

TABLE 533-3 SETBACKS

0 ft. or Max. 10 ft.	(1) Maximum 10-foot setback applies if the setback area is used for pedestrian amenities.
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The Salem Transportation System Plan designates Commercial Street South of Mission Street as a Major arterial. Liberty and Commercial Streets SE are each half of a two-way couplet. Presently the right-of-way width of Commercial Street between Mission and Kearney Streets is 60'. The Design width is 68'. Accordingly a four foot dedication is required on the west side of Commercial Street SE. PGE has distribution lines on the west side of the right-of-way.

Table 533-3 development standard allows Maximum 10-foot setback applies if the setback area is used for pedestrian amenities.

Sec. 805.005. - Vision clearance areas.

Vision clearance areas that comply with this section shall be provided at the corners of all intersections;

(a) Street intersections. Vision clearance areas at street intersections shall comply with the following:

(2) Controlled intersections. At controlled intersections, the vision clearance area shall have a ten-foot leg along the controlled street and a 50-foot leg along the uncontrolled street (see Figure 805-2).

National Electrical Code (NFPA Article 70) and PGE service guidelines requires construction to 10' below the overhead distribution or 7.5' horizontally. separation.

The first standard and two following are mutual exclusive. The first is variable where the second and third are not. The first is a development standard the second and third are safety standards. Table 533-3 allows for 10' maximum when pedestrian amenities are provided.

Sec. 533.005. – defines Pedestrian amenities as:

an areas and objects that are intended to serve as places for public use and are closed to motorized vehicles. Examples include plazas, sidewalk extensions, outdoor seating areas, and street furnishings.

The proposal includes a new wider sidewalk with a unique texture/pattern. The exiting curb-side planter will maintain and replanted with appropriate plant material. The wells for the existing four trees will be increased. This will provide a visual barrier between the traffic and the enhance liner plaza. Outdoor seating are also included. The northern end will include a covered Plaza will provide a pedestrian entry to the development. The sidewalks of south Commercial are not in the best repair. There are improved segments on the west side of street, namely in front of Pringle square south block and in front of the Meridian. This plaza will extend the enhance sidewalk further south. By building the Pedestrian amenities the need for an adjustment is not necessary.