

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 2 DRIVEWAY APPROACH PERMIT
CASE NO.: SPR-DAP22-46**

APPLICATION NO.: 22-117591-PLN

NOTICE OF DECISION DATE: January 27, 2023

SUMMARY: Development of gas station and retail building with associated modifications on two properties.

REQUEST: A Class 3 Site Plan Review and Class 2 Driveway Approach Permit for development of a gas station and retail building on a 0.67-acre property at 4005 Hagers Grove Road SE (Marion County Assessor Map and Tax Lot 082W06AB / 10000); in conjunction with ~~construction of a new oil change facility and~~ associated modifications to the existing development on the abutting 0.92-acre property at 3997 Carson Drive SE (Marion County Assessor Map and Tax Lot 082W06AB / 10100) located in the CR (Retail Commercial) zone.

APPLICANT: Leonard Lodder, Studio 3 Architecture Inc. on behalf of AVI LLC(Inderjit Dhaliwal, Talwainder Dhaliwal)

LOCATION: 4005 Hagers Grove Road SE & 3997 Carson Dr SE, Salem OR 97317

CRITERIA: Salem Revised Code (SRC) Chapters 220.005(f)(3) – Class 3 Site Plan Review; 804.025(d) – Class 2 Driveway Approach Permit

FINDINGS: The findings are in the attached Decision dated January 27, 2023.

DECISION: The **Planning Administrator APPROVED** Class 3 Site Plan Review / Class 2 Driveway Approach Permit Case No. SPR-DAP22-46 subject to the following conditions of approval:

- Condition 1:** At the time of building permit review, the applicant shall submit updated plans which do not include the oil-change facility building as part of development.
- Condition 2:** At the time of building permit review, the applicant shall provide construction details for the trash enclosure indicating conformance with SRC Chapter 800.
- Condition 3:** At the time of building permit review, the applicant shall demonstrate that all required pedestrian connections conform with the design and material requirements of SRC Chapter 800, specifically SRC 800.065(b)(1) and 800.065(c).

- Condition 4:** At the time of building permit review, the applicant shall provide a full landscape plan demonstrating how the development site meets Type A landscaping, including all new and existing landscaped areas, by providing a minimum of one plant unit per 20 square feet, with 40 percent of the plant units being trees.
- Condition 5:** Construct the following streetscape improvements:
- a. Along Carson Drive SE and Hagers Grove Road SE, provide curblane sidewalks, curb ramps at street intersections, and street trees, including existing areas where street trees are inadequate.
 - b. Along Lancaster Drive SE, provide curb ramps at street intersections and street trees.
- Condition 6:** Convey land for dedication to equal a half-width right-of-way of 48 feet on the development side of Lancaster Drive SE, including sufficient right-of-way to accommodate public infrastructure at the property corners.
- Condition 7:** All or a portion of the slope easement on the subject property that conflicts with the proposed building shall be quitclaimed prior to building permit issuance.
- Condition 8:** Design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS.

The rights granted by the attached decision must be exercised, or an extension granted, by February 14, 2027, or this approval shall be null and void.

Application Deemed Complete:	<u>November 10, 2022</u>
Notice of Decision Mailing Date:	<u>January 27, 2023</u>
Decision Effective Date:	<u>February 14, 2023</u>
State Mandate Date:	<u>March 10, 2023</u>

Case Manager: Jamie Donaldson, jdonaldson@cityofsalem.net, 503-540-2328

This decision is final unless written appeal and associated fee (if applicable) from an aggrieved party is filed with the City of Salem Planning Division, Room 320, 555 Liberty Street SE, Salem OR 97301, or by email at planning@cityofsalem.net, no later than 5:00 p.m. Monday, February 13, 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, 804. The appeal fee must be paid at the time of filing. If the appeal is untimely and/or lacks the proper fee, the appeal will be rejected. The Hearings Officer will review the appeal at a public hearing. After the hearing, the Hearings Officer may amend, rescind, or affirm the action, or refer the matter to staff for additional information.

The complete case file, including findings, conclusions and conditions of approval, if any, is available for review by contacting the case manager, or at the Planning Desk in the Permit Application Center, Room 305, City Hall, 555 Liberty Street SE, during regular business hours.

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

BEFORE THE PLANNING ADMINISTRATOR OF THE CITY OF SALEM

DECISION

IN THE MATTER OF APPROVAL OF) FINDINGS & ORDER
CLASS 3 SITE PLAN REVIEW, AND)
CLASS 2 DRIVEWAY APPROACH PERMIT)
CASE NO. SPR-DAP22-46)
3997 CARSON DRIVE SE - 97317) JANUARY 27, 2023

In the matter of the applications for Class 3 Site Plan Review and Class 2 Driveway Approach Permit submitted by Leonard Lodder, Studio 3 Architecture Inc., on behalf of the applicant and property owner, Avi LLC represented by Inderjet Dhaliwal, the Planning Administrator, having received and reviewed evidence and the application materials, makes the following findings and adopts the following order as set forth herein.

REQUEST

Summary: Development of gas station and retail building with associated modifications on two properties.

Request: A Class 3 Site Plan Review and Class 2 Driveway Approach Permit for development of a gas station and retail building on a 0.67-acre property at 4005 Hagers Grove Road SE (Marion County Assessor Map and Tax Lot 082W06AB / 10000); in conjunction with ~~construction of a new oil change facility~~ and associated modifications to the existing development on the abutting 0.92-acre property at 3997 Carson Drive SE (Marion County Assessor Map and Tax Lot 082W06AB / 10100) located in the CR (Retail Commercial) zone.

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

PROCEDURAL FINDINGS

1. Background

On August 25, 2022, a consolidated application for Class 3 Site Plan Review and Class 2 Driveway Approach Permit was filed for the proposed development. After additional information was provided, the applications were deemed complete for processing on November 10, 2022. The 120-day state mandated decision deadline for this consolidated application is March 10, 2023.

The applicant's proposed site plan is included as **Attachment B** and the and the applicant's written statement addressing the approval criteria can be found in the record, accessible online as indicated below.

SUBSTANTIVE FINDINGS

2. 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, stormwater reports, and; 2) materials, testimony, and comments from public agencies, City Departments, neighborhood associations, and the public. All application materials are available on the City's online Permit Application Center at <https://permits.cityofsalem.net>. You may use the search function without registering and enter the permit number listed here: 22 117591.

3. Neighborhood Association and Public Comments

The subject property is located within the boundaries of the Southeast Mill Creek Association (SEMCA).

Applicant Neighborhood Association Contact: SRC 300.310 requires an applicant to contact the neighborhood association(s) whose boundaries include, and are adjacent to, property subject to specific land use application requests. Pursuant to SRC 300.310(b)(1), land use applications included in this proposed consolidated land use application request require neighborhood association contact. On January 12, 2022, the applicant's representative contacted the neighborhood association to provide details about the proposal in accordance with the requirements of the SRC.

Neighborhood Association Comment: Notice of the application was provided to the neighborhood 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. As of the date of completion of this staff report, no comments have been received from the neighborhood association.

Homeowners Association: The subject property is not located within a Homeowners Association.

Public Comment: Notice was also provided, pursuant to SRC 300.520(b)(1)(B)(iii), (vi), & (vii), to all property owners and tenants within 250 feet of the subject property. As of the date of completion of this staff report, two comments have been received from the surrounding property owners and tenants; one indicating no objections to the proposal; and one indicating concerns summarized below:

- **Mailbox Location:** Comments expressed concern about residential mailboxes located across the street, and increased traffic from the development affecting their safety.

Staff Response: Development of the property is subject to the development standards set forth in SRC Chapter 521, which include requirements for height, setbacks, and lot coverage that are intended to ensure that development of private property or use of public rights-of-way does not adversely impact adjacent properties. The location of mailboxes or postal service of adjacent properties are not regulated or protected under the City of Salem zoning code.

4. City Department Comments

Public Works Department: Reviewed the proposal and provided a memo which is included as **Attachment C**.

Building and Safety: Reviewed the proposal and indicated no site concerns.

Fire Department: Reviewed the proposal and indicated no site concerns. Fire Department water supply will be evaluated with the building addition at the time of building permit plan review.

5. Public Agency Comments

No Public or Private Agency comments were received.

DECISION CRITERIA FINDINGS

6. Analysis of Class 3 Site Plan Review Approval Criteria

Salem Revised Code (SRC) 220.005(f)(3) provides that an application for a Class 3 Site Plan Review shall be granted if the following criteria are met. 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 subject properties are currently zoned CR (Retail Commercial) as of August 25, 2022, with no changes with the implementation with the City's Our Salem project. The development site consists of two separate units of land, where the south parcel is developed with an existing building and associated parking which was previously approved under Case Number SPR-ADJ-DAP17-14. The proposal includes construction of a new retail building approximately 4,300 square feet with a four-pump gas station canopy and cashier's station on the north parcel, and a new trash enclosure and reconfiguration of the vehicle use area on the south parcel. Associated improvements to the off-street parking area, pedestrian access, and landscaping are also proposed.

Use and Development Standards – CR (Retail Commercial) Zone:

SRC 522.005(a) – Uses:

Table 522-1 lists permitted uses in the CR Zone.

Finding: The proposal includes development of a new retail building, gas station pump, and oil change facility. *Retail sales* and *gasoline service stations* are a permitted uses in the CR zone per Table 522-1. The proposal includes development of a drive-through facility indicated to be used as an oil-change facility which is classified as a *motor vehicle services* use. In the CR zone, all other motor vehicle service uses except gasoline service stations, require a Conditional Use Permit. As such, the applicant has chosen to remove the oil-change facility from this proposal, until such time that a Conditional Use Permit can be applied for and reviewed as part of the development site.

As such, the following condition applies:

Condition 1: At the time of building permit review, the applicant shall submit updated plans which do not include the oil-change facility building as part of development.

SRC 522.010(a) – Lot Standards:

There are no minimum lot area or dimension requirements in the CR zone. All uses, other than single family, are required to have a minimum of 16 feet of street frontage.

Finding: The proposal is part of a development site consisting of two units of land abutting four streets on all sides. The development site has a combined frontage of approximately 340 feet of frontage along Lancaster Drive SE, 360 feet of frontage along Carson Drive SE, and 160 feet of frontage along Hagers Grove Road SE, exceeding the minimum standard of 16 feet.

SRC 522.010(b) – Setbacks:

Abutting Street/Alley

North: Adjacent to the north is right-of-way for Hagers Grove Road SE. Buildings and accessory structures must be set back a minimum of five feet abutting a street. Vehicle use areas require a minimum 6-10-foot setback per Chapter 806 adjacent to a street.

South/West: Adjacent to the south and west is right-of-way for Carson Drive SE. Buildings and accessory structures must be set back a minimum of five feet abutting a street. Vehicle use areas require a minimum 6-10-foot setback per Chapter 806 adjacent to a street.

East: Adjacent to the east is right-of-way for Lancaster Drive SE. Buildings and accessory structures must be set back a minimum of five feet abutting a street. Vehicle use areas require a minimum 6-10-foot setback per Chapter 806 adjacent to a street.

Finding: The proposed development does not change the setbacks for the existing building abutting the south and west property lines; the new accessory structure for the trash enclosure on the south parcel is setback ten feet from the east property line and does not abut the property line to the south. The proposed building on the north parcel is setback at least five feet from the west property line and well over five feet from the north property line. The new vehicle use area on the north parcel and all changes on the south parcel are setback at least ten feet, meeting or exceeding the vehicle use area setbacks. The proposal is in compliance with all applicable setback requirements of the CR zone and SRC Chapter 806.

Interior Property Lines

North/South: The proposal is part of a development site consisting of two units of land zoned CR (Retail Commercial) sharing a common property line; the south parcel abuts the CR zone to the north, and the north parcel abuts the CR zone to the south. There is no minimum building or accessory structure setback required to an interior property line. Vehicle use areas require a minimum five-foot setback.

Finding: The proposed building and cashier's station on the north parcel are setback five feet from the abutting property to the south, exceeding the setback standard. All adjacent vehicle use areas are setback at least five feet from the shared north/south property line. The proposal is in compliance with all applicable setback requirements of the CR zone.

SRC 522.010(b) – Lot Coverage, Height:

There is no maximum lot coverage requirement. The maximum height in the CR zone is 50 feet.

Finding: The proposed buildings are approximately 28 feet in height and are in compliance with the maximum height standard in the CR zone.

SRC 522.010(d) – Landscaping:

- (1) *Setbacks.* Required setbacks shall be landscaped. Landscaping shall conform to the standards set forth in SRC Chapter 807.
- (2) *Vehicle Use Areas.* Vehicle use areas shall be landscaped as provided under SRC Chapter 806 and SRC Chapter 807.
- (3) *Development Site.* A minimum of 15 percent of the development site shall be landscaped. Landscaping shall meet the Type A standard set forth in SRC Chapter 807. Other required landscaping under the UDC, such as landscaping required for setbacks or vehicular use areas, may count toward meeting this requirement

Finding: The proposal includes alteration of an existing off-street parking and vehicle use area, as well as a new parking and vehicle use area; therefore, the off-street parking and vehicle use area development standards of SRC 806.035(a) are applicable.

The development site is approximately 67,800 square feet in size, requiring a minimum of 10,170 square feet of landscaped area ($67,799 \times 0.15 = 10,169.85$). The site plan indicates 14,889 square feet (21.96 percent) of landscaped area is provided on site.

Additionally, vehicle use areas greater than 5,000 square feet in size require interior landscaping. The applicant's plans indicate that the proposed off-street parking area is approximately 18,000 square feet in size. A minimum of five percent of interior landscaping is required, or 900 square feet ($18,000 \times 0.05 = 900$). The applicant's written statement indicates approximately seven percent (1,042 square feet) of interior landscape is provided, thereby meeting the standard.

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

General Development Standards SRC 800

SRC 800.055(a) – Applicability.

Solid waste service area design standards shall apply to all new solid waste, recycling, and compostable services areas, where use of a solid waste, recycling, and compostable receptacle of 1 cubic yard or larger is proposed.

Finding: The site plan indicates one new solid waste enclosure with receptacles greater than one cubic yard in size are proposed.

SRC 800.055(b) – Solid Waste Receptacle Placement Standards.

All solid waste receptacles shall be placed at grade on a concrete pad that is a minimum of 4 inches thick, or on an asphalt pad that is a minimum of 6 inches thick. The pad shall have a slope of no more than 3 percent and shall be designed to discharge stormwater runoff.

- (1) *Pad area.* In determining the total concrete pad area for any solid waste service area:
 - (a) The pad area shall extend a minimum of 1-foot beyond the sides and rear of the receptacle.
 - (b) The pad area shall extend a minimum 3 feet beyond the front of the receptacle.

- (c) In situations where receptacles face each other, a minimum four feet of pad area shall be required between the fronts of the facing receptacles.

Finding: The proposed plans do not indicate the pad area surrounding the trash enclosures, and construction details of the trash enclosure were not submitted to verify conformance with all standards. To ensure compliance with all of the following standards, the following condition applies:

Condition 2: At the time of building permit review, the applicant shall provide construction details for the trash enclosure indicating conformance with SRC Chapter 800.

(2) Minimum Separation.

- (a) A minimum separation of 1.5 feet shall be provided between the receptacle and the side wall of the enclosure.
- (b) A minimum separation of 5 feet shall be provided between the receptacle and any combustible walls, combustible roof eave lines, or building or structure openings.

Finding: Adequate separation distance appears to be available within the enclosure. Receptacles will not be placed within 5 feet of a building or structure. As conditioned above, conformance with this standard will be verified at the time of building permit review.

(3) Vertical Clearance.

- (a) Receptacles 2 cubic yards or less in size shall be provided with a minimum of 8 feet of unobstructed overhead or vertical clearance for servicing.
- (b) Receptacles greater than 2 cubic yards in size shall be provided with a minimum of 14 feet of unobstructed overhead or vertical clearance for serving.

Finding: The applicant's written statement has indicated the trash enclosure will have a roof, but construction details were not submitted for review. As conditioned above, the applicant shall provide construction details which include this information. Conformance with this standard will be verified at the time of building permit review.

SRC 800.055(d) – Solid Waste Service Area Screening Standards.

- (1) Solid waste, recycling, and compostable service areas shall be screened from all streets abutting the property and from all abutting residentially zoned property by a minimum six-foot-tall sight-obscuring fence or wall; provided, however, where receptacles, drop boxes, and compactors are located within an enclosure, screening is not required. For the purpose of this standard, abutting property shall also include any residentially zoned property located across an alley from the property.
- (2) Existing screening at the property line shall satisfy screening requirements if it includes a six-foot-tall sight-obscuring fence or wall.

Finding: The subject property does not abut residential zoned property or residential uses. An enclosure is provided for the solid waste service area that appears to be constructed with a solid CMU wall which screens the solid waste service area from abutting properties and streets consistent with this requirement. As conditioned above, conformance with this standard will be verified at the time of building permit review.

SRC 800.055(e) – Solid Waste Service Area Enclosure Standards.

When enclosures are used for required screening or aesthetics, such enclosure shall conform to the following standards:

- (1) *Front Opening of Enclosure.* The front opening of the enclosure shall be unobstructed and shall be a minimum of 12 feet in width.

Finding: The width of the proposed front opening for the enclosure measures at least 12 feet, meeting the minimum standard.

- (2) *Measures to Prevent Damage to Enclosure.* Enclosures constructed of concrete, brick, masonry block, or similar types of material shall contain a minimum four-inch nominal high bumper curb at ground level located 12 inches inside the perimeter of the outside walls of the enclosure, or a fixed bumper rail to prevent damage from receptacle impacts.

Finding: The application materials do not provide sufficient detail to determine compliance with this development standard. Per Condition 3 above, at the time of building permit review, the plans will be reviewed for conformance with all applicable trash enclosure development standards.

- (3) *Enclosure Gates.* Any gate across the front opening of an enclosure shall swing freely without obstructions. For any opening with an unobstructed width of 15 feet or greater, the gates shall open a minimum of 90 degrees. All gates shall have restrainers in the open and closed positions.

Finding: The application materials do not provide sufficient detail to determine compliance with this development standard. Per Condition 3 above, at the time of building permit review, the plans will be reviewed for conformance with all applicable trash enclosure development standards.

SRC 800.055(f) – Solid Waste Service Area Vehicle Access.

- (1) *Vehicle Operation Area.* A vehicle operation area shall be provided for solid waste collection service vehicles that are free of obstructions and no less than 45 feet in length and 15 feet in width. Vehicle operation areas shall be made available in front of every receptacle.

Finding: The proposed vehicle operation area meets the minimum dimensional requirements for service vehicle access.

SRC 800.065 – Pedestrian Access.

Except where pedestrian access standards are provided elsewhere under the UDC, all developments, other than single family, two family, three family, four family, and multiple family developments, shall include an on-site pedestrian circulation system developed in conformance with the standards in this section. For purposes of this section development means the construction of, or addition to, a building or accessory structure or the construction of, or alteration or addition to, an off-street parking or vehicle use area. Development does not include construction of, or additions to, buildings or accessory structures that are less than 200 square feet in floor area.

When a development site is comprised of lots under separate ownership, the pedestrian access standards set forth in this section shall apply only to the lot, or lots, proposed for development, together with any additional contiguous lots within the development site that are under the same ownership as those proposed for development.

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

SRC 800.065(a)(1) – Pedestrian Connection Between Entrances and Streets

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

Finding: The applicant's plans indicate direct pedestrian access to be provided from the proposed building on the north parcel to Hagers Grove Road SE to the north and Carson Drive SE to the west. The existing building on the south parcel has an existing pedestrian connection to Carson Drive SE to the south, and proposes pedestrian improvements to connect to Carson Drive SE to the west. The applicant has also provided a pedestrian connection between the existing and proposed buildings on each parcel, which provides a shared access for both buildings to Lancaster Drive SE to the east. An additional pedestrian connection is proposed through the parking lot on the south parcel to connect to the primary entrance of future development. This standard is met.

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

Finding: There are no existing or planned transit stops along the development site's street frontage. This standard does not apply to the proposed development.

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 of the buildings.

Finding: Multiple buildings are proposed for the development site. Pedestrian connections are provided connecting the primary building entrances of the proposed buildings on the north parcel to the existing building on the south parcel; therefore, this standard is met.

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

(A) *Surface parking areas.* Except as provided under subsection (a)(3)(A)(iii) of this section, off-street surface parking areas greater than 25,000 square feet in size or including four or more consecutive parallel drive aisles shall include pedestrian connections through the parking area to the primary building entrance as provided in this subsection.

Finding: The proposed off-street parking areas are less than 25,000 square feet in size and do not include four or more consecutive parallel drive aisles; therefore, this standard is not applicable.

(B) Parking structures and parking garages. Where an individual floor of a parking structure or parking garage exceeds 25,000 square feet in size, a pedestrian connection shall be provided through the parking area on that floor to an entrance/exit.

Finding: The development site does not include any existing or proposed parking structures or garages greater than 25,000 square feet; therefore, this standard is not applicable.

SRC 800.065(a)(4) – Pedestrian Connection to Existing or Planned Paths and Trails.

Where an existing or planned path or trail identified in the Salem Transportation System Plan (TSP) or the Salem Comprehensive Parks System Master Plan passes through a development site, the path or trail shall:

- (A) Be constructed, and a public access easement or dedication provided; or
- (B) When no abutting section of the trail or path has been constructed on adjacent property, a public access easement or dedication shall be provided for future construction of the path or trail.

Finding: There is not a planned path or trail that passes through the development site; therefore, this standard is not applicable.

SRC 800.065(a)(5) – Pedestrian Connection to Abutting Properties

Whenever a vehicular connection is provided from a development site to an abutting property, a pedestrian connection shall also be provided.

Finding: The development site is comprised of two properties under same ownership. The applicant's plans provide pedestrian connections between the existing building on the south parcel and the proposed buildings on the north parcel; therefore, this standard is met.

SRC 800.065(b) – Design and materials

Required pedestrian connections shall be in the form of a walkway, or may be in the form of a plaza.

(1) Walkways shall conform to the following:

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

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

Finding: The pedestrian connections proposed measure at least five feet in width in all locations. The type of material proposed for the pedestrian connections is not listed in the application materials. At the time of building permit, the applicant shall demonstrate that all applicable standards of this section are met. To ensure that the proposed pedestrian walkway meets the design and material standards, including where walkway passes driveways and drive-aisles, the following condition applies:

Condition 3: At the time of building permit review, the applicant shall demonstrate that all required pedestrian connections conform with the design and material requirements of SRC Chapter 800, specifically SRC 800.065(b) and 800.065(c).

SRC 800.065(c) – Lighting.

The on-site pedestrian circulation system shall be lighted to a level where the system can be used at night by employees, customers, and residents.

Finding: The application materials do not provide sufficient detail to determine compliance with this development standard. Per Condition 3 above, at the time of building permit review, the plans will be reviewed for conformance with applicable exterior lighting development standards.

Off-Street Parking, Loading, and Driveways SRC 806

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

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

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

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

Finding: The proposal includes development of a new off-street parking area located on the same development site as the proposed building.

SRC 806.015 – Amount of Off-Street Parking.

- (a) *Minimum Required Off-Street Parking.* Unless otherwise provided under the UDC, off-street parking shall be provided in amounts not less than those set forth in Table 806-1.
- (b) *Compact Parking.* Up to 75 percent of the minimum off-street parking spaces required under this Chapter may be compact parking spaces.
- (c) *Carpool and Vanpool Parking.* New developments with 60 or more required off-street parking spaces and falling within the Public Services and Industrial use classifications, and the Business and Professional Services use category, shall designate a minimum of 5 percent of their total off-street parking spaces for carpool or vanpool parking.
- (d) *Maximum Off-Street Parking.* Unless otherwise provided in the SRC, off-street parking shall not exceed the amounts set forth in Table 806-2.

Finding: The proposal includes construction of a new retail building approximately 4,300 square feet with a four-pump gas station canopy and cashier's station on a development site with an existing retail building. The existing building and proposed building are classified as *retail sales and services* use and require a minimum of one off-street parking spaces per 250 square feet of gross floor area. The gas station is classified as a *motor vehicle services* use and requires a minimum of one off-street parking spaces per 900 square feet of gross floor area. The following is a summary of the parking requirements for the development site:

Use	Floor Area	Parking Ratio	Minimum Parking
Retail Sales & Service	10,550 SF	1/250 SF	42.2
Motor Vehicle Services (Gas Station only)	3,072 SF	1/900 SF	3.4
Total			45 Spaces

A minimum of 45 off-street parking spaces are required for the development site, with a maximum allowance of 80 spaces ($45 \times 1.75 = 79.8$). A minimum of 11 of the off-street parking spaces must be standard sized spaces, the remaining spaces may be compact spaces. Carpool/vanpool spaces are not required for new uses with less than 60 required parking spaces.

The proposed site plan indicates that 48 parking spaces will be provided on site, 20 of which are compact spaces; therefore, the proposal meets the standards.

SRC 806.035 – Off-Street Parking and Vehicle Use Area Development Standards.

- (a) *General Applicability.* The off-street parking and vehicle use area development standards set forth in this section apply to the development of new off-street parking and vehicle use areas.
- (b) *Location.* Off-street parking and vehicle use areas shall not be located within required setbacks.
- (c) *Perimeter Setbacks and Landscaping.* Perimeter setbacks shall be required for off-street parking and vehicle use areas abutting streets, abutting interior front, side, and rear property lines, and adjacent to buildings and structures.

Finding: The proposal includes a new off-street parking and vehicle use area to the north, and reconfiguration of the existing parking and vehicle use area to the south. The new vehicle use area on the north parcel and all changes on the south parcel are setback at least ten feet, meeting or exceeding the vehicle use area setbacks. All vehicle use areas are setback at least five feet from the shared property line between the two units of land that make up the development site. The proposed reconfigured off-street parking area complies with all applicable location and perimeter setback requirements.

- (d) *Interior Landscaping.* Interior landscaping shall be provided in amounts not less than those set forth in Table 806-5. A minimum of one deciduous shade tree shall be planted for every 12 parking spaces within an off-street parking area.

Finding: For off-street parking areas greater than 5,000 square feet in size, a minimum of five percent of the interior parking lot area shall be landscaped. The applicant's plans indicate that

the proposed off-street parking area is approximately 18,000 square feet in size. A minimum of five percent of interior landscaping is required, or 900 square feet ($18,000 \times 0.05 = 900$). The applicant's written statement indicates approximately seven percent (1,042 square feet) of interior landscape is provided, thereby meeting the standard. A minimum of four deciduous trees are required at the time of building permit review for the off-street parking areas ($48 / 12 = 4$).

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

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

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

(f) Off-street parking area access and maneuvering. In order to ensure safe and convenient vehicular access and maneuvering, off-street parking areas shall:

- (1) Be designed so that vehicles enter and exit the street in a forward motion with no backing or maneuvering within the street; and
- (2) Where a drive aisle terminates at a dead-end, include a turnaround area as shown in Figure 806-9. The turnaround shall conform to the minimum dimensions set forth in Table 806-7.

Finding: The proposed off-street parking spaces are designed to allow safe and convenient access through the new vehicle use area and the adjacent existing vehicle use area, and do not require any turnaround areas; therefore, they do not require conformance with this standard.

(g) Additional Off-Street Parking Development Standards 806.035(g)-(n).

Finding: The proposed off-street parking area is developed consistent with the additional development standards for grade, surfacing, and drainage. Bumper guards shall be provided as required by SRC Chapter 806. The parking area striping, marking, signage, and lighting shall comply with the standards of SRC Chapter 806. Off-street parking area screening per SRC 806.035(n) is not required for the proposed parking area.

Bicycle Parking

SRC 806.045 – General Applicability.

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

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

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

SRC 806.055 – Amount of Bicycle Parking.

Unless otherwise provided under the UDC, bicycle parking shall be provided in amounts not less than those set forth in Table 806-9.

Finding: As indicated above, the development site proposes multiple uses on site. The existing building and proposed building are classified as *retail sales and services* use and require the greater of four bicycle parking spaces or one space per 10,000 square feet for the first 50,000 square feet of gross floor area. The gas station is classified as a *motor vehicle services* use and requires a minimum of one bicycle parking space per 9,000 square feet of gross floor area. The following is a summary of the parking requirements for the development site:

Use	Floor Area	Parking Ratio	Minimum Parking
Retail Sales & Service	10,550 SF	Greater of 4 spaces or 1/10,000 SF (50,000 SF)	4
Motor Vehicle Services (Gas Station only)	3,072 SF	1/9,000 SF	.34
Total			4 Spaces

A minimum of four bicycle parking spaces are required for the proposed development. The applicant's summary table indicates that four bicycle parking spaces are proposed for the new buildings on the north parcel, meeting the minimum requirements.

SRC 806.060 – Bicycle Parking Development Standards.

Bicycle parking areas shall be developed and maintained as set forth in this section.

- (a) **Location.** Short-term bicycle parking located outside a building shall be located within a convenient distance of, and be clearly visible from, the primary building entrance. In no event shall bicycle parking areas be located more than 50 feet from the primary building entrance, as measured along a direct pedestrian access route.
- (b) **Access.** Bicycle parking areas shall have direct and accessible access to the public right-of-way and the primary building entrance that is free of obstructions and any barriers, such as curbs or stairs, which would require users to lift their bikes in order to access the bicycle parking area
- (c) **Dimensions.** Except as provided for bicycle lockers, bicycle parking spaces shall be a minimum of 6 feet in length and 2 feet in width, with the bicycle rack centered along the long edge of the bicycle parking space. Bicycle parking space width may be reduced, however, to a minimum of three feet between racks where the racks are located side-by-side. Bicycle parking spaces shall be served by a minimum 4-foot-wide access aisle. Access aisles serving bicycle parking spaces may be located within the public right-of-way.
- (d) **Surfacing.** Where bicycle parking is located outside a building, the bicycle parking area shall consist of a hard surface material, such as concrete, asphalt pavement, pavers, or similar material, meeting the Public Works Design Standards.
- (e) **Bicycle Racks.** Where bicycle parking is provided in racks, the racks may be floor, wall, or ceiling racks. Bicycle racks shall meet the following standards:
 - (1) Racks must support the bicycle frame in a stable position, in two or more places a minimum of six inches horizontally apart, without damage to wheels, frame, or components.
 - (2) Racks must allow the bicycle frame and at least one wheel to be locked to the rack with a high security, U-shaped shackle lock;
 - (3) Racks shall be of a material that resists cutting, rusting, and bending or deformation; and

- (4) Racks shall be securely anchored.
- (5) Examples of types of bicycle racks that do, and do not, meet these standards are shown in Figure 806-10.

Finding: The applicant's site plan indicates four proposed bike parking spaces on the east side of the north building and four existing bike parking spaces on the east side of the south building, both of which are within a convenient distance of their respective building entrances. The applicant has provided details that indicate the bicycle racks meet the required dimensions and design standards. Further conformance will be verified at the time of building permit review.

Off-Street Loading Areas

SRC 806.065 – General Applicability.

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

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

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

SRC 806.075 – Amount of Off-Street Loading.

Unless otherwise provided under the UDC, off-street loading shall be provided in amounts not less than those set forth in Table 806-11.

Finding: Based on the uses and the size of the buildings on the development site, one loading space is required for *retail sales and services* uses of 5,000 to 60,000 square feet of gross floor area. The *motor vehicle services* use does not require a loading space for less than 5,000 square feet of gross floor area. The applicant's plans indicate one loading space adjacent to the trash enclosure that meets the minimum dimensions required. This standard is met

Landscaping

SRC 807 – Landscape and Screening: All required setbacks shall be landscaped with a minimum of 1 plant unit per 20 square feet of landscaped area. A minimum of 40 percent of the required number of plant units shall be a combination of mature trees, shade trees, evergreen/conifer trees, or ornamental trees. Plant materials and minimum plant unit values are defined in SRC Chapter 807, Table 807-2.

All building permit applications for development subject to landscaping requirements shall include landscape and irrigation plans meeting the requirements of SRC Chapter 807.

Finding: The site plan indicates 14,889 square feet (21.96 percent) of landscaped area is proposed, requiring a minimum of 745 plant units ($14,889 / 20 = 744.5$). Of the required plant units, a minimum of 298 plant units shall be trees ($745 \times 0.4 = 298$). The applicant has provided a preliminary landscaping plan which shows the areas which are to be landscaped. The applicant has not provided a landscape plan indicating conformance with the required number of plant units. As such, the following condition applies:

Condition 4: At the time of building permit review, the applicant shall provide a full landscape plan demonstrating how the development site meets Type A landscaping, including all new and existing landscaped areas, by providing a minimum of one plant unit per 20 square feet, with 40 percent of the plant units being trees.

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

Natural Resources

SRC 601 – Floodplain: Development in the floodplain shall be regulated to preserve and maintain the capability to the floodplain to convey the flood water discharges and to minimize danger to life and property.

Finding: Public Works staff has reviewed the Flood Insurance Study and Flood Insurance Rate Maps and has determined that no floodplain or floodway areas exist on the subject property.

SRC 808 – Preservation of Trees and Vegetation: The City's tree preservation ordinance, under SRC Chapter 808, provides that no person shall remove a significant tree (Oregon White Oak greater than 20 inches in diameter at breast height) (SRC 808.015) or a tree or native vegetation in a riparian corridor (SRC 808.020), unless the removal is excepted under SRC 808.030(a)(2), undertaken pursuant to a permit issued under SRC 808.030(d), undertaken pursuant to a tree conservation plan approved under SRC 808.035, or permitted by a variance granted under SRC 808.045.

Finding: There are no protected trees identified on the subject property.

SRC 809 – Wetlands: Grading and construction activities within wetlands are regulated by the Oregon Department of State Lands (DSL) and US Army Corps of Engineers. State and Federal wetland laws are also administered by the DSL and Army Corps, and potential impacts to jurisdictional wetlands are addressed through application and enforcement of appropriate mitigation measures.

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

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

Finding: According to the City's adopted landslide hazard susceptibility maps and SRC Chapter 810 (Landslide Hazards), there are no mapped landslide hazard areas within the proposed building areas of the subject development.

SRC 802 – Public Improvements, SRC 803 – Streets and Right-of-Way Improvements, SRC 804 – Driveway Approaches, and SRC 805 – Vision Clearance: With completion of the conditions of approval, the subject property meets all applicable standards of the following chapters of the UDC.

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: Carson Drive SE and Hagers Grove Road SE meet the right-of-way width and pavement width standards pursuant to the Salem TSP; therefore, no additional street improvements are required as a condition of the proposed development.

Lancaster Drive SE is a major arterial street that has been fully improved to an interim minor arterial standard. The existing configuration of Lancaster Drive SE is adequate to support the proposed development based on findings included in the applicant's Traffic Impact Analysis (TIA). The Assistant City Traffic Engineer has reviewed the applicant's TIA and agrees with the findings. As a result, additional pavement improvements to the street frontage of Lancaster Drive SE are not warranted. As specified in the conditions of approval, right-of-way dedication to meet the half-width major arterial standard is required pursuant to SRC Chapter 803.

The proposed development is on two tax lots (082W06AB10100 and 082W06AB10000). Streetscape improvements including sidewalks, curb ramps, and street trees shall be provided along the street frontages of the development of both tax lots where inadequate.

Condition 5: Construct the following streetscape improvements:

- a. Along Carson Drive SE and Hagers Grove Road SE, provide curblane sidewalks, curb ramps at street intersections, and street trees, including existing areas where street trees are inadequate.
- b. Along Lancaster Drive SE, provide curb ramps at street intersections and street trees.

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

Street standards require that sidewalks shall be located parallel to and one foot from the adjacent right-of-way (SRC 803.035(l)(2)(A)); however, there are existing light poles and power poles that would need to be relocated to accommodate property-line sidewalks. At time of construction of Hagers Grove Road SE, curblane sidewalk was anticipated and the streetlights were installed in a location that would not conflict with curblane sidewalks. Along Lancaster Drive SE and portions of Hagers Grove Road SE, the existing sidewalks are located curblane. Therefore, the sidewalk may be located along the curblane as needed to reduce conflicts between existing light and power poles pursuant to SRC 803.035(l)(2)(B).

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 applicant proposed one new left-in/left-out driveway along the northern property boundary with access to the one-way section of Hagers Grove Road SE. The applicant also proposes to widen the existing driveway onto Carson Drive SE along the western property

boundary. The driveway accesses onto Hagers Grove Road SE and Carson Drive SE provide for safe turning movements into and out of the property.

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 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.

There is an existing slope easement on the subject property that was acquired by the City of Salem for the realignment of Hagers Grove Road SE. The applicant's site plan shows one of the new buildings located within the easement area. New structures are not permitted within City of Salem easements. Prior to issuance of a building permit for the new structure, all, or a portion of, the easement shall be quitclaimed.

Condition 7: All or a portion of the slope easement on the subject property that conflicts with the proposed building shall be quitclaimed prior to building permit issuance.

The proposed development spans two legal lots (tax lot # 082W06AB10100 and 082W06AB10000). The preliminary utility plan shows utilities crossing the interior property lines. At time of building permit application, the applicant shall be required to demonstrate any necessary easements for utilities are provided or provide an updated utility plan demonstrating easements are not needed.

The proposed plan demonstrates compliance with PWDS Appendix 4E related to green stormwater infrastructure by setting aside at least 10 percent of the total new impervious surface area for installation of green stormwater infrastructure. It is unclear, however, if this area accommodates new impervious surface spanning both parcels subject to the application. Additional information will be required at time of building permit application to ensure both properties meet the flow control and treatment requirements established in SRC Chapter 71 and PWDS. 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.

Condition 8: Design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS.

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

SRC 804.025(d)(1): The proposed driveway approach meets the standards of this Chapter and the Public Works Design Standards.

Finding: The applicant proposed one new left-in/left-out driveway onto the one-way section of Hagers Grove Road SE along the northern property boundary. The applicant also proposed to widen the existing driveway onto Carson Drive SE along the western property boundary. As described in the findings below, both proposed driveways meet the approval criteria, and thereby meet the standards for SRC Chapter 804 and PWDS.

SRC 804.025(d)(2): No site conditions prevent placing the driveway approach in the required location.

Finding: There are no site conditions prohibiting the location of the proposed driveways.

SRC 804.025(d)(3): The number of driveway approaches onto an arterial are minimized.

Finding: The proposed driveways are not accessing onto an arterial street.

SRC 804.025(d)(4): The proposed driveway approach, where possible:

(A) Is shared with an adjacent property; or

(B) Takes access from the lowest classification of street abutting the property

Finding: The proposed driveways are currently located with access to the lowest classification of street abutting the subject property.

SRC 804.025(d)(5): The proposed driveway approach meets vision clearance standards.

Finding: The proposed driveway meets the PWDS vision clearance standards set forth in SRC Chapter 805.

SRC 804.025(d)(6): The proposed driveway approach does not create traffic hazards and provides for safe turning movements and access.

Finding: No evidence has been submitted to indicate that the proposed driveways will create traffic hazards or unsafe turning movements. Additionally, staff analysis of the proposed driveways indicate that it will not create a traffic hazard and will provide for safe turning movements for access to the subject property.

SRC 804.025(d)(7): The proposed driveway approach does not result in significant adverse impacts to the vicinity.

Finding: Staff analysis of the proposed driveways and the evidence that has been submitted indicate that the location of the proposed driveways will not have any adverse impacts to the adjacent properties or streets.

SRC 804.025(d)(8): The proposed driveway approach minimizes impact to the functionality of adjacent streets and intersections.

Finding: The property is located on the corner of a major arterial street (Lancaster Drive SE), a collector street (Carson Drive SE) and a local street (Hagers Grove Road SE). It should be noted that the Carson Drive SE along the western boundary does not hold the same classification of a collector street as the Carson Drive SE along the southern border, as it

curves around the property and eventually becomes Hagers Grove Road SE. The applicant is proposing a driveway to the lower classification of street and it meets the spacing requirements of SRC Chapter 803. By complying with the requirements of this chapter, the applicant has minimized impacts to the functionality of adjacent streets and intersections.

SRC 804.025(d)(9): The proposed driveway approach balances the adverse impacts to residentially zoned property and the functionality of adjacent streets.

Finding: The proposed driveway approaches are not located in the vicinity of a residentially zoned area. The driveways will not have an effect on the functionality of the adjacent streets.

7. Conclusion

Based upon review of SRC Chapters 220 and 804, 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

Final approval of Class 3 Site Plan Review and Class 2 Driveway Approach Permit Case No. SPR-DAP22-46 is hereby **APPROVED** subject to SRC Chapters 220 and 804, 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:** At the time of building permit review, the applicant shall submit updated plans which do not include the oil-change facility building as part of development.
- Condition 2:** At the time of building permit review, the applicant shall provide construction details for the trash enclosure indicating conformance with SRC Chapter 800.
- Condition 3:** At the time of building permit review, the applicant shall demonstrate that all required pedestrian connections conform with the design and material requirements of SRC Chapter 800, specifically SRC 800.065(b)(1) and 800.065(c).
- Condition 4:** At the time of building permit review, the applicant shall provide a full landscape plan demonstrating how the development site meets Type A landscaping, including all new and existing landscaped areas, by providing a minimum of one plant unit per 20 square feet, with 40 percent of the plant units being trees.
- Condition 5:** Construct the following streetscape improvements:
- a. Along Carson Drive SE and Hagers Grove Road SE, provide curblined sidewalks, curb ramps at street intersections, and street trees, including existing areas where street trees are inadequate.
 - b. Along Lancaster Drive SE, provide curb ramps at street intersections and street trees.

- Condition 6:** Convey land for dedication to equal a half-width right-of-way of 48 feet on the development side of Lancaster Drive SE, including sufficient right-of-way to accommodate public infrastructure at the property corners.
- Condition 7:** All or a portion of the slope easement on the subject property that conflicts with the proposed building shall be quitclaimed prior to building permit issuance.
- Condition 8:** Design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS.



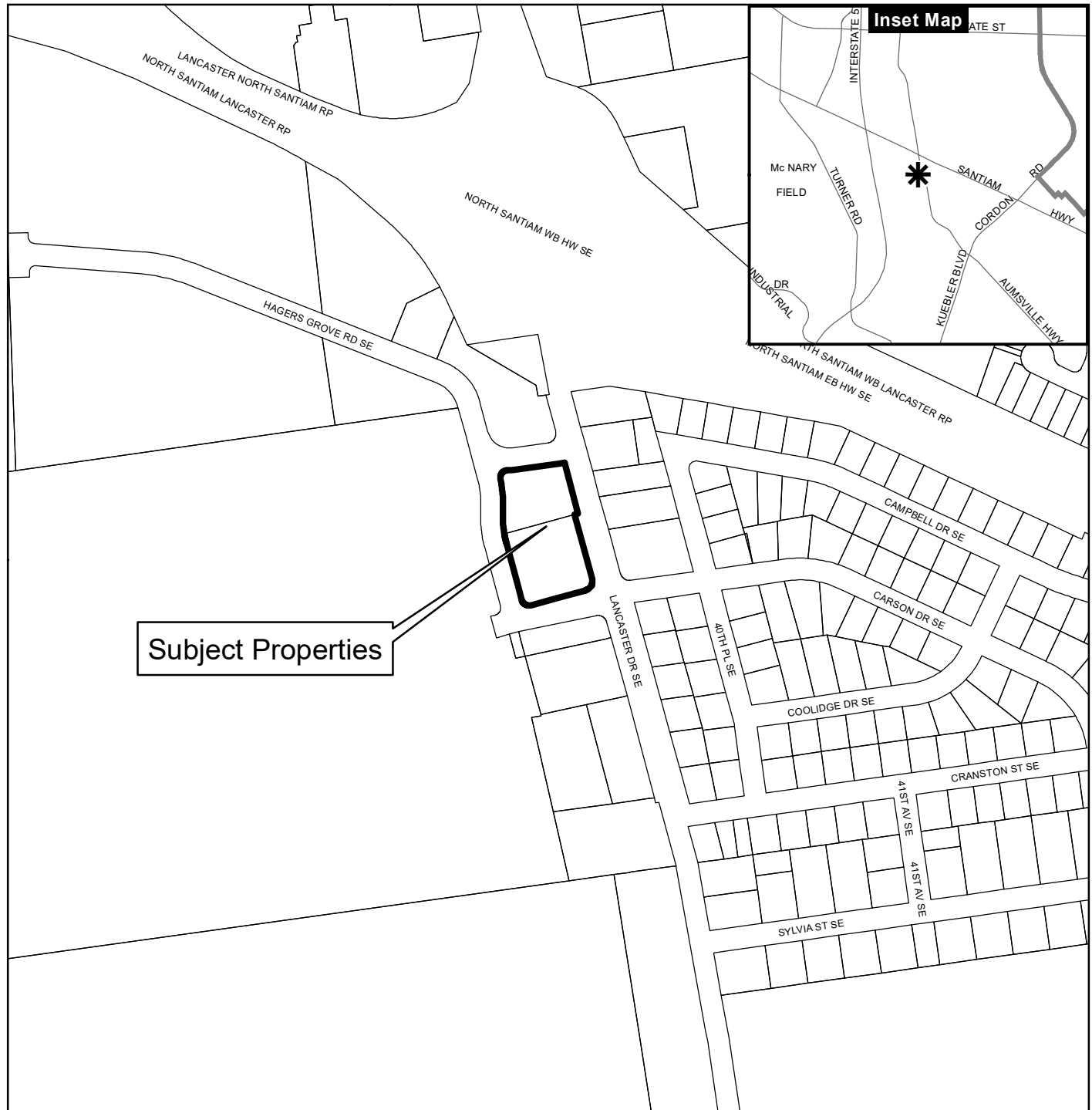
Jamie Donaldson, Planner II, on behalf of
Lisa Anderson-Ogilvie, AICP
Planning Administrator

Attachments: A. Vicinity Map
B. Proposed Development Plans
C. Public Works Memo

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

Vicinity Map

3997 Carson Dr SE & 4005 Hagers Grove Rd SE



Subject Properties

Legend

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

- Parks

CITY OF Salem
AT YOUR SERVICE
Community Development Dept.

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

0 100 200 400 Feet



Stop-N-Save Gas

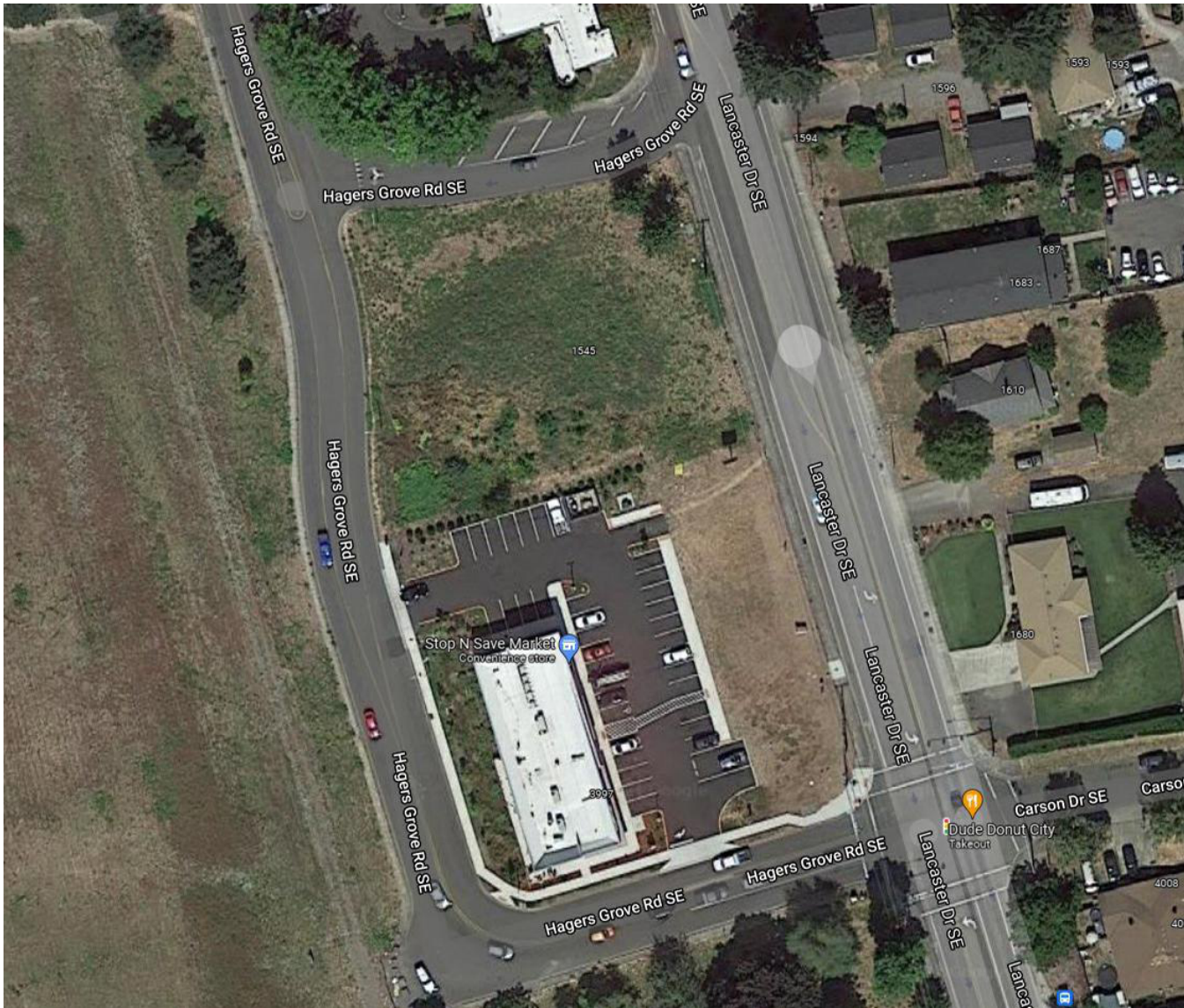
New Gas Station and C-Store

3997 Carson Dr SE Salem OR 97317

VICINITY IMAGE:



SITE IMAGE:



DRAWINGS LIST:

Sheet Number	Sheet Name	Sheet Issue Date	Current Revision	Revision Description	Sheet Number	Sheet Name	Sheet Issue Date	Current Revision	Revision Description
GENERAL DRAWINGS									
G0.01	COVER SHEET	01/09/2020							
G0.02	GENERAL NOTES	01/09/2020							
G3.01	PERSPECTIVE VIEWS	01/09/2020							
CIVIL ENGINEERING DRAWINGS									
C2.0	GRADING AND DRAINAGE PLAN	01/17/22							
C3.0	UTILITY PLAN	01/17/22							
ARCHITECTURAL DRAWINGS									
A1.01	SITE PLAN	01/09/2020							
A1.02	SITE PLAN - EXISTING CONDITIONS	01/12/22							
A5.01	EXTERIOR SITE PLAN DETAILS	01/09/2020							

PROJECT TEAM:

OWNER:
Inderjit Dhaliwal
Stop N Save No. 12
2433 NW Broadway St. Albany, OR 97321
P: 503.999.6545 E: hkour@hotmail.com

ARCHITECT:
STUDIO 3 ARCHITECTURE, Inc.
275 Court Street St. NE Salem OR 97303-3442
P: 503.390.6500
Project Architect: Leonard Lodder, AIA, LEED AP
D: 971.239.0207
E: leonard@studio3architecture.com
W: www.studio3architecture.com

CIVIL ENGINEERING:
WESTECH ENGINEERING, Inc.
3841 Fairview Industrial Dr. SE, Suite 100 Salem OR 97302
Josh Wells, P.E.
P: 503.585.2474 E: jwells@westech-eng.com

LANDSCAPE ARCHITECT:
LAURUS DESIGNS, LLC
1012 Pine Street Silverton OR 97381
Laura A. Antonson, LA
P: 503.784.6494 E: laura_a_antonson@hotmail.com

STRUCTURAL ENGINEERING:

SYMBOL LEGEND:

ELEVATION DATUM:	WINDOW TYPE:
ELEVATION F.F.E. ELEVATION DATUM LOCATION:	REFER TO WINDOW ELEVATIONS SHOWN ON DRAWINGS A5.1X
SECTION REFERENCE:	DOOR NUMBER
FILLED ARROW DENOTES BUILDING SECTION OPEN ARROW DENOTES WALL SECTION/DETAIL DETAIL NUMBER SHEET NUMBER SIDE NOTE IF REQUIRED	DOOR SIZE OR NUMBER
ELEVATION REFERENCE:	PLAN NOTE DESIGNATION
ELEVATION NUMBER OR DESIGNATION AS OCCURS SHEET NUMBER	PLAN OR SIDE NOTE NUMBER MARK OR DIAGONAL NOTE NUMBER REVISION NUMBER
DETAIL REFERENCE:	ROOM TITLE + NUMBER:
DETAIL NUMBER SHEET NUMBER SIDE NOTE IF REQUIRED DETAIL CUT LOCATION IF SHOWN	ROOM NAME ROOM NUMBER
	WALL TYPE MARK:
	WALL OR PARTITION CONSTRUCTION TYPE. SEE LEGEND.

PROJECT # 2020-109
DATE: 10/14/2022
REVISIONS

Stop-N-Save Gas
New Gas Station
3997 Carson Dr SE Salem OR 97317

SHEET:
G0.01

SITE PLAN GENERAL NOTES:

- THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVES. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCURRED BY THE CONTRACTORS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.
- REFER TO CIVIL DRAWINGS FOR GRADING. SITE IS REQUIRED TO MEET THE LAWS OF FHA AND ADA. ACCESSIBLE ROUTES SHALL NOT EXCEED 5% (1 IN 20) OR CROSS SLOPES SHALL NOT EXCEED 2% (1 IN 50). ALL AT GRADE SIDEWALKS ARE ACCESSIBLE ROUTES.
- JOINTS IN CONCRETE WALKS NOTED AS E.J. ARE TO BE CONSTRUCTED AS EXPANSION JOINTS. ALL OTHER JOINTS SHOWN, TO BE TOOLED CONTROL JOINTS, SEE CIVIL.
- PROVIDE CONSTRUCTION FENCING AS REQUIRED TO SECURE SITE AND BUILDING DURING CONSTRUCTION.
- SEE LANDSCAPE DRAWINGS FOR LANDSCAPE AND IRRIGATION ELEMENTS.
- EXTREME CARE SHOULD BE TAKEN TO PRESERVE EXISTING ROOTS OF TREES TO REMAIN.
- SEE ELECTRICAL DRAWINGS FOR SITE LIGHTING.

SITE DEVELOPMENT CODE REVIEW:

SITE AREA: 67,798.91 sf = 1.5564ac	BIKE PARKING: <ul style="list-style-type: none">1 SPACES PER 3,500 sf, or MINIMUM 4 SPACESTHEREFORE PROVIDE 4 BIKE PARKING SPACES.
ZONING: CR Commercial Retail	LOADING SPACES: <ul style="list-style-type: none">FOR BUILDINGS BETWEEN 5,000 sf TO 60,000 sf PROVIDE 1 SPACE:LOADING SPACE SIZE: 12'-0" x 40'-0" WITH ACCESS TO STREET OR ALLEY.LOADING SPACE IS COINCIDENT WITH AREA SET ASIDE FOR SOLID WASTE VEHICULAR ACCESS AND MANAGED TO ENSURE TWICE WEEKLY WASTE REMOVAL ACCESS.
COMPREHENSIVE PLAN: COM	
BUILDING AREAS: <ul style="list-style-type: none">BLDG 1 RETAIL: 5,918 sfBLDG 2 RETAIL: 4,312 sfBLDG 3 FUEL CASHIER: 252 sfBLDG 4 OIL CHANGE: 1,888 sfTRASH ENCLOSURE: 448 sf	
PARKING: <ul style="list-style-type: none">COMMERCIAL USES: 1/250sf REQ'DMOTOR VEHICLE SERVICES: 1/90sf REQ'DBLDG 1 RETAIL: @ 5,918sf/250sf = 23.672spacesStor Container: @ 320sf/250sf = 1.28spacesBLDG 2 RETAIL: @ 4,312sf/250sf = 17.248spacesBLDG 3 CASHIER: @ 252sf/900sf = 0.280spacesBLDG 4 OIL: @ 1,888sf/900sf = 2.098spacesFUEL CANOPY: @ 2,820sf/900sf = 3.133spaces Total Parking Req'd = 47.717 spaces. Total Parking Provided: = 48spaces. 20 spaces are Compact, and indicated as such. 28 spaces are Full Size.	MAXIMUM BUILDING HEIGHT: <ul style="list-style-type: none">PER S.R.C. TABLE 522-5, MAX BUILDING HT IS 50ft.NO STRUCTURE ON THE SITE EXCEEDS 50FT IN HEIGHT.EXISTING RETAIL BUILDING REACHES 28ft. NEW STRUCTURES ARE NOT YET FULLY DETERMINED BUT WILL BE LESS THAN 28ft IN HEIGHT.

SITE AREA CALCULATIONS

DESCRIPTION	AREA sf	PERCENT	REMARKS
BUILDINGS	12,690.00	18.72%	
LANDSCAPING	14,889.00	21.96%	
ASPHALT PAVING	28,907.72	42.64%	
ACCESSORY STRUCTURES	448.00	0.66%	TRASH ENCLOSURE
CONCRETE SIDEWALKS	6,446.01	9.51%	
CONCRETE CURBS	713.38	1.05%	
CONCRETE RE-FUELING PAD	4,024.80	5.94%	
MISCELLANEOUS	-320.00	-0.47%	Landscape under Raised Storage Container
8	67,798.91	100.00%	

CANOPY AREA CALCULATIONS

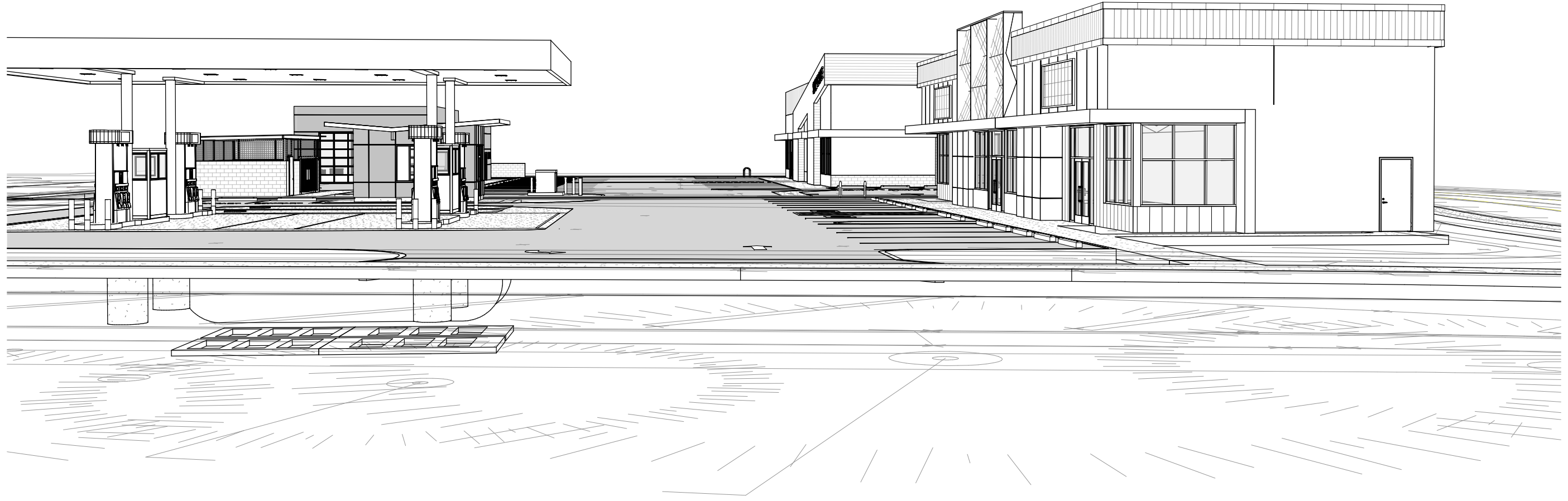
COVER DESCRIPTION	COVER AREA sf	PERCENT	COVER REMARKS
RE-FUELING CANOPY	2,820.00	91.21%	
BUILDING OVERHANGS	271.88	8.79%	
2	3,091.88	100.00%	

SITE PLAN NOTES:

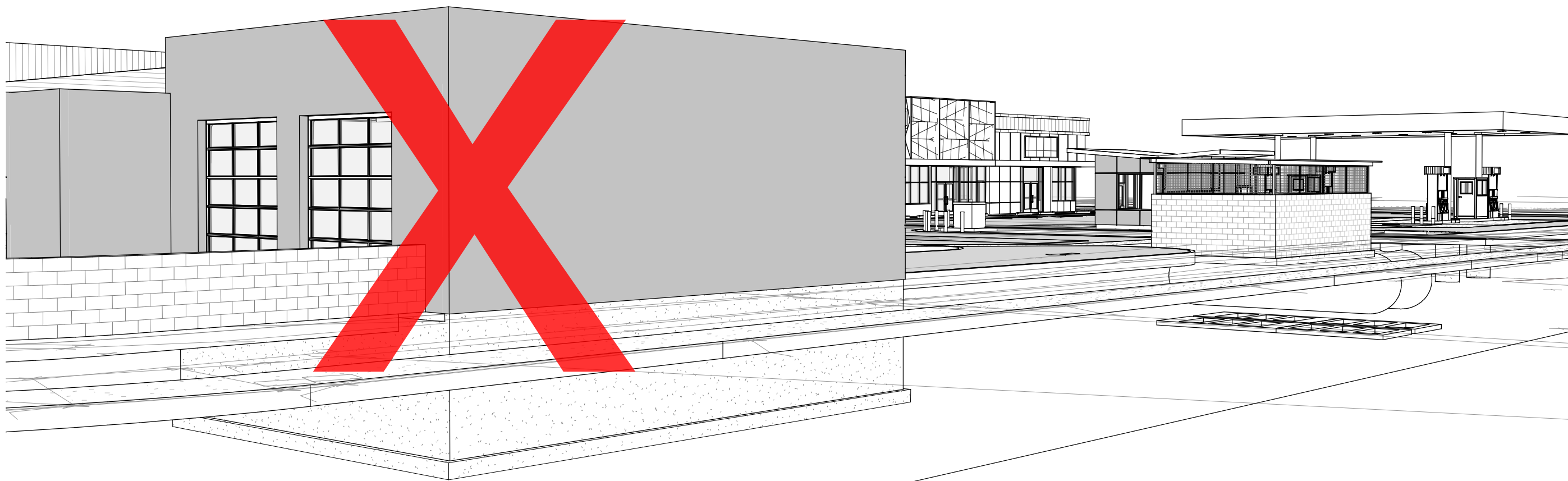
- PROPERTY LINE
- RIGHT OF WAY DEDICATION
- BUILDINGS SETBACK LINE
- VEHICLE USE AREA SETBACK LINE
- NEW DRIVEWAY PERMIT, LEFT OUT, LEFT IN, ONLY.
- DRIVEWAY PERMIT, WIDEN DRIVEWAY TO 36'-0" WIDTH TO PROVIDE LEFT AND RIGHT OUT LANES.
- PEDESTRIAN CONNECTION POINT TO NEW OR EXISTING CITY SIDEWALK.
- 45' L x 15' W x 14' H SOLID WASTE VEHICLE OPERATION AREA.
- 30' L x 12' W x 14' H LOADING SPACE SHOULD BE COINCIDENT WITH SOLID WASTE VEHICLE OPERATION AREA, BUT CITY PLANNERS CAN'T SEEM TO SEE HOW THAT IS PERMITTED BY THE DEVELOPMENT CODE.
- 4 EXISTING BICYCLE PARKING SPACES.
- 4 NEW BICYCLE PARKING SPACES.
- EXISTING PROPERTY LINE BETWEEN TAX LOT 10,000 AND TAX LOT 10,100 TO REMAIN
- PARALLEL PARKING SPACES NECESSITATED BY CITY OF SALEM ADDITIONAL SETBACK FOR VEHICLE USE AREAS.
- STORAGE SHIPPING CONTAINER FOR EXISTING C-STORE, MOUNTED ON STEEL FRAME ABOVE EXISTING LANDSCAPING AT WEST RAISED ACCESS WALK. AREA UNDER WILL HAVE 5 TO 7 FEET CLEAR HT.



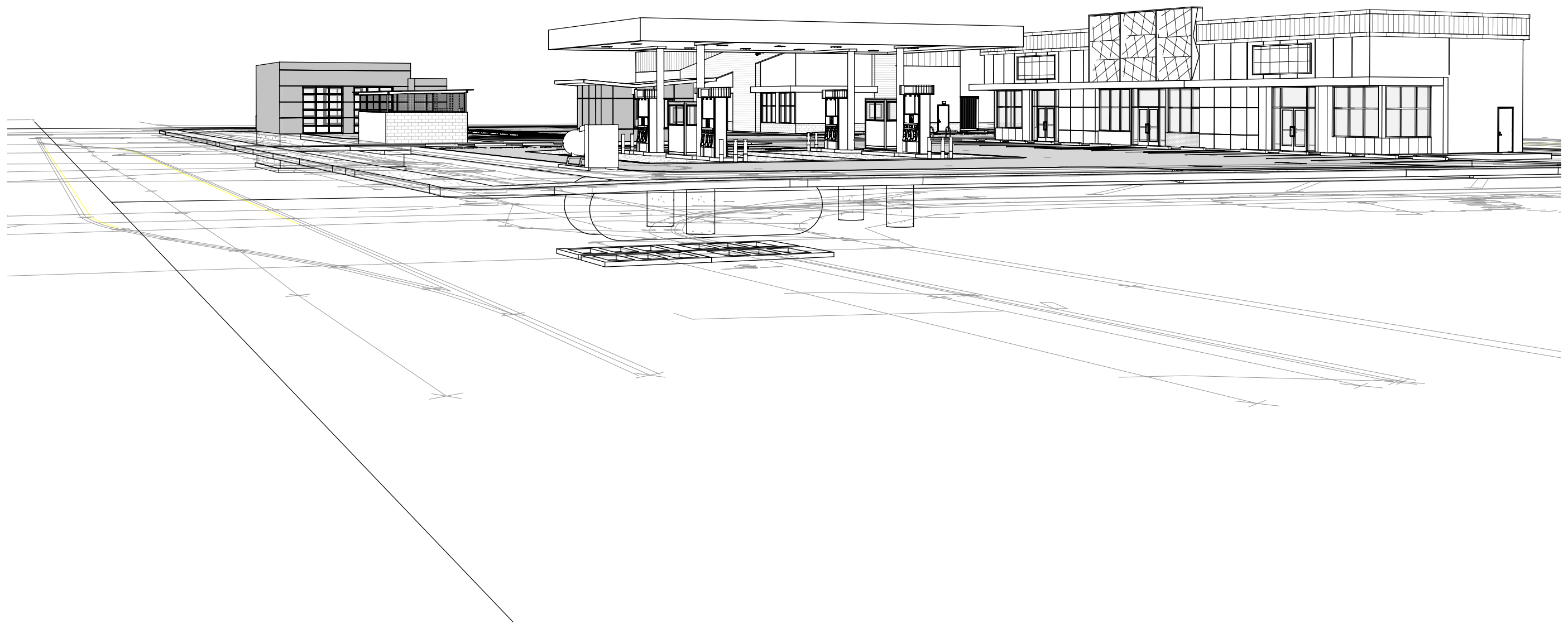
1 3D View 3



2 3D View 4



4 3D View 1



3 3D View 2

**Stop-N-Save Gas
New Gas Station**
3997 Carson Dr SE Salem OR 97317



MEMO

TO: Jamie Donaldson, Planner II
Community Development Department

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

DATE: December 22, 2022

**SUBJECT: PUBLIC WORKS RECOMMENDATIONS
SPR-DAP22-46 (22-117591)
3997 CARSON DRIVE SE
GAS STATION AND RETAIL DEVELOPMENT**

PROPOSAL

A Class 3 Site Plan Review and Class 2 Driveway Approach Permit for development of a gas station and retail building on a 0.67-acre property at 4005 Hagers Grove Road SE (Marion County Assessor Map and Tax Lot 082W06AB / 10000); in conjunction with construction of a new oil change facility and associated modifications to the existing development on the abutting 0.92-acre property at 3997 Carson Drive SE (Marion County Assessor Map and Tax Lot 082W06AB / 10100) located in the CR (Retail Commercial) zone.

RECOMMENDED CONDITIONS OF APPROVAL

1. Construct the following streetscape improvements:
 - a. Along Carson Drive SE and Hagers Grove Road SE, provide curblane sidewalks, curb ramps at street intersections, and street trees, including existing areas where street trees are inadequate.
 - b. Along Lancaster Drive SE provide curb ramps at street intersections and street trees.
2. Convey land for dedication to equal a half-width right-of-way of 48 feet on the development side of Lancaster Drive SE, including sufficient right-of-way to accommodate public infrastructure at the property corners.
3. All or a portion of the slope easement on the subject property that conflicts with the proposed building shall be quitclaimed prior to building permit issuance.

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

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

FACTS

Streets

1. Carson Drive SE

- a. Standard—This street is designated as a collector street in the Salem TSP. The standard for this street classification is a 34-foot-wide improvement within a 60-foot-wide right-of-way.
- b. Existing Conditions—This street has an approximate 40-foot-wide improvement within a varied 67-foot-wide right-of-way abutting the subject property.

2. Lancaster Drive SE

- 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 52-foot-wide improvement within a varied 68- to 78-foot-wide right-of-way abutting the subject property.

3. Hagers Grove Road SE

- 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 36-foot-wide improvement within a 60-foot-wide right-of-way abutting the property.

Storm Drainage

1. Existing Conditions

- a. A 15-inch storm main is located in Carson Drive SE.
- b. An 18-inch storm main is located in Hagers Grove Road SE.
- c. A 12-inch storm main is located in Lancaster Drive NE.

Water

1. Existing Conditions

- a. The subject property is located in the G-0 water service level.
- b. An 8-inch water main is located in Lancaster Drive SE. Mains of this size generally convey flows of 900 to 2,200 gallons per minute.
- c. A 12-inch water main is located in Hagers Grove Road SE. Mains of this size generally convey flows of 2,100 to 4,900 gallons per minute.

Sanitary Sewer

1. Existing Conditions

- a. An 8-inch sewer main is located in Hagers Grove Road SE.

CRITERIA AND FINDINGS - SITE PLAN REVIEW

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 *Unified Development Code* (UDC)

Finding—With completion of the conditions above, the subject property meets all applicable standards of the following chapters of the UDC: 601 – Floodplain Overlay Zone, 802 – Public Improvements, 803 – Streets and Right-of-Way Improvements, 804 – Driveway Approaches, 805 – Vision Clearance, 809 – Wetlands, and 810 – Landslide Hazards.

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 within the proposed building areas of the subject development.

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—Carson Drive SE and Hagers Grove Road SE meet the right-of-way width and pavement width standards pursuant to the Salem TSP; therefore, no additional street improvements are required as a condition of the proposed development.

Lancaster Drive SE is a major arterial street that has been fully improved to an interim minor arterial standard. The existing configuration of Lancaster Drive SE is adequate to support the proposed development based on findings included in the applicant's Traffic Impact Analysis (TIA). The Assistant City Traffic Engineer has reviewed the applicant's TIA and agrees with the findings. As a result, additional pavement improvements to the street frontage of Lancaster Drive SE are not warranted. As specified in the conditions of approval, right-of-way dedication to meet the half-width major arterial standard is required pursuant to SRC Chapter 803.

The proposed development is on two tax lots (082W06AB10100 and 082W06AB10000). Streetscape improvements including sidewalks, curb ramps, and street trees shall be provided along the street frontages of the development of both tax lots where inadequate.

Condition: Construct the following streetscape improvements:

- a. Along Carson Drive SE and Hagers Grove Road SE, provide curblane sidewalks, curb ramps at street intersections, and street trees, including existing areas where street trees are inadequate.
- b. Along Lancaster Drive SE, provide curb ramps at street intersections and street trees.

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

Street standards require that sidewalks shall be located parallel to and one foot from the adjacent right-of-way (SRC 803.035(I)(2)(A)); however, there are existing light poles and power poles that would need to be relocated to accommodate property-line sidewalks. At time of construction of Hagers Grove Road SE, curblane sidewalk was anticipated and the streetlights were installed in a location that would not conflict with curblane sidewalks. Along Lancaster Drive SE and portions of Hagers Grove Road SE, the existing sidewalks are located curblane. Therefore, the sidewalk may be located along the curblane as needed to reduce conflicts between existing light and power poles pursuant to SRC 803.035(I)(2)(B).

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 applicant proposed one new left-in/left-out driveway along the northern property boundary with access to the one-way section of Hagers Grove Road SE. The applicant also proposes to widen the existing driveway onto Hagers Grove Road SE along the western property boundary. The driveway accesses onto Hagers Grove Road SE provide 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.

There is an existing slope easement on the subject property that was acquired by the City of Salem for the realignment of Hagers Grove Road SE. The applicant's site plan shows one of the new buildings located within the easement area. New structures are not permitted within City of Salem easements. Prior to issuance of a building permit for the new structure, all, or a portion of, the easement shall be quitclaimed.

Condition: All or a portion of the slope easement on the subject property that conflicts with the proposed building shall be quitclaimed prior to building permit issuance.

The proposed development spans two legal lots (tax lot # 082W06AB10100 and 082W06AB10000). The preliminary utility plan shows utilities crossing the interior property lines. At time of building permit application, the applicant shall be required to demonstrate any necessary easements for utilities are provided or provide an updated utility plan demonstrating easements are not needed.

The proposed plan demonstrates compliance with PWDS Appendix 4E related to green stormwater infrastructure by setting aside at least 10 percent of the total new impervious surface area for installation of green stormwater infrastructure. It is unclear, however, if this area accommodates new impervious surface spanning both parcels subject to the application. Additional information will be required at time of building permit application to ensure both properties meet the flow control and treatment requirements established in SRC Chapter 71 and PWDS. 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.

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

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

CRITERIA AND FINDINGS – DRIVEWAY APPROACH PERMIT

The applicant proposed one new left-in/left-out driveway onto the one-way section of Hagers Grove Road SE along the northern property boundary. The applicant also proposed to widen the existing driveway onto Hagers Grove Road SE along the western property boundary. As described in the findings below, both proposed driveways meet the approval criteria.

Criteria—A Class 2 Driveway Approach Permit shall be granted if:

- (1) The proposed driveway approach meets the standards of this Chapter and the PWDS;**

Finding—The proposed driveways meet the standards for SRC Chapter 804 and PWDS.

- (2) No site conditions prevent placing the driveway approach in the required location;**

Finding—There are no site conditions prohibiting the location of the proposed driveways.

- (3) The number of driveway approaches onto an arterial are minimized;**

Finding—The proposed driveways are not accessing onto an arterial street.

- (4) The proposed driveway approach, where possible:**

- i. Is shared with an adjacent property; or**
- ii. Takes access from the lowest classification of street abutting the property;**

Finding—The proposed driveways are currently located with access to the lowest classification of street abutting the subject property.

(5) Proposed driveway approach meets vision clearance standards;

Finding—The proposed driveway meets the PWDS vision clearance standards set forth in SRC Chapter 805.

(6) The proposed driveway approach does not create traffic hazards and provides for safe turning movements and access;

Finding—No evidence has been submitted to indicate that the proposed driveways will create traffic hazards or unsafe turning movements. Additionally, staff analysis of the proposed driveways indicate that it will not create a traffic hazard and will provide for safe turning movements for access to the subject property.

(7) The proposed driveway approach does not result in significant adverse impacts to the vicinity;

Finding—Staff analysis of the proposed driveways and the evidence that has been submitted indicate that the location of the proposed driveways will not have any adverse impacts to the adjacent properties or streets.

(8) The proposed driveway approach minimizes impact to the functionality of adjacent streets and intersections; and

Finding—The property is located on the corner of a major arterial street (Lancaster Drive SE), a collector street (Carson Drive SE) and a local street (Hagers Grove Road SE). The applicant is proposing a driveway to the lower classification of street and it meets the spacing requirements of SRC Chapter 803. By complying with the requirements of this chapter, the applicant has minimized impacts to the functionality of adjacent streets and intersections.

(9) The proposed driveway approach balances the adverse impacts to residentially zoned property and the functionality of adjacent streets.

Finding—The proposed driveway approaches are not located in the vicinity of a residentially zoned area. The driveways will not have an effect on the functionality of the adjacent streets.

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