

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 CASE NO.: SPR24-02

APPLICATION NO.: 23-122978-PLN

NOTICE OF DECISION DATE: February 2, 2024

SUMMARY: A Class 3 Site Plan Review for the development of a new office and storage warehouse building for a general contracting business.

REQUEST: A Class 3 Site Plan Review for the development of a new office and storage warehouse building for a new building and grounds services and construction contracting use. The subject property is 3.83 acres in size, zoned IC (Industrial Commercial) and located at 2148 Turner Rd SE (Marion County Assessor's Map and Tax Lot Number 083W01A / 500).

APPLICANT: Ronald Ped

LOCATION: 2148 Turner Road SE, Salem OR 97302

CRITERIA: Salem Revised Code (SRC) Chapter 220.005(f)(3) – Class 3 Site Plan Review

FINDINGS: The findings are in the attached Decision dated February 2, 2024.

DECISION: The **Planning Administrator APPROVED** Class 3 Site Plan Review Case No. SPR24-02 subject to the following conditions of approval:

- Condition 1:** At time of building permit submittal, provide a detailed plan of the solid waste service area with a minimum three feet of the pad area extending beyond the front of the receptable.
- Condition 2:** At time of building permit submittal, provide a detailed plan of the solid waste service area with a minimum four-inch nominal high bumper curb at ground level located 12 inches inside the perimeter of the outside walls of the enclosure.
- Condition 3:** At time of building permit submittal, provide a detailed plan of the solid waste service area with restrainers for the gate in the open position.
- Condition 4:** At the time of building permit submittal, provide a lighting plan demonstrating the on-site pedestrian circulation system will be lighted to a level where the system can be used at night.
- Condition 5:** At the time of building permit submittal, the applicant shall provide a landscaping plan indicating the required vehicle use area setback to the northwest of the development site is landscaped meeting the standards of SRC 807.

Condition 6: Construct all new structures a minimum of one foot above the base flood elevation pursuant to SRC 601.075.

Condition 7: Design and construct a storm drainage system at the time of development in compliance with Salem Revised Code (SRC) Chapter 71 and Public Works Design Standards (PWDS).

The rights granted by the attached decision must be exercised, or an extension granted, by February 21, 2028, or this approval shall be null and void.

Application Deemed Complete:	<u>January 3, 2024</u>
Notice of Decision Mailing Date:	<u>February 2, 2024</u>
Decision Effective Date:	<u>February 21, 2024</u>
State Mandate Date:	<u>May 2, 2024</u>

Case Manager: Peter Domine, Planner II, pdomine@cityofsalem.net, 503-540-2311

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., February 20, 2024. Any person who presented evidence or testimony at the hearing may appeal the decision. 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 220. 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 Hearing Body will review the appeal at a public hearing. After the hearing, the Hearing Body 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)	
CASE NO. SPR24-02)	
2148 TURNER RD SE - 97302)	FEBRUARY 2, 2024

In the matter of the application for Class 3 Site Plan Review submitted by the applicant, Ron Ped, on behalf of the property owner, Comfort Properties NW, LLC, 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: A Class 3 Site Plan Review for the development of a new office and storage warehouse building for a general contracting business.

Request: A Class 3 Site Plan Review for the development of a new office and storage warehouse building for a new *Building and grounds services and construction contracting* use. The subject property is 2.5-acres in size, zoned IC (Industrial Commercial) and located at 2148 Turner Rd SE (Marion County Assessor's Map and Tax Lot Number 083W01A / 500).

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 November 22, 2023, an application for Class 3 Site Plan Review was submitted by the applicant. The application was deemed complete for processing on January 3, 2024. The 120-day state mandated decision deadline for this consolidated application is May 2, 2024.

The applicant's proposed development plans are included as **Attachment B** and the applicant's written statement addressing the approval criteria applications 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: 23 122978.

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 December 19, 2023, the applicant contacted the Southeast Mill Creek Association via email informing them of the proposed project.

Neighborhood Association Comment: Notice of the application was provided to the Northgate 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, no comments were received from neighboring property owners or tenants.

4. City Department Comments

Development Services Division - Reviewed the proposal and provided a memo which is included as **Attachment C**.

Building and Safety Division - Reviewed the proposal and indicated no concerns.

Fire Department – Reviewed the proposal and indicated no concerns.

5. Public Agency Comments

Oregon Department of Aviation – Reviewed the proposal and commented in accordance with FAR Part 77.9 and OAR 738-070-0060, the proposed development will be required to undergo aeronautical evaluations by the FAA and ODAV. The aeronautical evaluations are initiated by the applicant providing separate notices to both the FAA and ODAV to determine if the proposal poses an obstruction to aviation safety. The applicant should receive the resulting aeronautical determination letters from the FAA and ODAV prior to approval of any building permits.

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 proposal includes the development of a new office and storage warehouse building for a general contractor business on a development site 2.5 acres in size and zoned IC (Industrial Commercial). As proposed and conditioned in the findings in this staff report, the development meets all the applicable standards of the UDC as follows.

Use and Development Standards – IC (Industrial Commercial):

SRC 551.005(a) – Uses:

The permitted (P), special (S), conditional (C), and prohibited (N) uses in the IC zone are set forth in Table 551-1.

Finding: The proposal includes development of a new 15,000 square foot office and shop building for a general contractor business. Per Table 551-1, a *Building and grounds services and construction contracting* use is a permitted use within the IC zone. This criterion is met.

SRC 551.010(a) – Lot Standards:

Lots within the IC zone shall conform to the standards set forth in Table 551-2.

Finding: The development site is 2.5-acres in size. The development site is generally rectangular in shape measuring 440 by 249 feet and is served off of a shared driveway access with the neighboring property to the west with frontage on Turner Rd SE. The subject property is in compliance with the minimum lot standards of the IC zone. This criterion is met.

SRC 551.010(b) – Setbacks:

Setbacks within the IC zone shall be provided as set forth in Table 551-3 and Table 551-4.

Interior Front, Side and Rear

North: Adjacent to the north is an interior lot line abutting an IC zoned property. There is no minimum building or accessory structure setback required for an interior property line abutting an industrial zoned property. Vehicle use areas require a minimum five-foot setback with Type A landscaping.

South: Adjacent to the south is an interior lot line abutting an IC zoned property. There is no minimum building or accessory structure setback required to an interior property line abutting an industrial zoned property. Vehicle use areas require a minimum five-foot setback with Type A landscaping.

East: Adjacent to the east is property zoned PA (Public Amusement). Buildings, accessory structures, and vehicle use areas require a minimum five-foot setback with Type A landscaping.

West: Adjacent to the west is an interior lot line abutting an IC zoned property. There is no minimum building or accessory structure setback required to an interior property line abutting an industrial zoned property. Vehicle use areas require a minimum five-foot setback with Type A landscaping.

Finding: The proposed building is 210 feet from the west property line, 48 feet from the north and south property lines, and 130 feet from the east property line. The proposed carport is setback five feet from the north and south interior lot lines, and 30 feet from the rear property line. The development site includes a shared driveway access with the property to the west and a vehicle use area adjacent to the north, south, and east with more than five feet of a landscaped setback on all sides. The proposal is in compliance with all applicable setback requirements of the IC zone and SRC Chapter 806.

SRC 551.010(c) – Lot Coverage, Height:

Buildings and accessory structures within the IC zone shall conform to the lot coverage and height standards set forth in Table 551-5.

Finding: There is no maximum lot coverage for buildings and accessory structures, and the allowed maximum building height is 70 feet for all uses. The proposed building is less than 30 feet in height and the proposed carport is 18 feet in height, and is in compliance with applicable lot coverage and height standards.

SRC 551.010(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 subject property is 2.5-acres in size, or 108,897 square feet, requiring a total of 16,335 square feet of landscaping across the development site ($108,897 \times 0.15 = 16,334.5$). The development plans indicate 15,393 square feet of landscaping will be planted in all setbacks and vehicle use areas, as well as a 5,823 square foot detention pond, totaling 21,216 square feet, or 19.5 percent. As proposed and addressed in the landscaping findings, the development meets the standards of SRC 551.010(d).

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 one cubic yard or larger is proposed.

Finding: The site plan indicates one new solid waste enclosure where a receptacle of one cubic yard or larger is 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 applicant's development plans indicate a six-inch concrete slab pad area with more than one foot beyond the sides and rear of the receptable. The plans indicate only two feet beyond the front of the receptable. To ensure the development complies with the standards, the following condition shall apply.

Condition 1: At time of building permit submittal, provide a detailed plan of the solid waste service area with a minimum three feet of the pad area extending beyond the front of the receptable.

(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: The applicant's development plans indicate a minimum separation of 1.5 feet between the receptable and the side wall of the enclosure. The enclosure is not located near any combustible walls, roof eave lines, or building or structure openings. The standard is met.

(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 servicing.

Finding: The applicant's development plans indicate an open enclosure with unobstructed overhairs clearance for servicing. The standard is met.

SRC 800.055(c) – Permanent Drop Box and Compactor Placement Standards.

Permanent drop box and compactors shall meet the placement standards set forth in this section.

Finding: The proposal does not include permanent drop box or compactors. This standard does not apply to the proposed development.

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 applicant's development plans indicate screening in the form of CMU walls and a six-foot tall sight obscuring gate. The standard is met.

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 development plans indicate the front opening width of the enclosure is 12-feet wide and unobstructed. The standard is met.

- (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 development plans indicate a three-inch wheel stop at ground level behind the receptable. To ensure the development complies with the standards, the following condition shall apply.

Condition 2: At time of building permit submittal, provide a detailed plan of the solid waste service area with a minimum four-inch nominal high bumper curb at ground level located 12 inches inside the perimeter of the outside walls of the enclosure.

- (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 applicant's development plans indicate the gate across the front opening of the enclosure shall swing freely without any obstructions and that restrainers shall hold the gate in the closed position; however, the plans do not indicate restrainers for the open position. To ensure the development complies with the standards, the following condition shall apply.

Condition 3: At time of building permit submittal, provide a detailed plan of the solid waste service area with restrainers for the gate in the open position.

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 site plan shows vehicle operation areas a minimum of 45 feet in length and 15 feet in width, perpendicular to the enclosures and extending into vehicle maneuvering areas. The proposal meets the standard.

- (A) For solid waste service areas having receptacles of two cubic yards or less, the vehicle operation area may be located:
- (i) Perpendicular to the permanent location of the receptacle or the enclosure opening (see Figure 800-8);
 - (ii) Parallel to the permanent location of the receptacle or the enclosure opening (see Figure 800-9); or
 - (iii) In a location where the receptacle can be safely maneuvered manually not more than 45 feet into a position at one end of the vehicle operation area for receptacle servicing.

Finding: The proposal includes receptacles greater than two cubic yards in size. This standard does not apply.

- (B) The vehicle operation area may be coincident with a parking lot drive aisle, driveway, or alley provided that such area is kept free of parked vehicles and other obstructions at all times except for the normal ingress and egress of vehicles.
- (C) Vehicle operation areas shall have a minimum vertical clearance of 14 feet.
- (D) In the event that access to the vehicle operation area is not a direct approach into position for operation of the service vehicle, a turnaround, in conformance with the minimum dimension and turning radius requirements shown in Figure 800-10, shall be required to allow safe and convenient access for collection service.

Finding: The proposed site plan shows vehicle operation areas which are coincident with parking lot drive aisles which meets the minimum dimensions and turning radius for collection service. The proposal meets the standard.

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.

Finding: The pedestrian access standards of SRC Chapter 800.065 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 development site is adjacent to Turner Rd SE. The development plans indicate a pedestrian connection shall be provided from the new building to Turner Rd SE, meeting the standard.

(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: The development site is adjacent to Turner Rd SE which is Cherriots transit route 30X. No transit stop exists or is proposed along the street frontage of the development site frontage; therefore, this standard is not applicable.

(C) A pedestrian connection is not required between the primary building entrance of a building and each adjacent street if the development site is a corner lot and the building has a primary building entrance that is located within 20 feet of, and has a pedestrian connection to, the property line abutting one of the adjacent streets; or the building is a service, storage, maintenance, or similar type of building not primarily intended for human occupancy.

Finding: The proposed development is not a corner lot; therefore, this standard is not applicable.

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: The proposed development includes only one building on the site with space for a future building. Any future development of a new building on the site will be reviewed for conformance with the applicable standards at the time of site plan review and building permit review.

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 development site does not include any existing or proposed parking areas greater than 25,000 square feet or including four or more consecutive parallel drive aisles; therefore, this standard is not applicable. The development plans indicate the pedestrian connection from the building to the street will cross the vehicle use area through the parking area.

- (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 proposal does not include a parking structure or garage; 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 are no planned paths or trails that pass 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: Per SRC 800.065(a)(5)(B), where the use of an abutting property has specific security needs that make providing a connection impractical or undesirable, a pedestrian connection is not required. The development site includes a shared driveway access with the neighboring properties to the west and north, which are occupied by a towing yard and a self-storage unit; due to security needs, a pedestrian connection is not required to the abutting properties.

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 development plans indicate the proposed pedestrian connection is at least five feet in width and appears to meet the design and material standards above, including striping and speed bumps through the proposed vehicle use area. Where the walkway is located adjacent to the driveway, the development plans indicate it will be raised above the vehicle travel lane, meeting the standards.

Further conformance with design and material standards for pedestrian connections will be reviewed at the time of building permit.

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 development plans do not include lighting details for the on-site pedestrian circulation system. To ensure the development complies with the standards, the following condition shall apply.

Condition 4: At the time of building permit submittal, provide a lighting plan demonstrating the on-site pedestrian circulation system will be lighted to a level where the system can be used at night.

Off-Street Parking, Loading, and Driveways SRC 806

SRC 806.015 – Amount of Off-Street Parking.

- (a) *Maximum Off-Street Parking.* Except as otherwise provided in this section, and unless otherwise provided under the UDC, off-street parking shall not exceed the amounts set forth in Table 806-1. For purposes of calculating the maximum amount of off-street parking allowed, driveways shall not be considered off-street parking spaces.
- (b) *Compact Parking.* Up to 75 percent of the off-street parking spaces provided on a development site may be compact parking spaces.
- (c) *Carpool and Vanpool Parking.* New developments with 60 or more 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 five percent of their total off-street parking spaces for carpool or vanpool parking.
- (d) *SRC 806.015(d) – Required Electric Vehicle Charging Spaces*
For any newly constructed building with five or more dwelling units on the same lot, including buildings with a mix of residential and nonresidential uses, a minimum of 40 percent of the off-street parking spaces provided on the site for the building shall be designated as spaces to serve electrical vehicle charging. In order to comply with this subsection, such spaces shall include provisions for electrical service capacity, as defined in ORS 455.417.

Finding: The proposed development is for a new building serving a *Building and grounds services and construction contracting* use, which allows a maximum of one parking space per 1,000 square feet. The proposed building will be 20,051 square feet of finished floor area, allowing a maximum of 20 off-street parking spaces. The development plans indicate 14 new

parking spaces will be provided, four of which will be compact spaces. The development is not proposing 60 or more spaces; therefore, no carpool or vanpool parking is required, and no residential units are proposed requiring electrical vehicle charging spaces. The standard is met.

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. Underground parking may be located beneath required setbacks; provided, however, no portion of the structure enclosing the underground parking shall project into the required setback, and all required setbacks located above the underground parking structure shall be landscaped as otherwise required under the UDC.
- (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.
- (d) *Interior Landscaping.* Interior landscaping shall be provided in amounts not less than those set forth in Table 806-5.

Finding: The off-street parking and vehicle use area development standards of SRC Chapter 806 are applicable to the proposed new off-street parking area. The development site is an interior lot with shared driveway access with the neighboring properties to the north and west. The development plans indicate the vehicle use area will have a ten-foot setback to the north and south property lines, more than the required five-foot minimum. On the eastern edge of the development site, a carport for vehicle storage is proposed with a setback of five feet to the north and south property lines, and 30 feet from the east property line landscaped with a detention pond. The standard is met.

The proposed parking spaces are located adjacent to the new building and are separated by a seven-foot paved walkway, providing enough space to prevent parked vehicles from overhanging into the walkway. A five-foot perimeter walkway is located around the rest of the building, separating it from the vehicle use area.

Per Table 806-4, off-street parking areas less than 50,000 square feet but greater than 5,000 square feet require a minimum of five percent of the interior of the parking area shall be landscaped. The development plans indicate the new off-street parking area is 6,242 square feet in size, requiring a minimum five percent landscaping. The development plans indicate the proposed new off-street parking area will include two twelve-foot-wide landscape islands including one deciduous shade tree each, meeting the standards of SRC 806.035(d).

- (e) *Off-Street Parking Area Dimensions.* Off-street parking areas shall conform to the minimum dimensions set forth in Table 806-5.

Finding: The development plans indicate the proposed off-street parking area meets the dimensional standards of Table 806-5.

- (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 off-street parking area provides access and maneuvering space so that vehicles can enter and exit the street in a forward motion without backing out or maneuvering into the street and there are no drive aisles that terminate at a dead-end requiring a turnaround. The standards are met.

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

Finding: The proposed off-street parking area is developed consistent with the additional development standards for grade, surfacing, and drainage. The parking area striping, marking, signage, and lighting shall comply with the standards of SRC Chapter 806.

Driveway Standards

SRC 806.040 – Driveway development standards for uses or activities other than single family, two family, three family, or four family.

- (a) *Access.* The off-street parking and vehicle use area shall have either separate driveways for ingress and egress, a single driveway for ingress and egress with an adequate turnaround that is always available, or a loop to the single point of access. The driveway approaches to the driveways shall conform to SRC Chapter 804.
- (b) *Location.* Driveways shall not be located within required setbacks, except where the driveway provides access to the street, alley, or abutting property; or where the driveway is a shared driveway located over the common lot line and providing access to two or more uses.
- (c) *Perimeter Setbacks and Landscaping.* Perimeter setbacks shall be required for driveways abutting streets, and abutting interior front, side, and rear property lines.
- (d) *Dimensions.* Driveways shall conform to the minimum width set forth in Table 806-8.

Finding: 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 parking areas within the development is served by an existing 24-foot-wide two-way shared driveway from Turner Rd SE and conforms to minimum required driveway width standards.

Bicycle Parking

SRC 806.045 – General Applicability.

- (a) Bicycle parking shall be provided as required under this chapter for each proposed new use or activity, any change of use or activity, or any intensification, expansion, or enlargement of a use or activity.
- (b) *Applicability to change of use of existing building in Central Business District (CB) zone.* Notwithstanding any other provision of this chapter, the bicycle parking requirements for a change of use of an existing building within the CB zone shall be met if there are a minimum of eight bicycle parking spaces located within the public right-of-way of the block

face adjacent to the primary entrance of the building. If the minimum number of required bicycle parking spaces are not present within the block face, the applicant shall be required to obtain a permit to have the required number of spaces installed. For purposes of this subsection, "block face" means the area within the public street right-of-way located along one side of a block, from intersecting street to intersecting street.

- (c) *Applicability to nonconforming bicycle parking area.* When bicycle parking is required to be added to an existing bicycle parking area that has a nonconforming number of spaces, the number of spaces required under this chapter for any new use or activity, any change of use or activity, or any intensification, expansion, or enlargement of a use or activity shall be provided, in addition to the number of spaces required to remedy the existing deficiency.

SRC 806.050 – Proximity of Bicycle Parking.

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 806-8.

Finding: Per Table 806-8, a *Building and grounds services and construction contracting* use requires four bicycle parking spaces. The applicant's site plan indicates four spaces will be provided.

SRC 806.060 – Bicycle Parking Development Standards

Unless otherwise provided under the UDC, bicycle parking areas shall be developed and maintained as set forth in this section.

- (a) *Location.* Short-term bicycle parking areas shall be located within a convenient distance of, and shall 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.
- (1) *Short-term bicycle parking.* Short-term bicycle parking shall be located outside a building within a convenient distance of, and clearly visible from, the primary building entrance. In no event shall bicycle parking be located more than 50 feet from the primary building entrance, as measured along a direct pedestrian access route.
- (2) *Long-term bicycle parking.*

Finding: The site plan indicates the proposed bicycle parking spaces are within 50 feet of a primary entrance of the proposed new building; therefore, this standard is met.

- (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.

Finding: As shown on the site plan, each bicycle parking area has direct access to the public right-of-way and a primary building entrance, free of obstruction or barriers, in conformance with the requirements of SRC 806.060(b).

- (c) *Dimensions.* All bicycle parking areas shall meet the following dimension requirements:

- (1) *Bicycle parking spaces.* Bicycle parking spaces shall conform to the minimum dimensions set forth in Table 806-10.
- (2) *Access aisles.* Bicycle parking spaces shall be served by a minimum four-foot-wide access aisle. Access aisles serving bicycle parking spaces may be located within the public right-of-way.

Finding: The proposed bicycle parking spaces meet the dimensional standards of Table 806-9 and are served by a minimum four-foot access aisle, meeting the standard.

- (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.

Finding: The proposed bicycle parking spaces are placed on a hard surface material, meeting the standard.

- (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 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 806-11.

Finding: The site plan indicates inverted staple style bike racks will be provided. The proposed bike racks conform to material requirements of SRC 806.060(e).

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; any change of use or activity, when such change of use or activity results in a greater number of required off-street loading spaces than the previous use or activity; or any intensification, expansion, or enlargement of a 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 and dimensions not less than those set forth in Table 806-11.

Finding: The proposed mixed-use building includes over 5,000 square feet of retail shell space, requiring a minimum of one loading space, per SRC 806.075, Table 806-11.

SRC 800.080 – Off-street Loading and Development Standards

Unless otherwise provided under the UDC, off-street loading shall be developed and maintained as set forth in this section.

Finding: The development plans indicate the building will include 20,051 square feet of finished floor area. Per Table 806-11, buildings 5,000 to 60,000 square feet housing a *Building and ground services and construction contracting* use require one off-street loading space 12 feet wide by 30 feet in length. The proposal includes one off-street loading area, which is not located within a required setback or adjacent to a property line requiring perimeter setbacks and landscaping. The loading area is at least 12 feet wide and 30 feet deep, meeting the dimensional standards of Table 806-11, and provides adequate maneuvering room within the off-street parking area to the east of the new building. The proposal meets the standard.

Landscaping

SRC 807 – Landscaping and Screening

The provisions of this chapter apply to all required landscaping and screening under the UDC. Unless otherwise provided in the UDC, required landscaping and screening shall conform to the standards set forth in this section.

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 development site is 2.5-acres in size, or 108,897 square feet, requiring 15 percent of the total development site be landscaped, or 16,435 square feet ($108,897 \times 0.15 = 16,434.75$), for a minimum 822 plant units ($16,435 / 20 = 821.75$ plant units). Of the required 822 plant units, 40 percent shall be trees, or 329 plant units ($822 \times 0.40 = 328.8$ plant units of trees).

The preliminary landscape plans indicate 15,393 square feet of landscaping will be planted in all setbacks and vehicle use areas, as well as a 5,823 square foot detention pond, totaling 21,216 square feet, or 19.5 percent, with 1,087 plant units, exceeding the minimum required amount. Of the proposed plant units, 451 plant units are proposed to be trees, exceeding the minimum, required. The setback to the vehicle use area in the northwest corner of the property does not indicate a landscaped setback. To ensure the development complies with the standards, the following condition shall apply.

Condition 5: At the time of building permit submittal, the applicant shall provide a landscaping plan indicating the required vehicle use area setback to the northwest of the development site is landscaped meeting the standards of SRC 807.

As proposed and conditioned, the applicant's landscaping plan meets the standards of SRC 807. 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: The subject property is designated on the Federal Emergency Management Agency floodplain maps as a Zone "AE" floodplain. Public Works staff has reviewed the Flood Insurance Study and Flood Insurance Rate Maps and has determined the 100-year base flood elevation for the subject development is 204-feet. Development within the floodplain requires a floodplain development permit and is subject to the requirements of SRC Chapter 601, including elevation of new structures to a minimum of one foot above the base flood elevation. An Elevation Certificate is required to verify the new structure's elevation. The Elevation Certificates shall be submitted to the City to verify each structure's elevation prior to pouring building foundations and again prior to final occupancy.

Condition 6: Construct all new structures a minimum of one foot above the base flood elevation pursuant to SRC 601.075.

SRC 808 – Preservation of Trees and Vegetation: The City's tree preservation ordinance, under SRC Chapter 808, provides that no person shall remove the following trees unless 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.

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."

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: The Salem-Keizer Local Wetland Inventory shows that there are hydric soils mapped on the property. The applicant should contact the Oregon Department of State Lands to verify if any permits are required for development or construction in the vicinity of the mapped wetland area(s). Wetland notice was sent to the Oregon Department of State Lands pursuant to SRC 809.025.

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 on the subject property.

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: The subject property does not have direct frontage to Turner Road SE; access is provided through an easement on adjacent property. Turner Road SE is classified as a minor arterial street according to the Salem Transportation System Plan (TSP). Turner Road SE meets the minimum right-of-way width but does not meet the minimum improvement width required for a minor arterial street; however, is considered a complete street as it constructed with all required elements for a minor arterial street but lacks 2-feet in improvement width. No additional street improvements or right-of-way dedications are required as a condition of the proposed development.

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 development site is served by an existing driveway onto Turner Road SE through an access easement. No changes to the driveway approach are proposed. The driveway access onto Turner Road SE provides 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 outside of the Urban Service Area. Because the proposed development does not precede construction of required facilities, an Urban Growth Area Development permit is not required. The water, sewer, and storm infrastructure are available within surrounding streets/areas and are adequate to serve the proposed development.

The proposed plan demonstrates compliance with PWDS Appendix 4E related to green stormwater infrastructure by setting aside at least ten percent of the total new impervious surface area for installation of green stormwater infrastructure. 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 7: Design and construct a storm drainage system at the time of development in compliance with *Salem Revised Code* (SRC) Chapter 71 and *Public Works Design Standards* (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.

7. Conclusion

Based upon review of SRC Chapter 220, 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, Case No. SPR24-02 is hereby **APPROVED** subject to SRC Chapter 220 and 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 time of building permit submittal, provide a detailed plan of the solid waste service area with a minimum three feet of the pad area extending beyond the front of the receptacle.
- Condition 2:** At time of building permit submittal, provide a detailed plan of the solid waste service area with a minimum four-inch nominal high bumper curb at ground level located 12 inches inside the perimeter of the outside walls of the enclosure.
- Condition 3:** At time of building permit submittal, provide a detailed plan of the solid waste service area with restrainers for the gate in the open position.
- Condition 4:** At the time of building permit submittal, provide a lighting plan demonstrating the on-site pedestrian circulation system will be lighted to a level where the system can be used at night.
- Condition 5:** At the time of building permit submittal, the applicant shall provide a landscaping plan indicating the required vehicle use area setback to the northwest of the development site is landscaped meeting the standards of SRC 807.

- Condition 6:** Construct all new structures a minimum of one foot above the base flood elevation pursuant to SRC 601.075.
- Condition 7:** Design and construct a storm drainage system at the time of development in compliance with *Salem Revised Code* (SRC) Chapter 71 and *Public Works Design Standards* (PWDS).



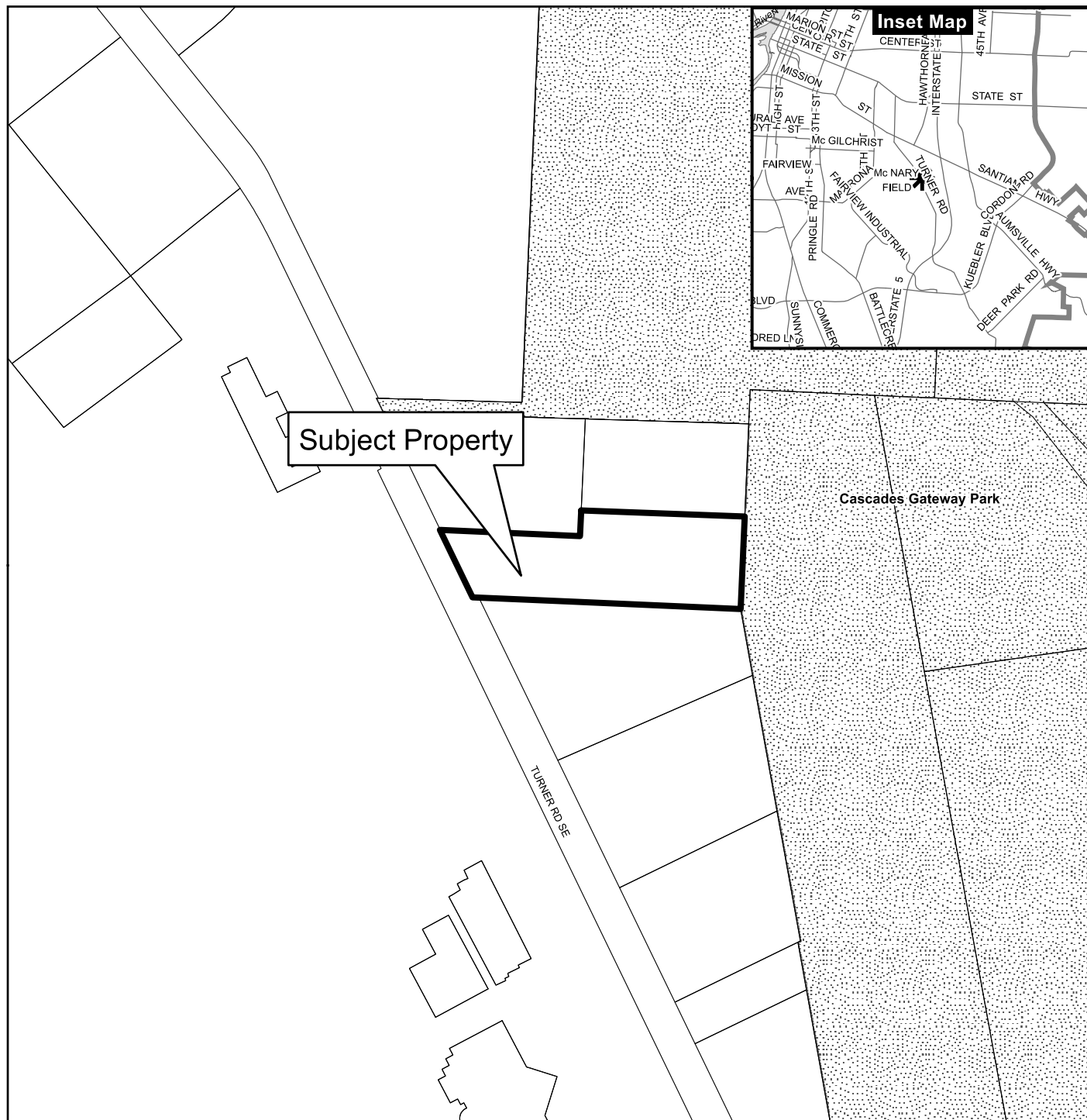
Peter Domine, Planner II, on behalf of
Lisa Anderson-Ogilvie, AICP
Planning Administrator

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

G:\CD\PLANNING\CASE APPLICATION Files 2011-On\SITE PLAN REVIEW - Type II (Class 3)\2024\Planner
Docs\SPR24-02.pjd.docx

Vicinity Map

2148 Turner Rd SE



Legend

Taxlots

Urban Growth Boundary

City Limits

Outside Salem City Limits

Historic District

Schools

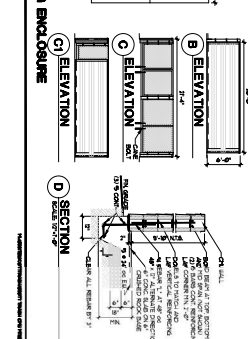
Parks

CITY OF Salem
AT YOUR SERVICE
Community Development Dept.

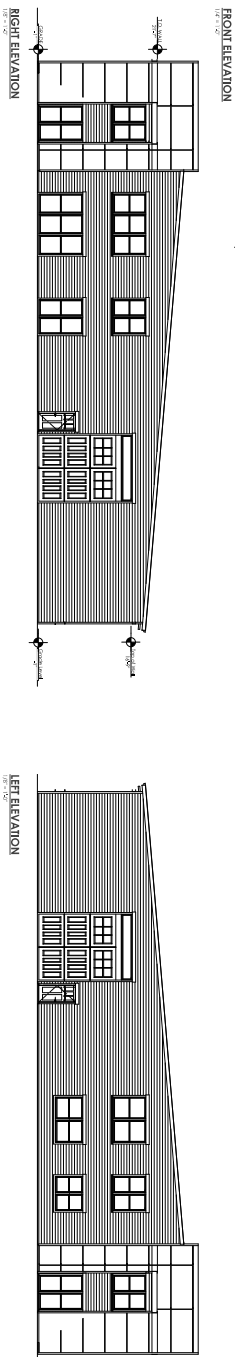
This product is provided as is, without warranty. In no event is the City of Salem liable for damages from the use of this product. This product is subject to license and copyright limitations and further distribution or resale is prohibited.

0 100 200 400 Feet





Andrey Mokhovskiy
503-581-1440



RIGHT ELEVATION
1/8" = 1'-0"

The image shows a vertical strip of a document page. The top section contains a logo and some text. Below this is a table with multiple columns and rows of data. The bottom section is mostly blacked out, with only a small portion of text visible.

[illegible]

1. FLOOR: 40'0" x 110'0" per CHOICE
2. CEILING: 10'0" x 110'0" per CHOICE
3. INSISTS SPECIFIED AT 3/4" O.C.
4. INSISTS DRAWING BY THE ARCHITECT
5. ONLY: ALL INSISTS SHALL BE INSTALLED
6. & BRACED TO WALLS/CEILING/BEAMS
7. DRAWINGS & SPECIFICATIONS
8. ALL INSISTS WILL NOT BE FIELD-ALTERED
9. WITHOUT PRIOR B.E.N.G. APPROVAL
10. APPROVAL OF STRUCTURAL
11. CALCULATIONS
12. ALL INSISTS SHALL HAVE DESIGN
13. DETAILS & DRAWINGS ON THE JOB
14. FROM AN ARCHITECT
15. ALL INSISTS SHALL CARRY
16. MAXIMUM ALLOWED LOAD

JOE TO SUE OR CAROL
 SUE TO JOE
 SUE TO JOE OR SUE
 SUE TO SUE

[illegible][illegible]

COMFORT HOMES HQ
2140 TURNER ROAD SE SALEM, OR 97302
KYLE'S AIRWAY SUBDIVISION; LOT 500

GOOGLING WITH PLANNING FOR EQUAL
2,200 • 3,000 SF • C-35386/03/02CN
3,000 • 3,000 SF • C-35396/03/02CN
TYLER HOUSE, HARP OR EQUAL
PSN. FLASHING FOR WINDOWS
PRICED • TESTING PROVIDED
HMAC ATTY. VENT. ATTN: BOB DRETT
#BXNDX-02 428
WALLS 623
ROOF/WALLS: PSN
CERAM. 108

COMFORT HOMES HQ
2140 TURNER ROAD SE SALEM, OR 97302
KYLES AIRWAY SUBDIVISION; LOT 500
















































































FRONT SHOP:	
BACK SHOP:	
RIGHT OFFICE:	
LEFT OFFICE:	
UPPER STORAGE:	
TOTAL AREA:	
DRAWN BY:	
DATE:	10/3/23
SHEET #:	1



MEMO

TO: Peter Domine, Planner II
Community Planning and Development Department

FROM: Shelby Guizar, Infrastructure Planner I
Community Planning and Development Department *Shelby Guizar*

DATE: January 8, 2024

SUBJECT: Infrastructure Memo
SPR24-02 (23-122978-PLN)
2148 Turner Road SE
New Building for Office and Warehouse

PROPOSAL

A Class 3 Site Plan Review for the development of a new office and storage warehouse building for a new building and grounds services and construction contracting use. The subject property is 3.83 acres in size, zoned IC (Industrial Commercial) and located at 2148 Turner Rd SE (Marion County Assessors Map and Tax Lot Number 083W01A000500).

RECOMMENDED CONDITIONS OF APPROVAL

1. Construct all new structures a minimum of one foot above the base flood elevation pursuant to SRC 601.075.
2. Design and construct a storm drainage system at the time of development in compliance with *Salem Revised Code* (SRC) Chapter 71 and *Public Works Design Standards* (PWDS).

FACTS

Streets

1. Turner Road SE
 - a. Standard—This street is designated as a minor arterial street in the Salem TSP. The standard for this street classification is a 46-foot-wide improvement within a 72-foot-wide right-of-way.

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).

- b. Existing Conditions—This street has an approximate 44-foot improvement within an 80-foot-wide right-of-way abutting the subject property.

Storm Drainage

1. Existing Conditions

- a. A 48-inch storm main is located in Turner Road SE.

Water

1. Existing Conditions

- a. The subject property is located in the G-0 water service level.
- b. A 16-inch water main is located in Turner Road SE. Mains of this size generally convey flows of 3,800 to 8,800 gallons per minute.

Sanitary Sewer

1. Existing Conditions

- a. An 18-inch sewer main is located in Turner 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 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.

The subject property is designated on the Federal Emergency Management Agency floodplain maps as a Zone “AE” floodplain. Public Works staff has reviewed the Flood Insurance Study and Flood Insurance Rate Maps and has determined the 100-year base flood elevation for the subject development is 204-feet. Development within the floodplain requires a floodplain development permit and is subject to the requirements of SRC Chapter 601, including elevation of new structures to a minimum of one foot above the base flood elevation. An Elevation Certificate is required to verify the new structure’s elevation. The Elevation Certificates shall be submitted to the City to verify

each structure's elevation prior to pouring building foundations and again prior to final occupancy.

Condition: Construct all new structures a minimum of one foot above the base flood elevation pursuant to SRC 601.075.

The Salem-Keizer Local Wetland Inventory shows that there are hydric soils mapped on the property. The applicant should contact the Oregon Department of State Lands to verify if any permits are required for development or construction in the vicinity of the mapped wetland area(s). Wetland notice was sent to the Oregon Department of State Lands pursuant to SRC 809.025.

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—The subject property does not have direct frontage to Turner Road SE; access is provided through an easement on adjacent property. Turner Road SE is classified as a minor arterial street according to the Salem Transportation System Plan (TSP). Turner Road SE meets the minimum right-of-way width but does not meet the minimum improvement width required for a minor arterial street; however, is considered a complete street as it constructed with all required elements for a minor arterial street but lacks 2-feet in improvement width. No additional street improvements or right-of-way dedications are required as a condition of the proposed development.

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 development site is served by an existing driveway onto Turner Road SE through an access easement. No changes to the driveway approach are proposed. The driveway access onto Turner Road SE 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 outside of the Urban Service Area. Because the proposed development does not precede construction of required facilities, an Urban Growth Area Development permit is not required. The water, sewer, and storm

infrastructure are available within surrounding streets/areas and are adequate to serve the proposed development.

The proposed plan demonstrates compliance with PWDS Appendix 4E related to green stormwater infrastructure by setting aside at least ten percent of the total new impervious surface area for installation of green stormwater infrastructure. 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 *Salem Revised Code* (SRC) Chapter 71 and *Public Works Design Standards* (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.

Prepared by: Shelby Guizar, Infrastructure Planner I
cc: File