVIDE POLE LIGHTS. (LIGHT POLE FIXTURES BY GENERAL CONTRACTOR)
- TRUNCATED DOMES 3" MIN. DEPTH. FLUSH TRANSITION. SEE CIVIL DETAILS.
- ASPHALT PAVING - SEE CIVIL PLAN PER CITY OF SALEM STANDARDS. SEE CIVIL DWGS.
- IRRIGATED LANDSCAPING, REFER TO LANDSCAPE DRAWINGS
- CONCRETE APRON AT TRASH ENCLOSURE AREA
- TRASH ENCLOSURE, 7'-4" HIGH WALLS, CONFIRM BIN SIZE WITH LOCAL WASTE MANAGEMENT COMPANY. (TYP. 6 YARD BIN)
- NEW 25'-0" HIGH PYLON SIGN UNDER SIGNAGE PERMIT, REFER TO SIGN VENDOR SIGNAGE PACKAGE.
- DRIVE THRU LANE SENSOR LOOP SEE DETAIL
- DRIVE THROUGH MENU BOARD-INSTALLED BY GC. VERIFY WITH PANDA PM
- DIRECTIONAL ARROW

- ACCESSIBLE PATH OF TRAVEL
- ACCESSIBLE PARKING POLE SIGN
- INTERNATIONAL ACCESSIBILITY SYMBOL @ PARKING SPACE
- ACCESSIBLE PARKING SPACE AND LOADING ZONE PAINT LOADING ZONE W/ 4" WIDE STRIPES @3'-0" O.C.
- PAINT 4" WIDE SOLID PARKING STRIPING W/ TWO (2) COATS HIGHWAY WHITE PAINT PER CITY OF SALEM STDS.
- DESIGNATED ACCESSIBLE PARKING SPACE. SEE CIVIL DRAWINGS
- UNDERGROUND GREASE INTERCEPTOR 1,500 GALLON. SEE PLUMBING DWGS.
- ROOF DRAIN AND OVERFLOW DRAIN FROM ROOF UNDER CONCRETE FLATWORK TO FACE OF CURB OR TIE TO STORM SEWER. ARCHITECT TO VERIFY WITH LOCAL JURISDICTION.
- STEEL PIPE GUARD BOLLARD TO BE PAINTED SAFETY YELLOW PRIOR TO APPLICATION OF LDPE SLEEVE
- INTEGRALLY COLORED AND SCORED CONCRETE PAVING AT PEDESTRIAN PATH OF TRAVEL WHERE CROSSING VEHICULAR WAY (TYP.)
- TOW AWAY WARNING SIGN
- CONCRETE DRIVE SLAB PER SOILS REPORT. SEE CIVIL DRAWINGS.
- 600 AMPS NEMA 3R ELECTRICAL SWITCHGEAR 120/208V 3PH 4W
- PAINTED STRIPED AREAS WITH 4" WIDE STRIPES. PAINT USED FOR STALL STRIPING
- PLANTER CURB (TYP.)
- GAS METER COORDINATE W/ LOCAL UTILITY COMPANY.
- EXPANSION JOINT @ 20'-0" O.C. MAX.
- TOOLED JOINTS @ 5'-0"x5'-0" O.C.

- ELECTRICAL TRANSFORMER AND CT-CAN FOR PANDA. BY UTILITY COMPANY. VERIFY EXACT LOCATION WITH UTILITY CO.
- KNOX BOX TO BE PROVIDED WITH TAMPER SWITCH AND SHALL BE MONITORED BY F.D. APPROVED CENTRAL MONITORING DEVICE.
- ORDER CONFIRMATION BOARD OR PREFABRICATED ORDER CANOPY. VERIFY W/ PX PM. SEE SIGNAGE DWGS.
- WHEEL STOP
- POLE MOUNTED INTERNATIONAL SYMBOL OF ACCESSIBILITY SIGNAGE AT EACH PEDESTRIAN ACCESS POINT.
- INTERIOR ELECTRICAL SUBPANELS
- SEALED CONC SIDEWALK (AQUA MIX SEALER'S CHOICE GOLD). CONCRETE TO BE LIGHT BROOM TEXTURE FINISH. PROVIDE UNDER SLAB TREATMENT PER SOIL REPORT. PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG.
- EXTERIOR BICYCLE RACK (MINIMUM 4 BIKE SPACES REQUIRED)
- CLEARANCE BAR INSTALLED BY SIGN VENDOR SEE ELECTRICAL DRAWING FOR ELECTRICAL REQUIREMENT, G.C. TO COORDINATE. SEE SIGNAGE PLANS.
- NEW SIDEWALK TO BE LOCATED PARALLEL TO AND ONE-FOOT FROM THE ADJACENT RIGHT OF WAY PEER CITY STREET STANDARDS SRC 803.035(I)(2)(A)
- EXISTING DRIVEWAY TO BE CLOSED OFF AND NEW SIDEWALK INSTALLED TO CONNECT TO EXISTING SIDEWALK ON EACH END, PER CITY STANDARDS. SEE CIVIL DRAWINGS.
- EXISTING SIDEWALK AND DRIVEWAYS AT LANCASTER FRONTAGE TO BE REMOVED. CONSTRUCT NEW CURB AND GUTTER AT DRIVEWAY LOCATIONS PER CITY STANDARDS P-5 TO MATCH AND ALIGN WITH EXISTING CURB AND GUTTER TO REMAIN.
- EXISTING POWER POLE TO REMAIN AND PROTECT DURING CONSTRUCTION.
- EXISTING SIDEWALK AT WEATHERS FRONTAGE AND PORTION AT INTERSECTION CURB RAMP TO REMAIN. REPLACE AS NEEDED AT EXISTING DRIVEWAY REMOVAL.
- EXISTING RAMP ON RIGHT OF WAY TO REMAIN AND PROTECT. NEW SIDEWALKS PER STREET CITY STANDARDS TO CONNECT TO RAMP.
- EXISTING STREET TREES TO REMAIN AND PROTECT. PRESERVING OF TREES REQUIRE 100 PERCENT OF THEIR CRITICAL ROOT ZONES TO BE PROTECTED (CRITICAL ZONE MEASURES ONE-FOOT IN RADIUS FOR EACH ONE-FOOT OF DBH).

- EXISTING PERMANENT GATED FENCE FOR SCHOOL ACADEMY TO REMAIN
- +/- 2,657 SQUARE FEET NEW PERVIOUS PAVING AT PARKING & LOADING ZONE SHOWN HATCHED.
- MINIMUM 5'-0" VEHICLE USE AREA SETBACK.
- STRIPED AREA FOR DRIVE-THRU ORDER WAITING.
- FUTURE PEDESTRIAN CROSSING MEDIAN & SIGNAL ELEMENTS TO BE INSTALLED BY CITY OF SALEM
- EXISTING DRIVEWAY TO REMAIN.

PROPERTY DESCRIPTION PER CURRENT TITLE

BEGINNING ON THE SOUTH LINE OF WEATHERS STREET AT A POINT WHICH IS 412.43 FEET SOUTH 89°42' WEST AND 30.00 FEET SOUTH 1°14' WEST FROM THE NORTHEAST CORNER OF LOT 12, HELTZEL'S GARDEN TRACTS, IN MARION COUNTY, OREGON, SAID POINT BEING ON THE EXTENSION OF THE EAST LINE OF CLAY STREET; THENCE SOUTH 1°14' WEST ALONG THE EXTENSION OF SAID EAST LINE OF CLAY STREET, A DISTANCE OF 120.04 FEET; THENCE SOUTH 89°42' WEST, PARALLEL WITH THE SOUTH LINE OF WEATHERS STREET, 355.40 FEET TO A POINT ON THE EAST LINE OF LANCASTER DRIVE; THENCE NORTH 4°34' WEST ALONG THE EAST LINE OF SAID LANCASTER DRIVE 120.33 FEET TO THE POINT OF INTERSECTION WITH THE SOUTH LINE OF SAID WEATHER STREET; THENCE NORTH 89°42' EAST 367.52 FEET TO THE PLACE OF BEGINNING.

KEY NOTES A

A-100

LEGAL DESCRIPTION B

A-100

Project Name	Panda Express 1292 Lancaster Dr NE Salem, OR 97301		
Proposed	Panda Express Restaurant		
Tax #	072W19CA06200		
Existing Zoning	Commercial Retail (CR)		
Land Use	Restaurant w/ Drive-thru		
Parking Required	11 Minimum --- 28 Maximum Allowed		
Parking Provided	30 (2 Accessible)		
SITE PLAN REQUIREMENTS			
Total Parcel Area	43,362 Sq. Ft. (0.99 Acre)		100 %
Building Coverage	2,623 Sq. Ft.		6 %
Asphalt/ Conc. Coverage	32,882 Sq. Ft.		76 %
Landscaping	7,857 Sq. Ft.		18 %
Owner:	Civil Engineer:		
Baez Brothers, LLC	Scott Steckley, P.E.		
1292 Lancaster Blvd.	Chehalem Diversified, Inc.		
Salem, OR 97301	2800 E. 9th St. Ste. 700		
	Newberg, OR 97132		
	T: 503.538.0337		



PANDA EXPRESS, INC.
1683 Walnut Grove Ave.
Rosemead, California
91770
Telephone: 626.799.9898
Facsimile: 626.372.8288

All ideas, designs, arrangements 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.

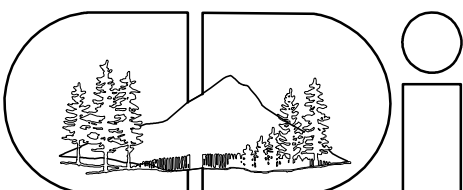
REVISIONS:

ISSUE DATE:

LAND USE REVIEW	10/26/2022

DRAWN BY: CHEHALEM DIVERSIFIED, INC.

PANDA PROJECT #: S8-23-D22360
ARCH PROJECT #: 2203
ENGR PROJECT #: 1603-10



Chehalem Diversified, Inc.
2800 E. 9th Street, Ste. 700
Newberg, OR 97132-3575
(503) 538-0337



EXPIRES: 6/30/2024

Panda Express
w/ Drive Through

LANCASTER DRIVE NE & WEATHERS STREET NE
SALEM, OR 97301

Panda Next Generation 2600

L-1.0

CIVIL
LANDSCAPE PLAN

PLANT SCHEDULE

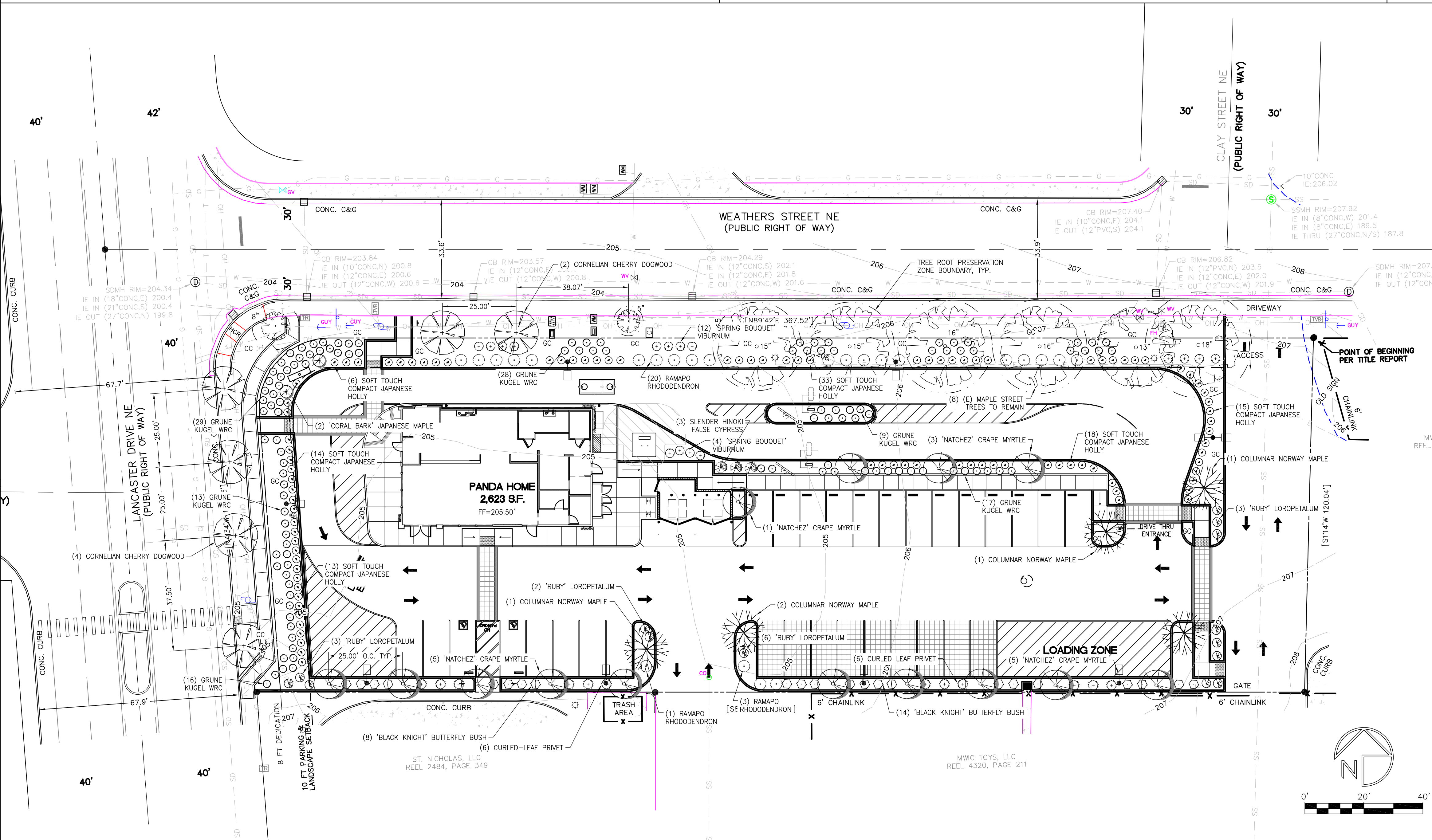
QTY.	COMMON NAME	BOTANICAL NAME	SIZE	REMARKS	SPACING
TREES					
14	'NATCHEZ' CRAPE MYRTLE	LAURUSTROMA INDICA X FAUERI 'NATCHEZ'	10" - 2" CAL./ 8-9' HT.	B&B: SINGLE TRUNK, EVEN BRANCHING, VIGOROUS GROWTH	VARES
6	COLUMNAR NORWAY MAPLE	ACER PLATANODES	2" CAL./ 8' HT.	B&B: SINGLE TRUNK, EVEN BRANCHING, VIGOROUS GROWTH	VARES
3	SLENDER HINOKI FALSE CYPRESS	CHAMAECYPARIS OBUSA 'GRACILIS'	7'-8' HT.	CONTAINER, CENTRAL LEADER, PYRAMIDAL, VIGOROUS GROWTH	VARES
2	CORAL BARK JAPANESE MAPLE	ACER PALMATUM 'SANGOKAKU'	6'-7' HT.	B&B: CENTRAL LEADER, EVEN BRANCHING, VIGOROUS GROWTH	VARES
7	CORNELIAN CHERRY DOGWOOD	CORNUS MAS 'SAFFRON SENTINEL'	1 1/2" - 2" CAL./ 8-9' HT.	B&B: SINGLE TRUNK, EVEN BRANCHING, VIGOROUS GROWTH	VARES
SHRUBS					
12	CURLED-LEAF PRIVET	LIGUSTRUM JAPONICUM 'RECURVIFOLIUM'	7 GAL.	FULL, VIGOROUS GROWTH	3' O.C.
24	RAMAPO RHODODENDRON	RHODODENDRON X 'RAMAPO'	2 GAL.	FULL, VIGOROUS GROWTH	VARES
22	'BLACK KNIGHT' BUTTERFLY BUSH	BUTTEFLJA DWIGHT 'BLACK KNIGHT'	7 GAL.	FULL, VIGOROUS GROWTH	4' O.C.
112	GRUNE KUGEL WESTERN RED CEDAR	THUJA PLICATA 'GRUNE KUGEL'	1 GAL.	FULL, VIGOROUS GROWTH	4' O.C.
0	HEIRLOOM ROSES WHITE MEIDLAND	ROSA X 'MEIDLAND'	1 GAL.	FULL, VIGOROUS GROWTH	VARES
16	SPRING BOUQUET VIBURNUM	VIBURNUM TINUS 'COMPACTUM'	7 GAL.	FULL, VIGOROUS GROWTH	3' O.C.
99	SOFT TOUCH JAPANESE HOLLY	ILEX CHENNA 'SOFT TOUCH'	3 GAL.	FULL, VIGOROUS GROWTH	3' O.C.
14	'RUBY' LOROPETALUM	LOROPETALUM CHINENSE 'RUBY'	3 GAL.	FULL, VIGOROUS GROWTH	3' O.C.
GROUNDCOVERS / GRASSES & SEASONAL COLOR					
180	ASTUTE JOHNNIE	TRACHELOSPERMUM ASUTICUM	4" POT	FULL, VIGOROUS GROWTH, SPREADING	12" O.C.
0	ROSE QUEEN BISHOP'S HAT	EPIMEDIUM GRANDIFLORUM 'ROSE QUEEN'	1 GAL.	FULL, VIGOROUS GROWTH, SPREADING	18" O.C.
0	KARL FORSTER FEATHER REED GRASS	CALAMAGROSTIS X ACUTIFLORA 'KARL FORSTER'	2 GAL.	FULL, VIGOROUS GROWTH	18" O.C.
0	SEASONAL AND / OR PERENNIAL COLOR		4" POT - 1 GAL.	FULL, VIGOROUS GROWTH	VARES
LAWN					
LAWN	LAWN	LAWN	LAWN	LAWN	LAWN

PLANT SCHEDULE

B

NO SCALE

L-1.1



LANDSCAPE PLAN

1

Scale 1" = 20'

L-1.0

NOTES

A

NO SCALE

L-1.0

LANDSCAPE NOTES:

- THE LANDSCAPE CONTRACTOR SHALL HAVE A SOILS FERTILITY TEST DONE WITH RECOMMENDATIONS. FOR BID PURPOSES PLANTING AREAS SHALL RECEIVE PER 1000 SQ.FT.: 6 CU.YDS. OF ROCK MULCH, 10 LBS. OF 15-15-15 FERTILIZER TILLED INTO THE TOP 6" OF SOIL. ADJUSTMENTS TO THE CONTRACT SHALL BE MADE BASED ON THE RECOMMENDATIONS OF THE FERTILITY TEST. EXCEPTION: PLANTING AREAS TO RECEIVE 12" OR MORE OF PLANTING MEDIUM DO NOT REQUIRE A SOIL FERTILITY TEST.
- PLACE A MINIMUM OF 18" OF GROWING MEDIUM IN ALL LANDSCAPE AREAS THAT HAVE BEEN OVER EXCAVATED. SEE DETAIL 1403, SHEET L-1.1 FOR GROWING MEDIUM.
- AFTER PLANTS AND GROUND COVERS ARE PLANTED, BEFORE APPLICATION OF TOP DRESSING, APPLY RONSSTAR PRE-EMERGENCE WEED KILLER PER MANUFACTURER'S DIRECTIONS.
- ALL SHRUB AREAS SHALL HAVE A WEED BARRIER MAT INSTALLED PRIOR TO PLACING THE TOP DRESSING.
- APPLY TOP DRESSING OF 2" OF ROCK MULCH AFTER APPLICATION OF PRE-EMERGENT.
- LANDSCAPE CONTRACTOR SHALL GUARANTEE PLANTS FOR 60 DAYS AND TREES FOR 1 YEAR FROM THE DATE OF FINAL ACCEPTANCE.
- LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR FINAL GRADING AND DRAINAGE IN ALL LANDSCAPED AREAS. FINISHED GRADES IN PLANTER AREAS SHALL BE INSTALLED SO THAT THEY ARE 1" LOWER THAN THE TOP OF THE ADJACENT SIDEWALK OR CURB.
- PRIOR TO FINAL ACCEPTANCE THE LANDSCAPE CONTRACTOR SHALL PROVIDE TO OWNER OR OWNER'S AGENT THE ORIGINAL DELIVERY TAGS OF ALL PLANT MATERIALS, FERTILIZER, HUMUS, TOP DRESSING AND PRE-EMERGENCE WEED KILLER.
- AFTER WRITTEN FINAL ACCEPTANCE BY THE OWNER, A MAINTENANCE PERIOD OF 60 DAYS WILL COMMENCE. AT THE END OF THE MAINTENANCE PERIOD ANY UNHEALTHY PLANTS SHALL BE REPLACED. AT THE END OF TREE GUARANTEE PERIOD ANY UNHEALTHY TREES SHALL BE REPLACED.
- EXISTING TREES SHOWN ARE TO REMAIN AS NOTED. THE CONTRACTOR SHALL TAKE MEASURES TO MAINTAIN THE HEALTH OF THE TREES. AT A MINIMUM THE DRIP LINE SHALL BE TAPED OFF AND THE AREA INSIDE THE TAPE SHALL BE LEFT UNDISTURBED DURING DEMOLITION AND CONSTRUCTION.
- PLANTING AREAS TO RECEIVE SOD SHALL HAVE LIME APPLIED AT THE RATE OF 50 POUNDS PER 500 SQUARE FEET AND TILLED INTO THE TOP 6" OF SOIL.
- ALL PLANTING AREAS TO BE WATERED BY TIMER ACTIVATED IRRIGATION SYSTEM. TURF AREAS TO BE SPRINKLED, SHRUBS AND TREES TO BE DRIPPED. IRRIGATION SYSTEM IS DESIGN BY GENERAL CONTRACTOR.
- SEE DETAILS 1401 AND 1402, SHEET L-1.1 FOR SHRUB AND TREE PLANTING REQUIREMENTS.
- ALL LANDSCAPE AREAS THAT DO NOT CONTAIN SHRUBS OR GROUNDCOVER SHALL BE PLANTED WITH SOD INSTALLED PER THE PLANT SCHEDULE REQUIREMENTS.
- SEE SHEET L-2.0 FOR IRRIGATION SLEEVE LOCATIONS AND IRRIGATION SYSTEM REQUIREMENTS.
- PLANT SCHEDULE INDICATES QUANTITY OF NEW PLANTINGS ONLY. OTHER PLANTS LISTED ARE EXISTING AND SHOWN FOR REFERENCE.
- ALL TREES, SHRUBS AND GROUNDCOVER SHALL BE HEALTHY GROWN NURSERY STOCK. ALL STOCK SHALL BE FREE OF INSECTS, DISEASES, MECHANICAL INJURY AND OTHER OBJECTIONABLE FEATURES WHEN PLANTED. TREES SHALL HAVE A SINGLE TRUNK, A WELL DEVELOPED LEADER WITH TOPS AND ROOTS CHARACTERISTIC OF THE CULTIVAR OR VARIETY AND MEET ANSI STANDARD Z60.1.
- SEE PLANT SCHEDULE, DETAIL B, THIS SHEET.
- NONE OF THE EXISTING TREES TO REMAIN ARE SIGNIFICANT IN EITHER SPECIES OR SIZE. GIVEN THEIR SIZE AND LOCATION NEXT TO OVERHEAD POWER FACILITIES ONE OR MORE TREES MAY NEED TO BE REMOVED FOR CONSTRUCTION. IF THIS IS THE CASE IT IS RECOMMENDED THAT A REPLACEMENT COLUMNAR NORWEGIAN MAPLE BE PLANTED ONSITE AND A STREET TREE MATCHING THOSE SPECIFIED ON THE PLAN BE PLANTED IN THE ROW.

MAINTENANCE NOTES:

- AERATE AND DE-THATCH TURF AREAS ONCE A YEAR.
- REPLENISH MULCH IN THE SHRUB BEDS ON AN ANNUAL BASIS.
- FERTILIZE TURF, GROUNDCOVER AND SHRUB BEDS WITH APPROPRIATE FERTILIZER ANNUALLY AND WHEN NEEDED.
- PRUNE SHRUBS AS NECESSARY TO ALLOW FULL PERFORMANCE OF IRRIGATION SYSTEM AND PROVIDE SAFETY TO PEDESTRIANS AND VEHICLES.
- CONTROL WEEDS IN LANDSCAPED AREAS BY REMOVING AS OFTEN AS NECESSARY.
- MAINTAIN GRASS HEIGHT OF 3-4". MOW WEEKLY OR MORE OFTEN TO NOT REMOVE MORE THAN 1/3 OF THE GRASS HEIGHT DURING MOWING OPERATIONS.

Attachment D



PANDA EXPRESS, INC.
1683 Walnut Grove Ave.
Rosemead, California
91770
Telephone: 626.799.9898
Facsimile: 626.372.8288

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			
6			
7			
8			
9			
10			

ISSUE DATE:

DRAWN BY: CRM Architects & Planners, Inc.

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

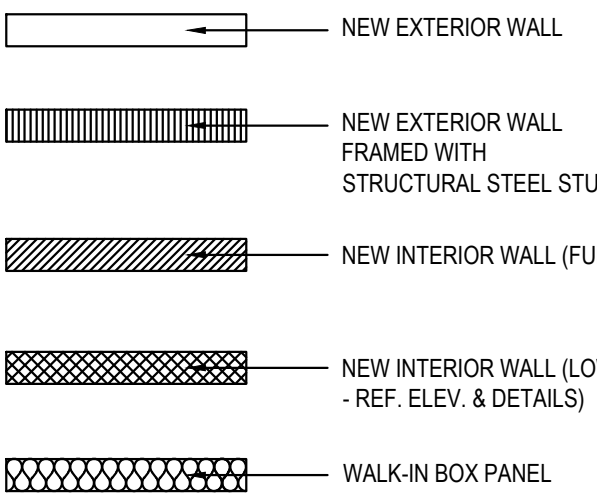
A-103.P

PRELIMINARY FLOOR PLAN

Scale= 1/4" = 1'-0"

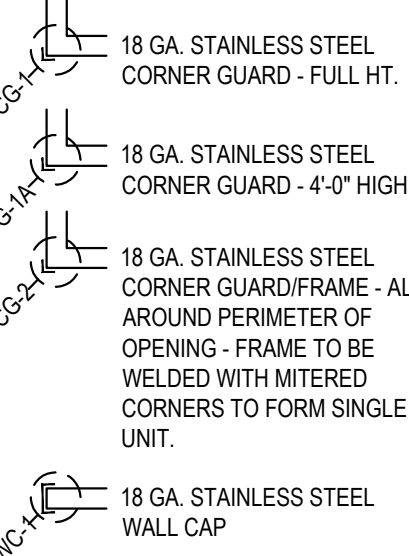
A-103

WALL LEGEND



NOTE: THE FOLLOWING STAINLESS STEEL PROVIDED BY PX-INSTALLED BY G.C.:
1. PANEL DIVIDERS AT WP3
2. INSIDE CORNER AT WP3 TO WP2
3. FLASHING AT TOP OF BASE WP3
4. WP2 PIECE AT LENGTH OF WALL

NOTE: THE FOLLOWING STAINLESS STEEL PROVIDED BY G.C.-INSTALLED BY G.C.:
5. INSTALL 18 GA STAINLESS STEEL CORNER GUARD & WALL CAP INSIDE KITCHEN



ALL OTHER STAINLESS STEEL BY G.C.

NOTE!!!!!!!!!!!!!!:

*ALL INTERIOR DIMENSIONS ARE TO FACE OF GYPSUM BOARD

NOTE:

CONTRACTOR TO NOTIFY 3rd PARTY VENDOR, PER THE VENDOR LIST, FOR WALL PRE-TREAT BEFORE CLOSING WALLS

TILE SCHEDULE (SEE SHEET A-104)

FINISH SCHEDULE				
ROOM NAME	FLOOR	BASE	WALL	CEILING
100 DINING ROOM	T200 24" X 24" TILE	T111 TILE SIZE: T.B.D. T.B.D. TILE SIZE: T.B.D.	P101, P104 T111, T.B.D. G-1 WALL COVERING	C1 2' X 2' ARMSTRONG, SEPIA #PN91311 GYB BOARD W/ PAINT P103
101 SERVING AREA	S1 S2 PLAIN ABRASIVE IN HIGH TRAFFIC AREAS	S1 6" H. CONT. (KITCHEN EQUIPMENT ON 6" NSF APPROVED LEGS)	T.B.D. TILE	C3 GYP BOARD W/ SMOOTH WASHABLE PAINT
102 DRIVE-THRU STATION	S1 S2 PLAIN ABRASIVE IN HIGH TRAFFIC AREAS	S1 6" H. CONT. (KITCHEN EQUIPMENT ON 6" NSF APPROVED LEGS)	WP1 FRP PANEL	C2 2' X 4' SUSPENDED GRID WASHABLE VINYL COATED GYP BOARD PANELS
103 KITCHEN	S1 S2 PLAIN ABRASIVE IN HIGH TRAFFIC AREAS	S1 6" H. CONT. (KITCHEN EQUIPMENT ON 6" NSF APPROVED LEGS)	WP3 S.S. BEHIND COOK LINE WP1 FRP PANEL	C2 2' X 4' SUSPENDED GRID WASHABLE VINYL COATED GYP BOARD PANELS
104 KITCHEN PREP.	S1 S2 PLAIN ABRASIVE IN HIGH TRAFFIC AREAS	S1 6" H. CONT. (KITCHEN EQUIPMENT ON 6" NSF APPROVED LEGS)	WP1 FRP PANEL	C2 2' X 4' SUSPENDED GRID WASHABLE VINYL COATED GYP BOARD PANELS
105 WALK-IN COOLER	S1 S2 PLAIN ABRASIVE IN HIGH TRAFFIC AREAS	S.S. / ALUMINUM WITH 3/8" RADIUS	EXT S.S. INT ALUMINUM GALVANIZED S.S.	ALUMINUM GALVANIZED STAINLESS STEEL
105A WALK-IN FREEZER	GALVANIZED STAINLESS STEEL SILIKAL UNDER WIF SUBFLOOR	S.S. / ALUMINUM WITH 3/8" RADIUS	EXT S.S. INT ALUMINUM GALVANIZED S.S.	ALUMINUM GALVANIZED STAINLESS STEEL
106 UNISEX RESTROOM	T200 24" X 24" TILE	SCHLUTER	T108 TILE	C3 GYP BOARD W/ P101 SMOOTH WASHABLE PAINT
107 UNISEX RESTROOM	T200 24" X 24" TILE	SCHLUTER	T108 TILE	C3 GYP BOARD W/ P101 SMOOTH WASHABLE PAINT
108 VESTIBULE	T200 24" X 24" TILE	T.B.D. TILE SIZE: T.B.D.	P104 PAINT GYP BOARD T.B.D. TILE	C3 GYP BOARD W/ P101 SMOOTH WASHABLE PAINT
109 NOT USED	-	-	-	-
110 EXTERIOR STORAGE	SEALED CONCRETE, SMOOTH FINISH	-	WP1 FRP PANEL	C3 GYP BOARD W/ P101 SMOOTH WASHABLE PAINT
111 NOT USED	-	-	-	-

DOOR & HARDWARE SCHEDULE

CONTRACTOR TO PURCHASE DOOR HARDWARE & FRAME DIRECTLY FROM PANDA'S NATIONAL ACCOUNT SUPPLIER. SUPPLIER TO PROVIDE ALL STOREFRONT DOOR HARDWARE, P-LAM DOORS & FRAMES AND HM DOORS & FRAMES

CONTACT FOR QUOTING, ORDERING & LOGISTICS
APRIL WALDREN, PROJECT MANAGER
800-887-4307 EXT. 350 PHONE
AprilW@locknet.com, panda@locknet.com

CONTACT FOR GENERAL ACCOUNT NEEDS
ANGIE HAINES, ACCOUNT MANAGER
800-887-4307 EXT. 145 PHONE / 859-509-4031 MOBILE
AngieH@locknet.com, panda@locknet.com

ADDITIONAL CONTACTS:
THOMAS DOWNS, SALES MANAGER, ThomasD@locknet.com; 800-887-4307 X116
EDDIE ANDUEZA, DIR. ARCH. DOOR & HRDWR SOL., eddiea@locknet.com; 859-432-2289

NO.	DOOR MATERIAL	SIZE	FRAME	FACED/EDGE	THK.	CORE	LITE	RATE	PASSAGE	LOCK/SET	ELECT. MAG-LOCK	WEIGHTY KEYPAD & EXT. BUTTON	PRIVACY	SE. PULL	SE. PUSH	PANIC	BUTT	CONT. PANIC	FLOOR	WALL	THRESHOLD	LATCH GUARD	DET. ALARM	SILENCERS	NO. PLATE	CLOSER	REMARKS
101	ALUMINUM STOREFRONT	2) 3'-6" X 7'-0"	ALUM.	BLACK ALUM.	1 3/4"	HOLLOW	GLASS	-																			KAWNEER CURTAIN 1620 SYSTEM PULL ON EXTERIOR SIDE
102	ALUMINUM STOREFRONT	3'-6" X 7'-0"	ALUM.	BLACK ALUM.	1 3/4"	HOLLOW	GLASS	-																			KAWNEER CURTAIN 1620 SYSTEM PULL ON EXTERIOR SIDE
103	S.C. WOOD	3'-0" X 7'-0"	H. MTL.	PLASTIC LAM. PRE-FINISHED	1 3/4"	SOLID	-	-																			KICKPLATE ON EA. SIDE OF DOOR
104	NOT USED	-	-	-	-	-	-	-																			
105	HOLLOW METAL	3'-6" X 7'-0"	H. MTL.	PAINTED	1 3/4"	INSUL.	-	-																			KICKPLATE ON INT. SIDE OF DOOR
106	HOLLOW METAL	3) 3'-0" X 7'-0"	H. MTL.	PAINTED	1 3/4"	INSUL.	-	-																			WI LOUVERED VENT & BUG SCREEN
108	ALUMINUM STOREFRONT	3'-0" X 7'-0"	ALUM.	BLACK ALUM.	1 3/4"	HOLLOW	GLASS	-																			ONE-WAY TINTING FILM ON INTERIOR SIDE
110	ALUM. STORE VESTIBULE	3'-0" X 7'-0"	ALUM.	DARK BRONZE ANODIZED ALUM.	1 3/4"	HOLLOW	GLASS	-																			

WALL SCHEDULE

NO.	DESCRIPTION
101	3'-5/8" 20GA. METAL STUD WALL W/ 3/8" TYPE "X" GYP. BOARD BOTH SIDES (SEE ARCHITECTURAL DETAILS & ELEVATIONS)
102	3'-5/8" 20GA. METAL STUD WALL W/ 3/8" TYPE "X" GYP. BOARD ON ONE SIDE (SEE ARCHITECTURAL DETAILS & ELEVATIONS)
103	(2) 3'-5/8" 20GA. METAL STUD WALLS W/ 3/8" TYPE "X" GYP. BOARD BOTH SIDES (SEE ARCHITECTURAL DETAILS & ELEVATIONS)
104	3'-5/8" 20GA. METAL STUD LOW WALL W/ 3/8" TYPE "X" GYP. BD BOTH SIDES. PROVIDE 3 1/2" KNEE-WALL BRACE/POST @ CORNERS AND @ 48" O.C.
105	6" 20GA. METAL STUD WALL W/ 3/8" TYPE "X" GYP. BOARD BOTH SIDES (SEE ARCHITECTURAL DETAILS & ELEVATIONS)
106	6" 20GA. METAL STUD WALL W/ 3/8" TYPE "X" GYP. BOARD ONE SIDE (SEE ARCHITECTURAL DETAILS & ELEVATIONS)
107	3'-5/8" 20GA. METAL STUD LOW WALL W/ 3/8" TYPE "X" GYP. BOARD BOTH SIDES. PROVIDE 3 1/2" KNEE-WALL BRACE/POST @ CORNERS AND @ 48" O.C.
108	1 1/2" 20GA. HAT CHANNEL FURRING W/ 3/8" TYPE "X" GYP. BOARD ON ONE SIDE. REFER DETAILS FOR FURRING DISTANCE

WALL PANEL SCHEDULE

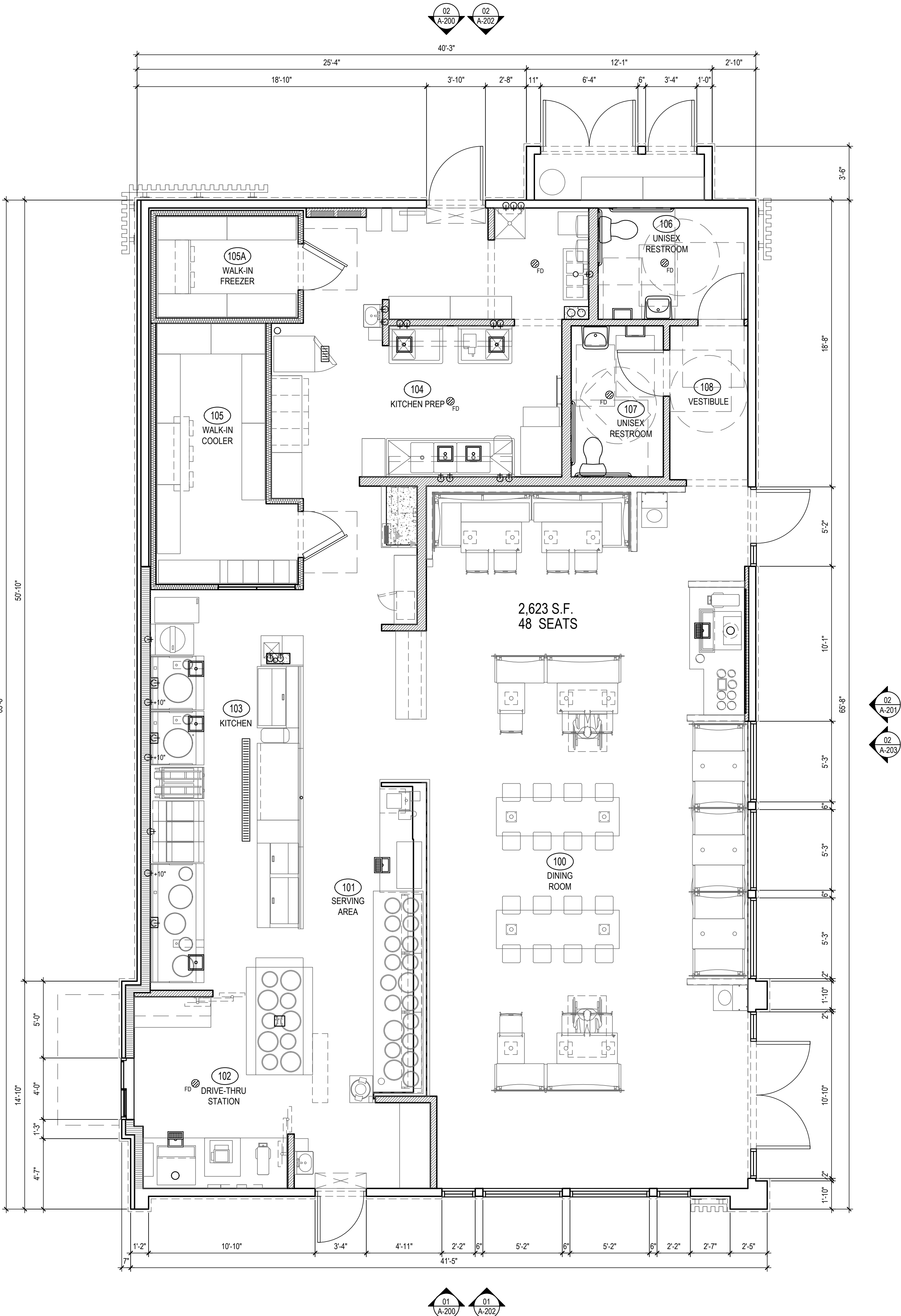
NO.	MANUFACTURER	DESCRIPTION	MFG #	COLOR / FINISH	REMARK
WP1	CRANE COMPOSITES INC.	F.R.P. THICKNESS: .075	LBCS.14	#636 (GRAY), SM/SM	CONTACT: LINDA RUSE 310.857.9036
WP2	-	S.S. PANEL (22 GA)	-	BRUSHED FINISH	FURNISHED BY PX, INSTALLED BY G.C.
WP3	-	S.S. PANEL (22 GA)	-	DIAMOND PATTERN FINISH	FURNISHED BY PX, INSTALLED BY G.C.
W101	WILSONART	PLASTIC LAMINATE	7995	MISSION MAPLE	CONTACT: DONNA ARIAPAD DONNAARIAPAD@FLAGGINC.COM
W102	WILSONART	PLASTIC LAMINATE	7984	MANAGLORE MANGO	CONTACT: DONNA ARIAPAD DONNAARIAPAD@FLAGGINC.COM
W103	WOLF GORDON	CUSTOM FRACTAL WALL COVERING	-	SATIN SUBSTRATE	CONTACT: NATALIE KNEZEVIC 800.347.0550 NATALIE.KNEZEVIC@WOLFGORDON.COM
W104	WOLF GORDON	CUSTOM GOLD/CLOUD WALL COVERING	-	GOLD FOIL SUBSTRATE	CONTACT: NATALIE KNEZEVIC 800.347.0550 NATALIE.KNEZEVIC@WOLFGORDON.COM
G-1	-	WALL COVERING	TBD	TBD	CONTACT: TBD
G-4b	-	WALL COVERING	TBD	TBD	
G-4c	-	WALL COVERING	TBD	TBD	
G-7a	-	WALL MURAL	TBD	TBD	
G-8	-	CANOPY GRAPHIC	TBD	TBD	

SPECIAL SURFACE SCHEDULE

NO.	MANUFACTURER	PRODUCT	MFG #	STAIN / COLOR	FINISH	REMARK
Q2-7	CORIAN	ARTIFICIAL QUARTZ	-	LONDON SKY	POLISHED	
Q2-8	DALTILE	ARTIFICIAL QUARTZ	-	BROADWAY BLACK	POLISHED	SERVICE COUNTER & DRINK STATION PROVIDED BY PX, INSTALLED BY G.C.

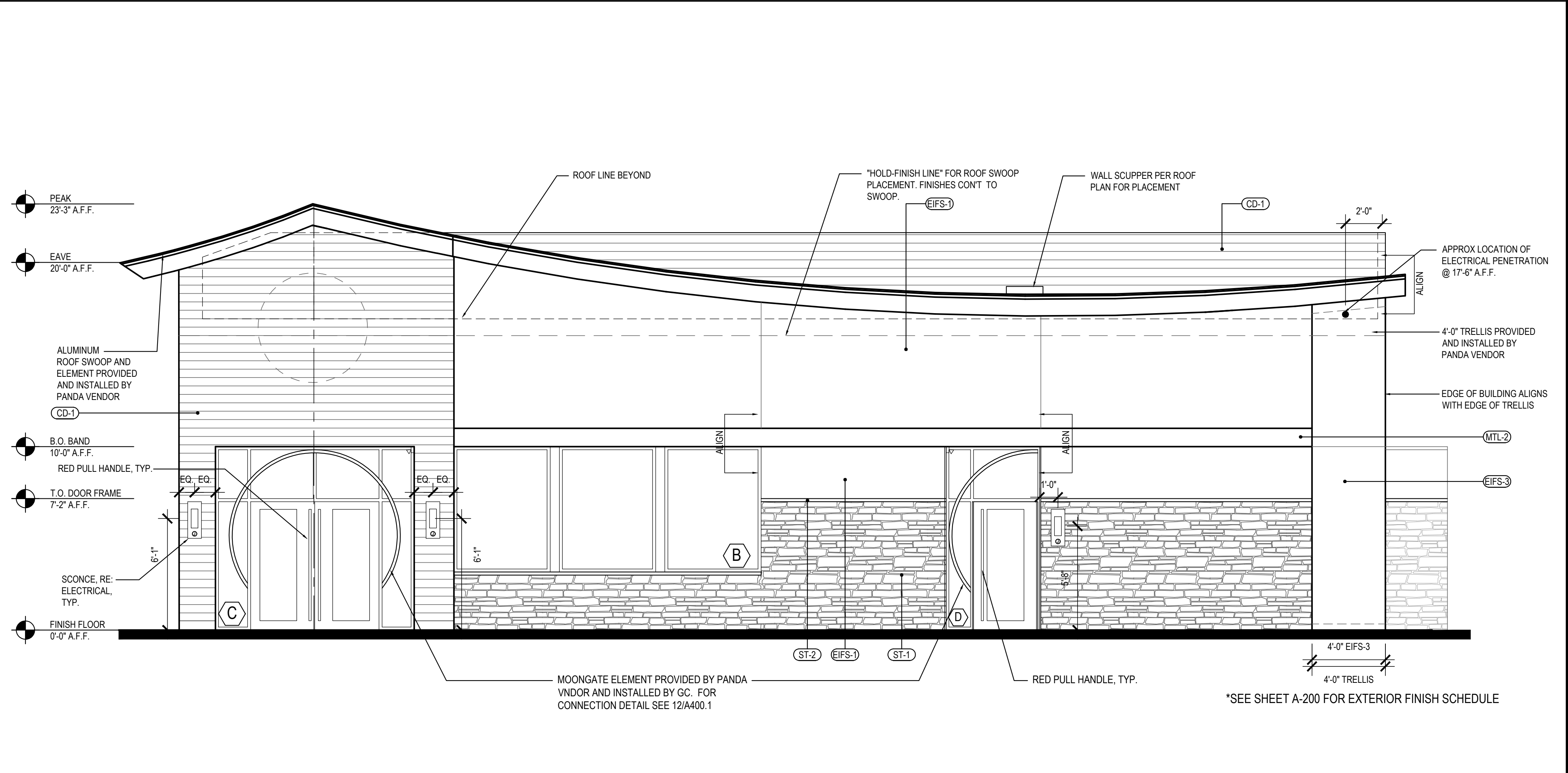
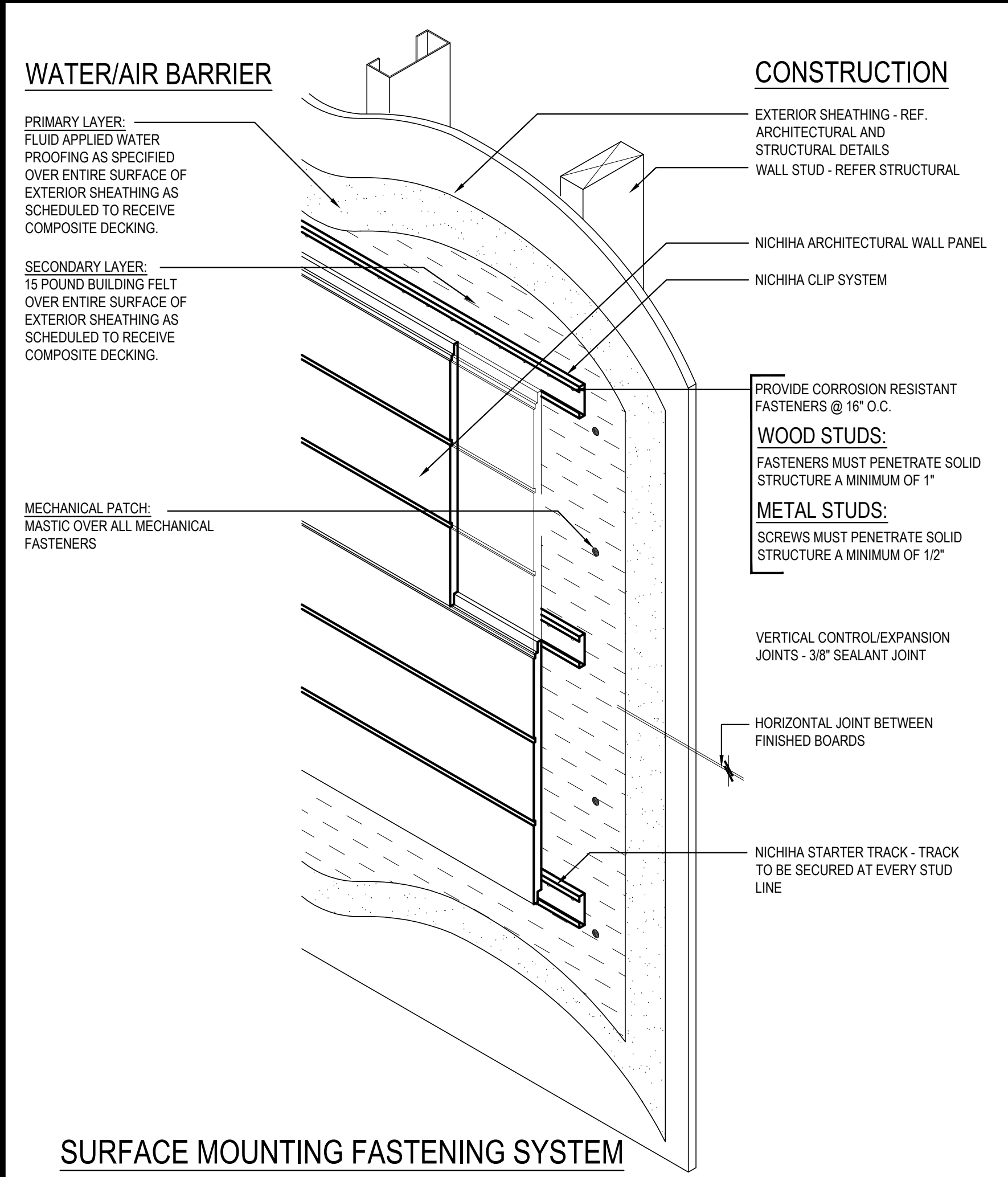
INTERIOR PAINT SCHEDULE

NO.	MANUFACTURER	MFG #	COLOR	FINISH	REMARK
PA8a	SHERWIN-WILLIAMS	SW 7065	ARGOS	PROMAR 200, ZERO VOC, LATEX SEMI-GLOSS	REAR SERVICE DOOR
P101	SHERWIN-WILLIAMS	SW 6252	ICE CUBE	PROMAR 200, ZERO VOC, LATEX EGG-SHELL	RESTROOM & RESTROOM VESTIBULE CEILING, DINING ROOM SOFFIT
P102	NOT USED				
P103	NOT USED				
P104	SHERWIN-WILLIAMS	SW 2850	CHELSEA GRAY	PROMAR 200, ZERO VOC, LATEX EGG-SHELL	DINING RM. WALLS, RESTROOM VESTIBULE WALLS
P105	NOT USED				
P106	SHERWIN-WILLIAMS	SW 7020	BLACK FOX	DTM ACRYLIC GLOSS, LOW VOC	RESTROOM DOOR FRAMES
P205	SHERWIN-WILLIAMS	SW 7675	SEALSKIN	PROMAR 200, ZERO VOC, LATEX EGG-SHELL	FRONT & UNDERSIDE OF SERVICE LINE & BACK OF SERVICE LINE SOFFIT



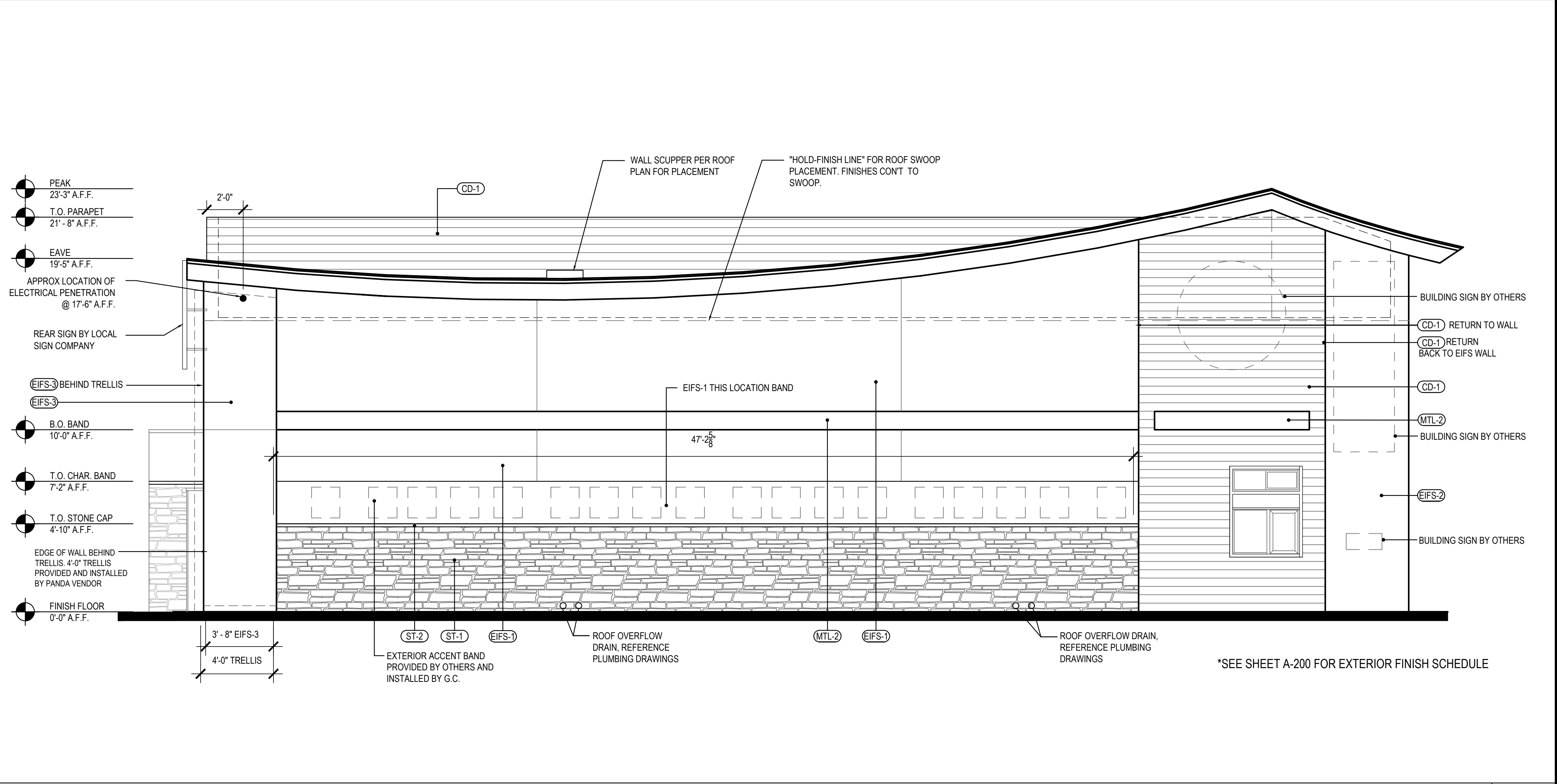
PRELIMINARY FLOOR PLAN

1



NICHIHA PANEL FASTENING & WATER PROOFING 3
Scale= 1 1/2" = 1'-0" A-201

SOUTH ELEVATION 2
Scale= 1/4" = 1'-0" A-201



(DRIVE-THRU) NORTH ELEVATION 1
Scale= 1/4" = 1'-0" A-201



PANDA EXPRESS, INC.
1683 Walnut Grove Ave.
Rosemead, California
91770
Telephone: 626.799.9898
Facsimile: 626.372.8288

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:

△			
△			
△			
△			
△			
△			
△			

ISSUE DATE:

DRAWN BY: CRM Architects & Planners, Inc.

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-201

EXTERIOR
ELEVATIONS

SPR SUBMITTAL DWGS

EXTERIOR FINISH SCHEDULE

INSTALLED AND FURNISHED BY: G.C. UNLESS NOTED OTHERWISE

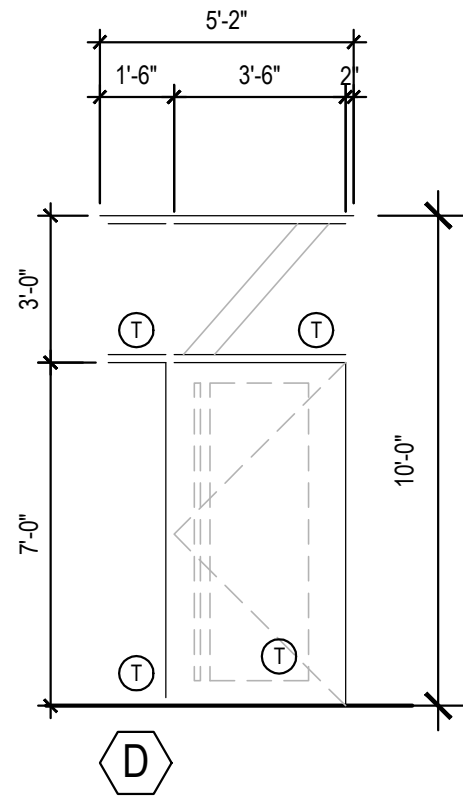
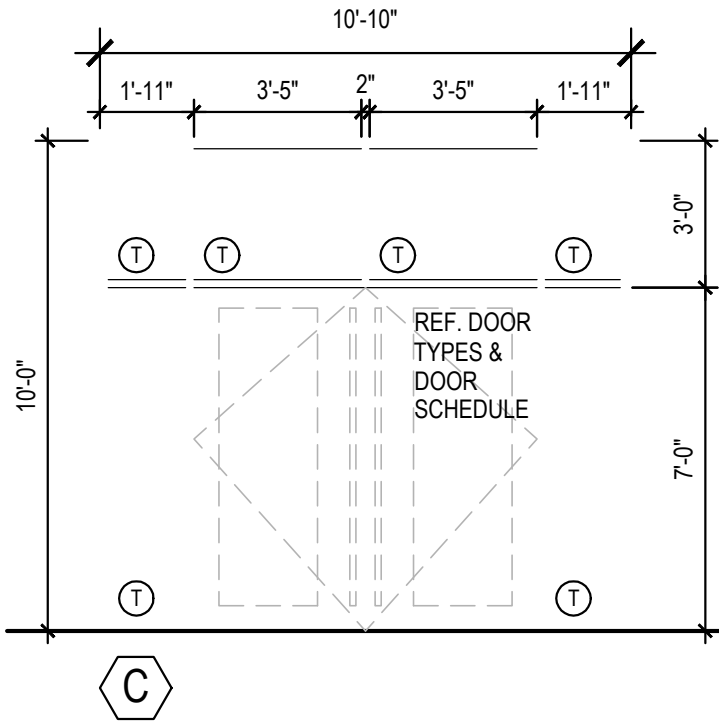
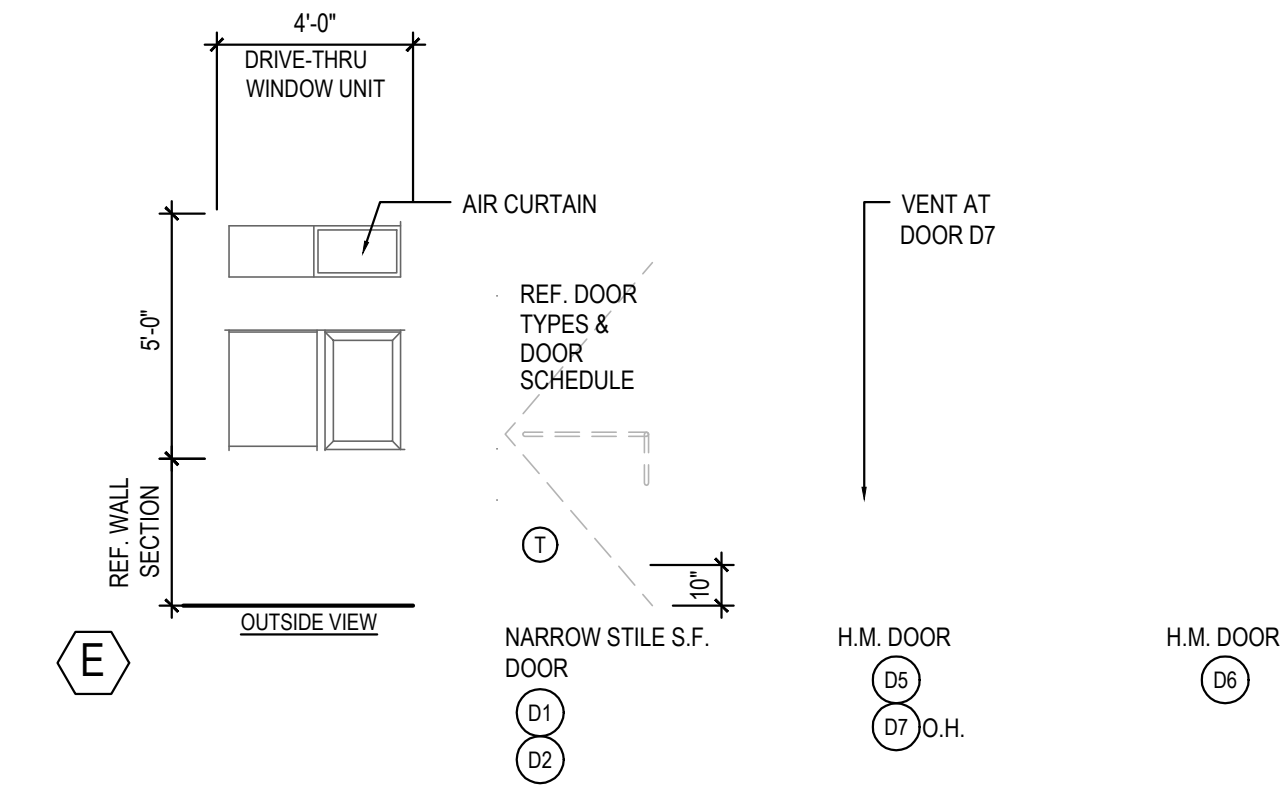
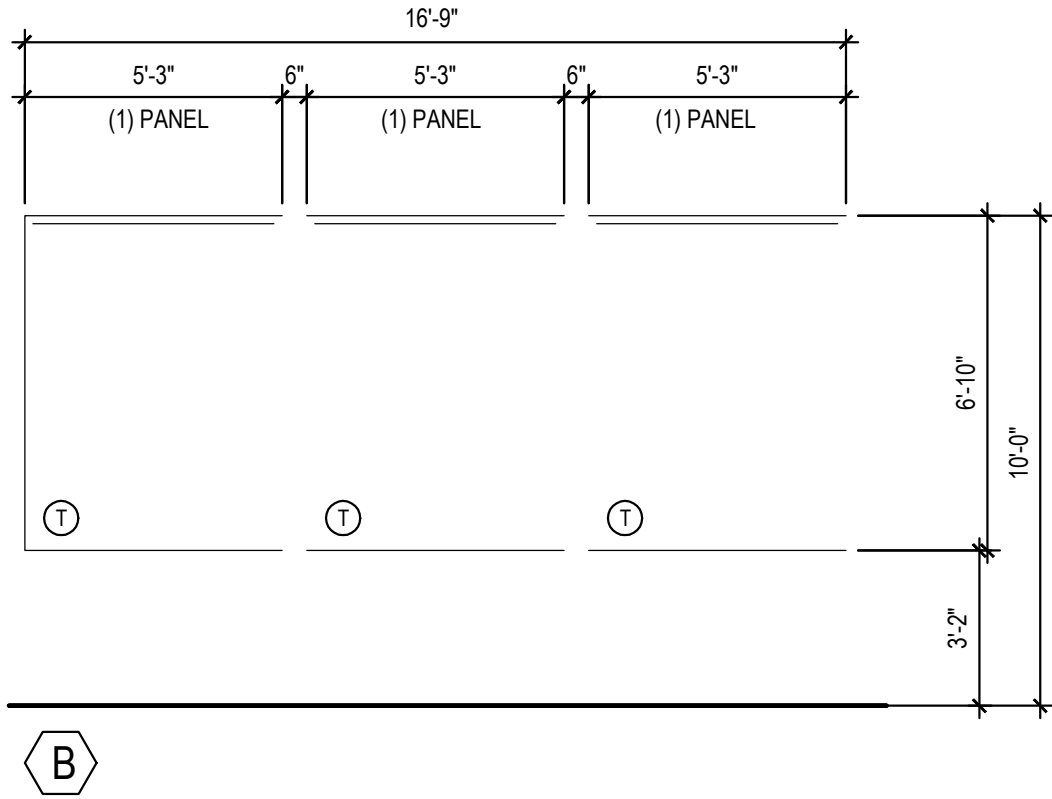
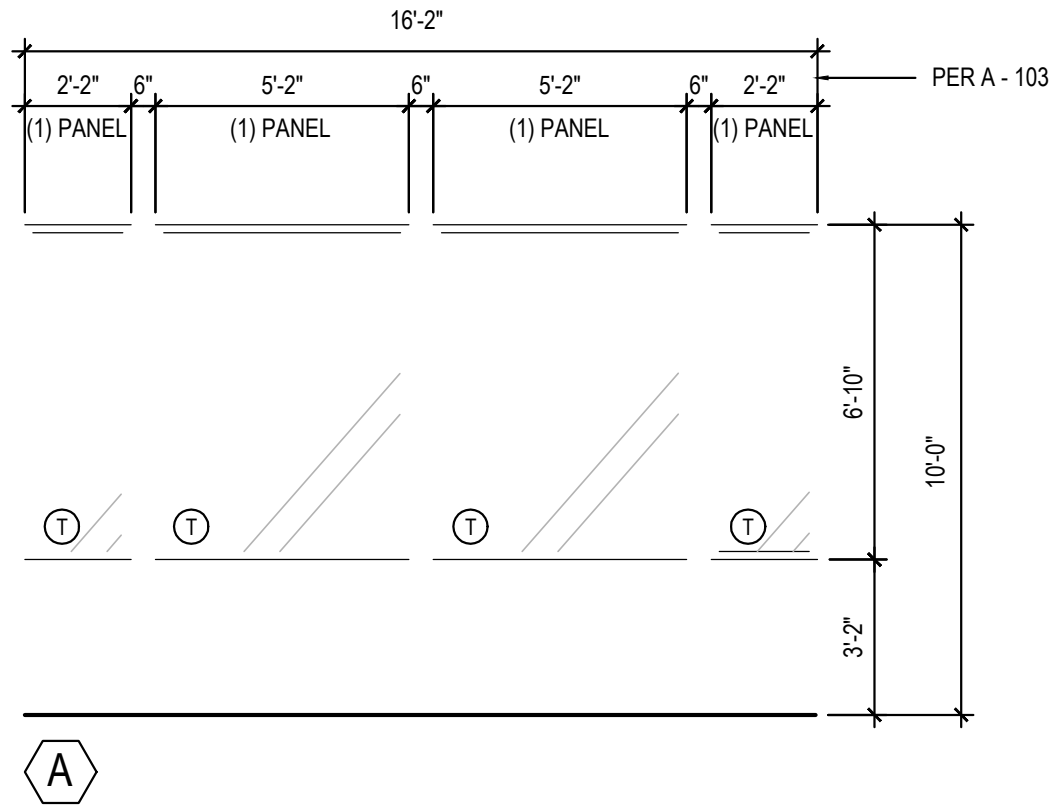
03-04-22

NO	MANUFACTURER	MFG#	COLOR	FINISH	NOTES
(EIFS-1)	STO	STOTHERM ESSENCE SYSTEM	SW 6252 ICE CUBE	FINE	BUILDING BODY
(EIFS-2)	STO	STOTHERM ESSENCE SYSTEM	SW 7069 IRON ORE	FINE	EIFS ACCENT BAND
(EIFS-3)	STO	STOTHERM ESSENCE SYSTEM	PANTONE COLOR 200C - RED	-	EIFS BEHIND TRELLIS
(ST-1S)	CORONADO STONE PRODUCTS	CHISELED STONE SILL	CHARCOAL	-	STONE CAP (3/8" VERTICAL JOINT - MORTAR TO MATCH STONE CAP)
(ST-1)	CORONADO STONE PRODUCTS	STRIP STONE	BLACK FOREST	-	WAINSCOT CONTACT: LISA KILGORE: 864-962-1221 PROVIDE 3/8" MORTAR JOINTS. MFG.: ARGOS, COLOR: CHARCOAL
(CD-1)	NICHIHA	VINTAGEWOOD	SPRUCE	-	COMPOSITE DECKING
(MTL-2)	PANDA VENDOR	ALLEN INDUSTRIES	PMS BLACK- 7C	SATIN FINISH	CANOPY W/ LED W/ DOWN LIGHT AROUND BUILDING
(MTL-1)	EXCEPTIONAL METALS	-	"PANDA EXPRESS IRON ORE"		CAP FLASHING

WINDOW SCHEDULE

INSTALLED AND FURNISHED BY: G.C. UNLESS NOTED OTHERWISE

SYM	WIDTH	HEIGHT	GLASS	FRAME	REMARKS	NOTES
(A)	16'-2" LIN. FEET	6'-10"	1" INSULATED GLASS	BLACK ANOD. ALUMINUM STOREFRONT	1" INSULATED GLAZING, IN 4.5' X 2' IN ANODIZED ALUMINUM FRAME REFER WINDOW TYPES FOR INDIVIDUAL SIZES	1. INSULATING GLASS SOLARBAN 60 LOW E: WINTER U=0.29 SHGC: 0.25 VIS TRANS: 35% 2. DOORS: FULL GLAZED DOORS W/10" KICK BASE, ANODIZED ALUM FINISH. REFER HARDWARE SCHEDULE.
(B)	16'-9" LIN. FEET	6'-10"	1" INSULATED GLASS	BLACK ANOD. ALUMINUM STOREFRONT	1" INSULATED GLAZING, IN 4.5' X 2' IN ANODIZED ALUMINUM FRAME REFER WINDOW TYPES FOR INDIVIDUAL SIZES	3. WINDOW DIMENSIONS ARE FOR BIDDING PURPOSES ONLY. G.C. TO VERIFY ACTUAL WINDOW DIMENSIONS PRIOR TO FABRICATION INSTALLATION.
(C)	10'-10"	10'-0"	1" INSULATED GLASS	BLACK ANOD. ALUMINUM STOREFRONT	KAWNEER CURTAIN WALL 1620 SYSTEM WITH 1" INSULATED GLAZING, IN 6" X 2" IN ANODIZED ALUMINUM FRAME MOON GATE TO CONNECT WITH KAWNEER ATTACHMENT BRACKET 834-745.	4. GLASS FACADE AND ENTRY DOORS TO BE DESIGNED, DETAILED, FACTORY FABRICATED AND SITE ASSEMBLED AND ERECTED.
(D)	5'-2"	10'-0"	1" INSULATED GLASS	BLACK ALUMINUM STOREFRONT	KAWNEER CURTAIN WALL 1620 SYSTEM WITH 1" INSULATED GLAZING, IN 6" X 2" IN ANODIZED ALUMINUM FRAME MOON GATE TO CONNECT WITH KAWNEER ATTACHMENT BRACKET 834-745.	5. MANUFACTURER: QUIK-SERV, MODEL SST-4860E WITH THRU-BEAM PHOTO-ELECTRIC BAR REGIONAL APPLICATION WITH CF-25 NON HEATED AIR CURTAIN OR CF-25 HEATED AIR CURTAIN. TYPE OF AIR CURTAIN LISTED ON WINDOW SCHEDULE.
(E)	4'-0"	59.5"	TEMPERED GLASS	BLACK ANODIZED ALUMINUM	QUIK-SERV (HEATED AIR CURTAIN), ROUGH OPENING 83" X 60" SEE ADDITIONAL NOTE # 5. CONTACT: WADE ARNOLD, 800-388-8307	6. WINDOW SYSTEM SHALL COMPLY WITH APPLICABLE SECTION AND CHAPTER OF BUILDING CODE.
(F)	7'-3"	10'-0"	SINGLE PANE GLASS	DARK BRONZE ANODIZED ALUMINUM	SINGLE PANE VESTIBULE GLAZING	(T) TEMPERED GLASS
(G)	7'-10"	10'-0"	SINGLE PANE GLASS	DARK BRONZE ANODIZED ALUMINUM	SINGLE PANE VESTIBULE GLAZING	

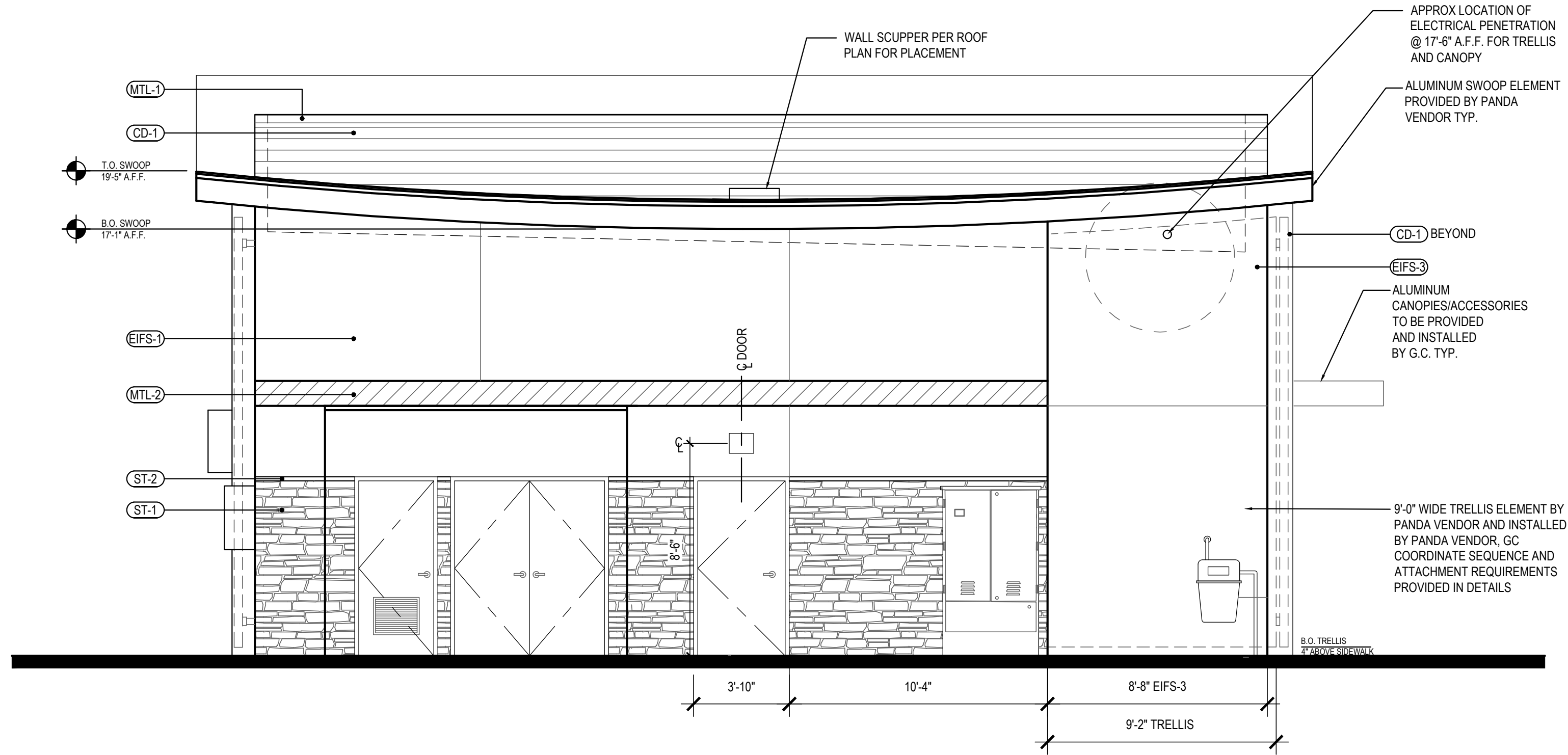
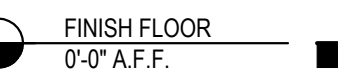
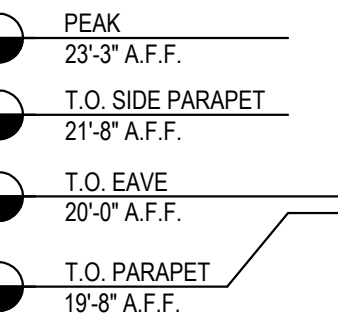
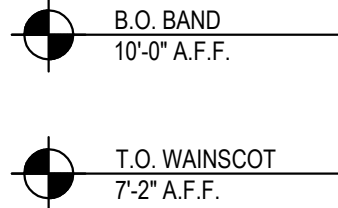
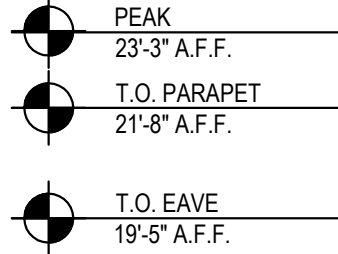


WINDOW AND DOOR ELEVATIONS

3

Scale= NTS

A-200

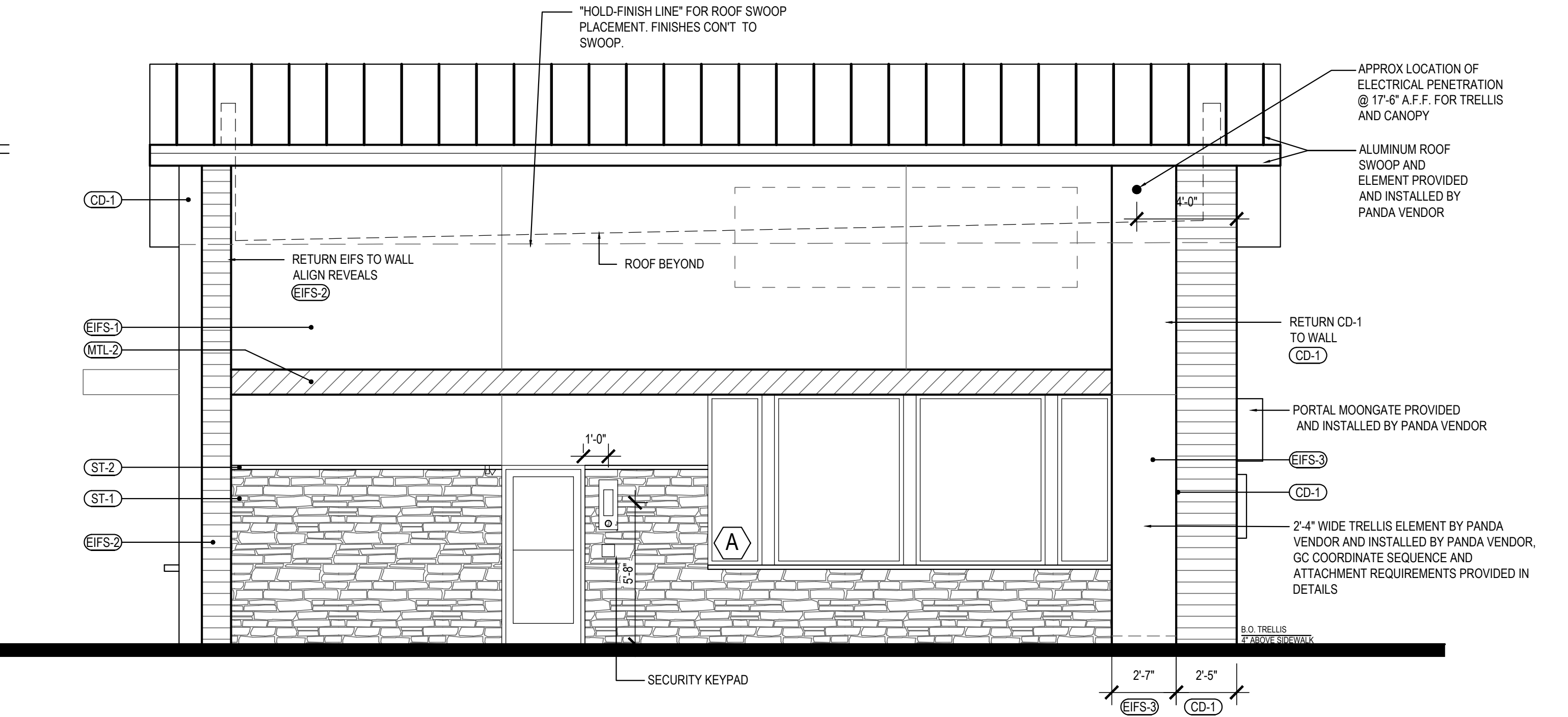


EAST ELEVATION

2

Scale= 1/4" = 1'-0"

A-200



(FRONT) WEST ELEVATION

1

Scale= 1/4" = 1'-0"

A-200



PANDA EXPRESS, INC.
1683 Walnut Grove Ave.
Rosemead, California
91770
Telephone: 626.799.9898
Facsimile: 626.372.8288

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:

△			
△			
△			
△			
△			
△			
△			

ISSUE DATE:

DRAWN BY: CRM Architects & Planners, Inc.

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:

REGISTERED ARCHITECT
38302
ERVIN McMULLEN
PORTLAND
OREGON
STATE OF OREGON

LANCASTER DR. NE &
WEATHERS ST. NE

1292 LANCASTER BLVD.
SALEM, OR 97301

2600 Plan

A-200

EXTERIOR
ELEVATIONS

SPR SUBMITTAL DWGS

Tuesday, November 1, 2022

RE: Proposed New Panda Express Restaurant with Drive-Through Service
Southeast corner of Lancaster Dr NE and Weathers Street NE
Salem, Oregon 97301

SITE OVER-PARKED JUSTIFICATION

Per Salem Revised Code Section 805.015(d) code standards below; the proposed site plan is considered to be overparked. The maximum allowed parking count based on the proposed building size is 28 parking stalls.

Off-Street Parking and Vehicle Use Area Development Standards: *Off-Street Parking and Vehicle Use Area Development Standards: The proposal does not appear to meet the following standard(s):*

- SRC 806.015(d): Based on a minimum off-street parking requirement of one space per 250 SF of gross floor area, the proposal requires a minimum of approximately 11 off-street parking spaces ($2,500 / 250 = 11$), with a maximum allowance of 28 spaces ($11 \times 2.5 = 28$). The proposal exceeds the maximum allowance.

The revised site plan for the proposed project has a new total of 30 parking stalls, 2 of which are accessible parking. The parking stalls are located along the internal East West two-way vehicular circulation aisle and along the existing North South access aisles serving the parcel. The new total parking count of 30 exceeds the max parking allowed by 7%.

Nine (9) of the thirty (30) total parking stalls proposed on the updated site plan layout; will be pervious paving which will increase groundwater retrieval and the overall storm water management of parking areas compared to impervious paving. In addition, the lower thermal effect reduces the heat exchange on near surface air compared to impervious paving.

The new Panda Express Restaurant is projected to have a yearly \$4 million in transaction sales. Please see the included peak hour sales transactions report for ten (10) of the restaurants in the Oregon area on page 2. The number of hourly transactions is projected to range from 42-47. This peak hourly transaction count relates to the parking being proposed (30 total parking stalls).

Once in operation, Panda Express will need to provide ample long duration parking dedicated for 3-5 Panda Express Employees. Panda Express operation business shifts are typically four to six hours long. The proposed parking will be able to serve the parking needs during the peak hours without having any customers spill parking over the adjacent properties' parking lots; as the proposed on-site parking will be sufficient to serve Panda Express.

Consideration for parking has also been taken for On-line Order pickup (3-5 stalls) and Drive-Thru Order Waiting (2-3 stalls). These are the closest parking stalls being used by customers for readily available delivery near the entrance.

Taking into account all of the above, Panda Express Restaurant Group is requesting a variance from the City of Salem to allow the proposed parking count with the revised site plan configuration to meet the daily self off-street parking demands and run the daily business operations.

PANDA RESTAURANTS OREGON AREA

Peak Hour Transactions Report

ID	Name	Venue	City	State	PSA Net Sales	Peak Hour Transactions (In Store)			Venue	# of Stores	PSA Net Sales	Peak Hour Transactions (In Store)		
						Lunch	Dinner					Lunch	Dinner	
578	GRESHAM STATION	Street Non-DT	Gresham	OR	2,711,345	39	48		Street Non-DT	10	\$2,481,707	42	47	
639	MALL 205 PX	Street Non-DT	Portland	OR	2,733,320	40	46							
694	CANYON & HWY 217 PX	Street Non-DT	Beaverton	OR	2,506,617	41	45							
1110	INTERSTATE & LOMBARD	Street Non-DT	Portland	OR	2,601,381	46	44							
1115	185TH & EVERGREEN	Street Non-DT	Hillsboro	OR	2,694,647	43	54							
1702	CRATER LAKE & DELTA	Street Non-DT	Medford	OR	2,452,865	43	45							
1792	HWY 99 & DURHAM PX	Street Non-DT	Tigard	OR	1,925,200	42	47							
1826	SE TUALATIN VALLEY HWY PX	Street Non-DT	Hillsboro	OR	2,381,675	39	46							
2099	122nd & Halsey PX	Street Non-DT	Portland	OR	2,700,263	42	48							
2174	NW 9th St & NW Spruce St PX	Street Non-DT	Corvallis	OR	2,109,761	44	49							

Bryce Bishop

From: Susann Kaltwasser <susann@kaltwasser.com>
Sent: Friday, December 16, 2022 4:49 PM
To: Bryce Bishop
Subject: ELNA testimony re: Panda Express

Please accept this email as the official **Comments for Site Plan Review Case No. SPR-ADJ22-53 for 1292 Lancaster Dr NE**

The East Lancaster Neighborhood Association reviewed the application for a Panda Express at 1292 Lancaster Dr NE.

Members expressed a great deal of concern about traffic flow, parking on Weathers Street and egress from the parking lot.

Olive Garden across the street on Weathers already generates overflow parking on the street. The concern is that this new business will add to that situation and make it difficult for customers leaving the parking lot. We recommend that no parking be allowed on the south side of Weathers from Lancaster to 15 feet past the entrance to the parking lot.

Secondly, there used to be a sign saying “no right turn” at the Weathers Street exit so that vehicles didn’t go into the neighborhoods. We don’t know why that sign disappeared but we would recommend it be replaced.

Third, on Lancaster Drive we would like to see the driveway to be made right turn in only and right turn out only so that traffic conflicts are reduced.

Fourth, the intersection of Weathers Street and Lancaster Drive is already very dangerous. The neighbors are concerned that the increased traffic will increase the potential for accidents as people turn onto Weathers or turn across traffic to go south on Lancaster. A crosswalk is being considered at this intersection we were told. We feel this may increase the potential for accidents. This area needs further study to see if a light is warranted or other mitigation. With a bar across the street the potential for accidents is high.

Finally, the internal traffic in the parking lot is increasingly confusing. There needs to be clear indication of what areas belong to each business or institution. This parking lot used to have access to the light at D Street, but since that was closed vehicles have fewer options to seek safer egress. Neighbors continue to be frustrated with how traffic flows in this block.

Thank you for your consideration of our concerns.

Susann Kaltwasser
ELNA co-president

Sent from my iPhone



PANDA EXPRESS, INC.
1683 Walnut Grove Ave.
Rosemead, California
91770
Telephone: 626.799.9898
Facsimile: 626.372.8288

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:

Δ		
Δ		
Δ		
Δ		
Δ		
Δ		
Δ		

ISSUE DATE:

PRE-APPLICATION SUBMITTAL	03/08/22
PLANNING 1ST SUBMITTAL	06/06/22
PLANNING 2ND SUBMITTAL	09/08/22
PLANNING 3RD SUBMITTAL	11/01/22

DRAWN BY: CRM Architects & Planners, Inc.

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



LANCASTER DR. NE &
WEATHERS ST. NE

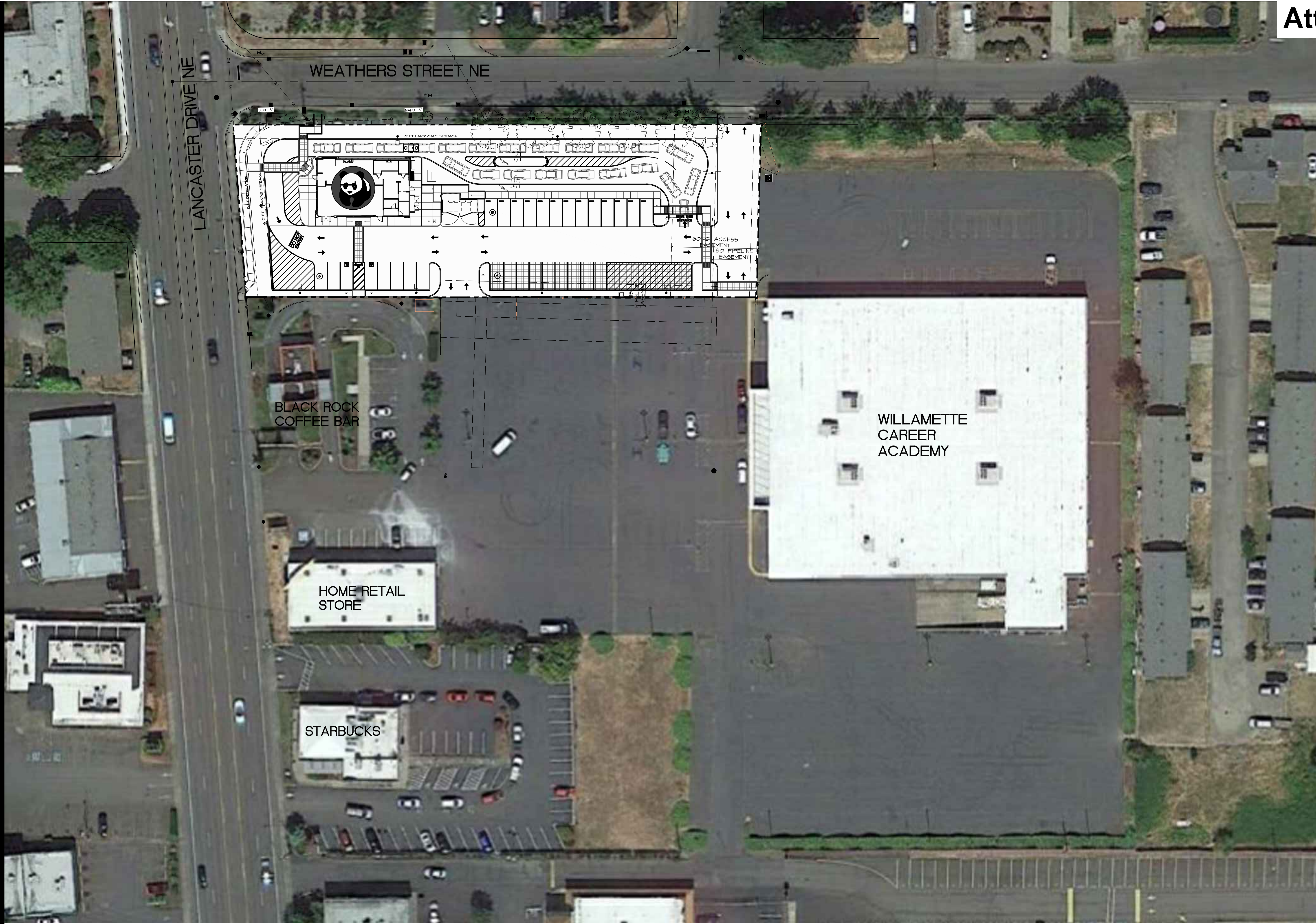
1292 LANCASTER BLVD.
SALEM, OR 97301

2600 Plan

A-100.A

OVERALL CENTER SITE PLAN
ARCHITECTURAL

SPR SUBMITTAL DWGS





MEMO

TO: Bryce Bishop, Planner III
Community Development Department

FROM: Laurel Christian, Development Services Planner II
Public Works Department

DATE: January 23, 2023

**SUBJECT: PUBLIC WORKS RECOMMENDATIONS
SPR-ADJ22-53 (22-111718; 22-111720)
1292 LANCASTER DRIVE NE
NEW RESTAURANT WITH DRIVE-THROUGH**

PROPOSAL

A Class 3 Site Plan Review application for a proposed new Panda Express restaurant, with drive-through and associated site improvements, together with a Class 1 Adjustment to increase the maximum allowed parking from 28 spaces to 30 spaces (SRC 806.015(d)). The subject property is approximately 0.99 acres in size, zoned CR (Retail Commercial) at the time of application submittal, and located at 1292 Lancaster Drive NE (Marion County Assessor Map and Tax Lot Number: 072W19CA06200).

RECOMMENDED CONDITIONS OF APPROVAL

1. Convey land for dedication to equal a half-width right-of-way of 48 feet on the development side of Lancaster Drive NE, including sufficient right-of-way to accommodate public infrastructure at the property corners.
2. Install street trees to the maximum extent feasible along Lancaster Drive NE and Weathers Street NE.
3. Design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS or receive a design exception from the City Engineer.

FACTS

Streets

1. Lancaster Drive NE

- 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 68-foot improvement within an 80-foot-wide right-of-way abutting the subject property.

2. Weathers Street NE

- a. Standard—This street is designated as a local street in the Salem TSP. The standard for this street classification is a 30-foot-wide improvement within a 60-foot-wide right-of-way.
- b. Existing Conditions—This street has an approximate 34-foot improvement within a 60-foot-wide right-of-way abutting the subject property.

Storm Drainage

1. Existing Conditions

- a. A 21-inch storm main is located in Lancaster Drive NE.
- b. A 12-inch storm main is located in Weathers Street NE.

Water

1. Existing Conditions

- a. The subject property is located in the G-0 water service level.
- b. A 12-inch water main is located in Lancaster Drive NE. Mains of this size generally convey flows of 2,100 to 4,900 gallons per minute
- c. A 6-inch water main is located in Weathers Street NE. Mains of this size generally convey flows of 500 to 1,200 gallons per minute.

Sanitary Sewer

1. Existing Conditions

- a. A 27-inch sewer main is located in on the subject property in an easement.

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—With completion of the conditions above, 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

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—Lancaster Drive NE meets the pavement width standards pursuant to the Salem TSP; therefore, no additional street improvements are required as a condition of the proposed development. The existing right-of-way width of Lancaster Drive NE does not meet current standards for its classification of street per the Salem TSP. The applicant shall convey for dedication a half-width right-of-way up to 48 feet to major arterial street standards as specified in the PWDS and based on a rational nexus calculation.

Condition: Convey land for dedication to equal a half-width right-of-way of 48

feet on the development side of Lancaster Drive NE, including sufficient right-of-way to accommodate public infrastructure at the property corners.

Weathers Street NE meets the right-of-way and improvement widths standards pursuant to the Salem TSP; therefore, no additional street improvements or right-of-way dedication are required as a condition of development along Weathers Street NE.

Pursuant to SRC 86.015(e), anyone undertaking development along public streets shall plant new street trees to the maximum extent feasible.

Condition: Install street trees to the maximum extent feasible along Lancaster Drive NE and Weathers Street NE.

The applicants tentative plan proposes replacement of the existing sidewalks along the property line of Lancaster Drive NE. Public Works Engineering staff does not have enough information at this time to determine whether or not the sidewalks can be constructed in that location. Pursuant to SRC 803.035(l)(2)(B), the Public Works Director approves retaining the curblin sidewalks along Lancaster Drive NE and Weathers Street NE. Relocation of the sidewalks to the property line may be acceptable if the design can be constructed in compliance with the current PWDS.

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 subject property is served by four existing driveways; two onto Lancaster Drive NE and two onto Weathers Street SE. As shown on the applicant's tentative plan, the proposed development will be served by one driveway along Weather Street NE. The applicant shall permanently close unused driveways pursuant to SRC 804.060(a)(4).

The one remaining driveway access onto Weathers Street NE 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 subject property is located inside the Urban Service Area and adequate facilities are available. No Urban Growth Area permit is required. 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 proposed development meets the definition of a Large Project pursuant to SRC 70.005, which requires the project to comply with PWDS Appendix 4E related to green stormwater infrastructure (GSI). The applicant has not set aside any area on-site for GSI. The applicant has submitted a design exception request to the City Engineer to allow alternative methods for stormwater treatment. The design exception has not yet been approved. The applicant's engineer shall design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS or receive a design exception from the City Engineer.

Condition: Design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS or receive a design exception from the City Engineer.

The applicant shall design and construct all utilities (sewer, water, and storm drainage) according to the PWDS and to the satisfaction of the Public Works Director. The applicant is advised that a sewer monitoring manhole may be required, and the trash area shall be designed in compliance with PWDS.

Prepared by: Laurel Christian, Development Services Planner II
cc: File

Bryce Bishop

From: Ken Spencer <Kenneth.Spencer@pgn.com>
Sent: Monday, December 5, 2022 1:38 PM
To: Bryce Bishop
Subject: FW: Notice of Filing / Request for Comments - Case No. SPR-ADJ22-53 for 1292 Lancaster Dr NE
Attachments: SPR-ADJ22-53 NOF-RFC.pdf

Hello,

I have one comment to add:

- Pad-mounted transformer must be located within 10 feet of a vehicle access surface. Pedestrian sidewalks and restaurant drive-through vehicles aisles do not fulfill the requirement.

Thanks.

Ken Spencer, PE Customer Operations Engineer | 503.970.7200

From: Zachery Cardoso <ZCardoso@cityofsalem.net>
Sent: Friday, December 2, 2022 9:54 AM
To: Zachery Cardoso <ZCardoso@cityofsalem.net>
Cc: Bryce Bishop <BBishop@cityofsalem.net>
Subject: Notice of Filing / Request for Comments - Case No. SPR-ADJ22-53 for 1292 Lancaster Dr NE

*****Please take care when opening links, attachments or responding to this email as it originated outside of PGE.*****

Hello,

The Notice of Filing / Request for Comments for Site Plan Review Case No. SPR-ADJ22-53 for 1292 Lancaster Dr NE is attached for your information. Comments are due **December 16, 2022 by 5:00 p.m.** Hard copies go out in the mail today for those of you who are to receive one.

Application Summary: Proposed new Panda Express restaurant with drive-through and associated site improvements.

Please direct questions or comments to the **CASE MANAGER:**

Bryce Bishop
bbishop@cityofsalem.net
503-540-2399

Thank you,

Zachery Cardoso

Admin Analyst I

City of Salem | Community Development Department

555 Liberty St SE, Suite 305, Salem OR 97301

zcardoso@cityofsalem.net | 503-540-2304

[Facebook \[facebook.com\]](https://www.facebook.com/cityofsalem) | [Twitter \[twitter.com\]](https://twitter.com/cityofsalem) | [YouTube \[youtube.com\]](https://www.youtube.com/c/cityofsalem) | CityofSalem.net [cityofsalem.net]