

TO: HEARINGS OFFICER

FROM: LISA ANDERSON-OGILVIE, AICP, DEPUTY COMMUNITY
DEVELOPMENT DIRECTOR AND PLANNING ADMINISTRATOR

SUBJECT: VARIANCE / URBAN GROWTH AREA PRELIMINARY DECLARATION /
CLASS 3 SITE PLAN REVIEW / CLASS 2 DRIVEWAY APPROACH
PERMIT CASE NO. VAR-UGA-SPR-DAP21-02
3100 BLOCK OF LANCASTER DRIVE SE - 97317
AMANDA NOS. 21-104994-ZO, 21-10495-LD, 21-104996-RP & 21-
104997-ZO

REQUEST

Summary: Development of a new gasoline service station with 16 fueling positions and convenience store approximately 5,160 square feet in size.

Request: A Class 3 Site Plan Review and Class 2 Driveway Approach Permit for development of a new gasoline service station and convenience store, with an Urban Growth Area Preliminary Declaration request to determine the public facilities required to fully serve the development, and a Variance request to eliminate a condition of approval from CPC-ZC93-1 which requires installation of a six-foot tall sight obscuring fence or wall along the full frontage of Saddle Club Court SE.

For property approximately 3.13 acres in size, zoned IC (Industrial Commercial), and located at the 3100 Block of Lancaster Drive SE - 97317 (Marion County Assessor Map and Tax Lot number: 082W05 / 01800).

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

APPLICANT/OWNER: Jaswinder Singh

AGENT: Leonard Lodder, AIA, LEEP, AP, Studio 3 Architecture

RECOMMENDATION

Based upon the Facts and Findings contained in this staff report, staff recommends that the Hearings Officer APPROVE the request for an Urban Growth Area Preliminary Declaration, Class 3 Site Plan Review, and Class 2 Driveway Approach Permit applications subject to the following conditions of approval:

SITE PLAN REVIEW:

Condition 1: A pedestrian pathway shall extend from the entrance to the proposed convenience store to the interim sidewalk on Cordon Road SE.

Condition 2: Prior to building permit issuance, the applicant shall provide evidence that where a proposed walkway crosses a parking area or drive aisle that the walkway will be visually differentiated as required by SRC Chapter 800.

- Condition 3:** Prior to building permit issuance, the applicant shall provide evidence demonstrating that lighting will be provided for the on-site pedestrian circulation system in compliance with SRC Chapter 800.
- Condition 4:** Prior to building permit issuance, the applicant shall update the summary table to indicate the size of the parking area and the amount of interior landscaping provided, noting compliance with the minimum standard in SRC Chapter 806.
- Condition 5:** Construct a half-street improvement along the frontage of Saddle Club Street SE to Local street standards as specified in the City Street Design Standards and consistent with the provisions of SRC Chapter 803. The curb face of the improvement shall measure 30 feet from the curb face on the opposite side of the street.
- Condition 6:** Construct interim sidewalk along the frontage of Cordon Road SE approximately 170 feet in length from the intersection of Lancaster Drive SE to a location perpendicular to the convenience store.
- Condition 7:** Restrict parking in accordance with PWDS along Saddle Club Street SE for a distance of 25 feet on either side of the proposed driveway.
- Condition 8:** 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).

Staff recommends that the Hearings Officer DENY the Variance request to eliminate a condition of approval from CPC-ZC93-1 which requires installation of a six-foot tall sight obscuring fence or wall along the full frontage of Saddle Club Court SE.

APPLICATION PROCESSING

On March 18, 2021, Variance, Urban Growth Area Preliminary Declaration, Class 3 Site Plan Review, and Class 2 Driveway Approach Permit applications were accepted for processing. After receiving additional information and a note from the applicant that the information provided is sufficient to consider the application complete, the collective applications were deemed complete for processing on April 19, 2021. The 120-day state mandated decision deadline for this collective application is August 17, 2021.

The public hearing before the City of Salem Hearings Officer is scheduled for May 26, 2021, at 5:30 p.m. Notice of public hearing was sent by mail to surrounding property owners and tenants pursuant to Salem Revised Code (SRC) requirements on May 6, 2021. Public hearing notice was also posted on the property on May 14, 2021 pursuant to SRC requirements.

PROPOSAL

The applicant has submitted Variance, Urban Growth Area Preliminary Declaration, Class 3 Site Plan Review, and Class 2 Driveway Approach Permit applications for development

of a new gasoline service station with 16 fueling positions and convenience store approximately 5,160 square feet in size located at the 3100 Block of Lancaster Drive SE.

Development of a new gasoline service station with 16 fueling positions and convenience store approximately 5,160 square feet in size.

SUMMARY OF RECORD

The following items are submitted to the record and are available upon request: All materials submitted by the applicant, including any applicable professional studies such as traffic impact analysis, geologic assessments, and stormwater reports; any materials and comments from public agencies, City departments, neighborhood associations, and the public; and all documents referenced in this report.

APPLICANT'S STATEMENT

The applicant's proposed development plans are included as **Attachment B**, and the applicant's statement addressing the applicable approval criteria for the consolidated applications is included as **Attachment C**.

FACTS AND FINDINGS

1. Salem Area Comprehensive Plan (SACP) designation

The Salem Area Comprehensive Plan (SACP) map designation for the subject property is "Industrial Commercial." The subject property is located within the Urban Growth Boundary; however, the property is outside of the Urban Service Area.

2. Zoning and Surrounding Land Uses

The subject property is zoned IC (Industrial Commercial). The zoning of surrounding properties is as follows:

North:	Right-of-way for Cordon Road SE and Saddle Club Street SE
South:	Across Lancaster Drive SE; IG (General Industrial)
East:	Across Cordon Road SE; EC (Employment Center)
West:	Across Saddle Club Street SE; RM-II (Multi-Family Residential)

3. Site Analysis

The subject property is approximately 3.13 acres and has approximately 690 feet of frontage along Saddle Club Street SE, 365 feet of frontage along Lancaster Drive SE, and 510 feet of frontage along Kuebler Boulevard SE. Saddle Club Street SE is designated as a Local street in the Transportation System Plan, Lancaster Drive SE is designated as a major arterial and Kuebler Boulevard SE is designated as a parkway.

4. Public and Private Agency Review

City of Salem Public Works Department: The Public Works Department, Development Services Section, reviewed the proposal and submitted comments (included as **Attachment D**).

City of Salem Fire Department: The Fire Department submitted comments indicating access is required to be provided within 150 feet of all portions of the structures. Fire hydrants are required to be located within 400 feet of all portions of the structures (600 feet if provided with an approved fire sprinkler system). Note: all measurements are made along an approved route.

City of Salem Community Development Department, Building and Safety Division: The Building and Safety Division submitted comments indicating no concerns with the proposal.

Portland General Electric (PGE): PGE reviewed the proposal and commented that it appears there is a conflict on the west side of the site at the intersection of Lancaster and Saddle Club. The down guy cables and anchors (two) appear to be in the proposed driveway for the coffee shop. Given the proposed site layout, relocation of this guying equipment will be challenging. The applicant is advised to begin coordinating with PGE as soon as possible.

In addition, staff notes that the property appears to be encumbered by a utility easement reserved by street vacation. Private improvements are proposed within this easement, as a result the easement may need to be removed, this could require an additional vacation process.

5. 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 whose boundaries include, and are adjacent to, property subject to specific land use application requests. Pursuant to SRC 300.310(b)(1), the Variance and Class 3 Site Plan Review applications included in this proposed consolidated land use application request require neighborhood association contact. On March 5, 2021, the applicant's representative contacted the Southeast Mill Creek Association (SEMCA) to provide details about the proposal.

Neighborhood Association Comment

The City provided a notice of filing and request for comments to the Southeast Mill Creek Association (SEMCA) Association pursuant to SRC 300.620(b)(2)(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 SEMCA.

Public Comment

Notice was also provided, pursuant to SRC 300.620(b)(2)(B)(iii), (vi), & (vii), to all property owners and tenants within 250 feet of the subject property. Posted notice signs for the public hearing were placed visible from each street frontage of the subject property and remained in place through the day of the public hearing as required by SRC 300.620(b)(3).

One public comment was received regarding on-street parking on Saddle Club Street SE. Currently, many people living in the area park along the east side of Saddle Club Street SE in the area of the proposed development. The commenter asks if there is a better way to accommodate on-street parking.

Staff Response: Saddle Club Street SE does not currently meet the minimum requirements for a local street. The proposed development will require the street to be brought up to standards, including additional paved width on the development side of the street, and installation of curbing. On-street parking is permitted on local streets and will be allowed to continue once the street improvements are complete. On-street parking will be restricted in the area immediately near the proposed driveway entrance to the property to maintain vision clearance for safe turning movements into and out of the property.

Homeowners Association

The subject property is not located within a Homeowners Association.

6. Analysis of Variance Criteria

SRC Chapter 265.020(b) provides that:

Conditions imposed shall be construed and enforced, in all respects, as provisions of this zoning code relating to the use and development of land. Modification of use conditions shall be by zone change, as provided under this chapter. Modification of all other conditions, including full or partial release therefrom, shall be by variance, as provided under SRC Chapter 245.

SRC Chapter 245.005(d) establishes the following approval criteria for a variance:

Criterion 1:

There is an unreasonable hardship or practical difficulty created by the physical characteristics of the land.

Finding: The Planning Commission previously approved Comprehensive Plan Map Amendment and Zone Change case no. CPC-ZC 93-1, to change the zoning of the subject property from PH (Public and Private Health Services) to IC (Industrial Commercial) subject to conditions of approval. Condition 10 from CPC-ZC 93-1 states: A 6' high sight-obscuring fence or wall shall be installed along the full frontage of Saddle Club Street SE, exclusive of vision clearance areas, 10' from the property

line adjacent to a street. The applicant is requesting a variance to eliminate the requirement to install a six-foot-tall fence per Condition 10.

The applicant's statement indicates that the fencing requirements creates several hardships:

- 1) *A sight-obscuring fence is contrary to the requirement for establishing pedestrian connections between elements of the site and the street network. Fences reduce the safety of pedestrians entering and exiting the site, and this is a HARDSHIP.*

Response: Staff does not interpret the condition of approval to prevent pedestrian access to the site. Access to the site by all modes of transportation is anticipated from Saddle Club Street SE, just as an opening in the fence would be permitted to allow driveway access to the site from Saddle Club, openings in the fence would be allowed for pedestrians to access the site.

- 2) *Access to the site is being required from Saddle Club Ct SE, and it is essential that visual connections between the street and the development be reinforced. Construction of a 6ft high sight obstructing fence would impede these visual connections, leading to business failure. This would be a HARDSHIP.*

Response: The intent of the condition is to provide a greater degree of screening and buffering from development of the property to the surrounding residential areas, the additional screening only applies on the western boundary of the property adjacent to residential uses. Fencing is not required along the frontage adjacent to Lancaster Drive SE, a major arterial street, as well as Cordon Road, a parkway street, allowing for visual connections to be made between the proposed business and abutting higher capacity streets.

- 3) *A sight obscuring fence would reduce safe vehicular ingress and egress from the site. Moreover, this would be a HARDSHIP.*

Response: The condition of approval requiring fencing specifically addresses the issue of vehicle safety at the driveway. The condition states that the fencing shall be installed 10 feet back from the property line adjacent to Saddle Club Street SE, and that fencing shall not be required in vision clearance areas. The purpose of the condition is to require a greater degree of screening and buffering between development on the proposed property and abutting residential use, but not at the expense of motorist safety.

- 4) *A fence would obscure the development from the required primary entry street. Constructing the fence would probably force the business to fail, this would be a significant HARDSHIP.*

Response: As stated previously, the fencing requirement does not apply along Lancaster Drive SE or Cordon Road SE, streets that carry significantly more traffic than Saddle Club Street SE. Visual connections may be made at these

streets, with signage near the intersection of Saddle Club Street SE and Lancaster Drive SE, and with directional signage that could be used to identify the driveway entrance on Saddle Club Street SE.

Staff does not find that the condition of approval requiring sight obscuring fencing along the frontage of Saddle Club Street SE results in a hardship as identified by the applicant. Further, this approval criterion requires the applicant to identify an unreasonable hardship or practical difficulty created by the physical characteristics of the land. The hardships identified by the applicant are not directly created by physical characteristics of the land. Therefore, staff recommends that the Hearings Officer deny the variance request.

Criterion 2:

The variance will not result in adverse effects that are unreasonably detrimental to the public health, safety, and welfare or to property or improvements in the vicinity.

Finding: The Planning Commission previously approved Comprehensive Plan Map Amendment and Zone Change case no. CPC-ZC 93-1, to change the zoning of the subject property from PH (Public and Private Health Services) to IC (Industrial Commercial) subject to conditions of approval. Findings from the decision indicate that the intensity of development at this site will have an impact on the adjacent residential neighborhoods on Saddle Club Street SE and that impacts such as dust, noises, increased traffic or hazards and that a multitude of intensive uses permitted in the IC zone may be more of an intrusion into the area. Several conditions of approval were placed on the decision with the goal of mitigating the impacts of development to some extent, including the condition of approval requiring a six-foot-tall fence.

Condition 10 from CPC-ZC 93-1 states: A 6' high sight-obscuring fence or wall shall be installed along the full frontage of Saddle Club Street SE, exclusive of vision clearance areas, 10' from the property line adjacent to a street.

The applicant's written statement did not address how removing the requirement for installation of a six-foot tall screening fence from this property could result in adverse impacts to other uses in the vicinity that the previously approved comprehensive plan change and zone change sought to prevent. The applicant offered to provide a five-foot setback adjacent to Saddle Club Street SE, landscaped to the Type A standards (requiring one plant unit per 20 square feet of landscaped area). However, this proposal by the applicant is for less landscape and setback than the minimums already required by the zoning code, which require a minimum 10-foot setback for vehicle use areas adjacent to a street.

Staff finds that the request to remove the condition of approval requiring sight obscuring fencing along the frontage of Saddle Club Street SE may result in adverse impacts to the surrounding neighborhood and therefore recommends that the Hearings Officer deny the variance request.

Alternatively, if the Hearings Officer finds support for removing or modifying the fencing requirement established in CPC-ZC93-1, staff offers the following alternatives

that if conditioned would require a greater degree of screening and landscaping than the minimums established by the zoning code. If adopted, these alternative screening standards would help in mitigating the impacts of development of this property on the surrounding neighborhood, consistent with the intent of the original condition.

- 1) A six-foot-tall sight-obscuring fence or wall shall be installed along the frontage of Saddle Club Street SE from the north end of the proposed driveway on Saddle Club Street SE to the northern boundary of the property, exclusive of vision clearance areas, 10' from the property line adjacent to a street.
- 2) A minimum ten-foot-wide landscape strip shall be required along the frontage of Saddle Club Street SE from the south end of the proposed driveway on Saddle Club Street SE extending south to Lancaster Drive SE. A berm shall be installed in the landscape strip the top of which shall be a minimum of 2.5 feet higher than the elevation of the abutting off-street parking or vehicle use area. The berm shall have a slope no steeper than a 3:1 on all sides.
- 3) Landscaped setbacks adjacent to Saddle Club Street SE shall require a minimum of one plant unit per 16 square feet of landscape 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.
- 4) Hours of operation shall be limited to 6:00 AM – 10:00 PM, exterior lighting, including signage, shall be turned off at night when the site is not in operation.

7. Analysis Urban Growth Preliminary Declaration Approval Criteria

The subject property is located outside the Urban Service Area in an area without adequate facilities as defined in SRC Chapter 200. Analysis of the subject property based on relevant standards in SRC 200.035 through SRC 200.075 is as follows:

SRC 200.055: Standards for Street Improvements

Findings: An adequate linking street is defined as the nearest point on a street that has a minimum 60-foot-wide right-of-way with a minimum 30-foot improvement for Local streets or a minimum 34-foot improvement for Minor and Major Arterial streets (SRC 200.055(b)). The nearest adequate linking street is Lancaster Drive SE. Saddle Club Street SE, once improved as conditioned and pursuant to SRC Chapter 803, will meet the standard for a Local linking street.

SRC 200.060: Standards for Sewer Improvements

Findings: The proposed development shall be linked to adequate facilities by the construction of sewer lines and pumping stations, which are necessary to connect to such existing sewer facilities (SRC 200.060(a)). The nearest available sewer facility is an 8-inch sewer main in Saddle Club Street SE perpendicular to the subject property.

As a condition of sewer service, all developments will be required to provide public sewers to adjacent upstream parcels. This shall include the extension of sewer mains in easements or rights-of-way across the property to adjoining properties, and across the street frontage of the property to adjoining properties when the main is located in

the street right-of-way. Extension of the sewer main in Saddle Club Street SE is not warranted due to topographic constraints.

SRC 200.065: Standards for Storm Drainage Improvements

Findings: The proposed development shall be linked to existing adequate facilities by the construction of storm drain lines, open channels, and detention facilities, which are necessary to connect to such existing drainage facilities (SRC 200.065(a)). The location of the nearest adequate public storm system is the 12-inch stormwater main located in Lancaster Drive SE. The property may also be served by ditches located in Saddle Club Street SE and Cordon Road SE. The applicant shall link the on-site system to existing facilities that are defined as adequate under SRC 200.005.

SRC 200.070: Standards for Water Improvements

Findings: The proposed development shall be linked to adequate facilities by the construction of water distribution lines, reservoirs, and pumping stations that connect to such existing water service facilities (SRC 200.070(a)). The existing 10-inch G-0 water main in Saddle Club Street SE is an adequate linking facility.

SRC 200.075: Standards for Park Sites

Findings: Prior to residential development approval, the applicant shall reserve for dedication that property within the development site that is necessary for an adequate neighborhood park, access to such park, and recreation routes, or similar uninterrupted linkages, based upon the *Salem Comprehensive Park System Master Plan* (SRC 200.075(a)). The proposed development does not include a residential element and therefore this standard does not apply.

8. Analysis of Class 3 Site Plan Review Approval Criteria

SRC 220.005(f)(3) establishes the following approval criteria for a Class 3 Site Plan Review:

Criterion 1:

The application meets all applicable standards of the UDC.

Finding: The applicant is requesting approval to develop a new gasoline service station with 16 fueling positions and a convenience store approximately 5,160 square feet in size. Unless otherwise noted and/or conditioned, the proposed site plan complies with all applicable development standards of the Unified Development Code (UDC).

The site plan indicates that a car wash and drive through coffee kiosk may be provided with a later phase of development; separate site plan review applications will be required to further develop the property.

Use and Development Standards – IC (Industrial Commercial) Zone:

SRC 551.005(a) – Uses:

Finding: Permitted, special and conditional uses for the IC zone are found in SRC Chapter 551, Table 551-1. Motor vehicle services and retail sales and services uses are allowed as permitted uses in the IC zone per Table 551-1.

SRC 551.010(a) – Lot Standards:

There are no minimum lot area or dimension requirements in the IC zone. All uses are required to have a minimum of 16 feet of street frontage.

Finding: The subject property is approximately 3.13 acres in size and has approximately 690 feet of frontage along Saddle Club Street SE, 510 feet of frontage along Cordon Road SE, and 365 feet of frontage along Lancaster Drive SE, exceeding the minimum lot standards of the IC zone.

SRC 551.010(b) – Setbacks:

South: Adjacent to the south is right-of-way for Lancaster Drive SE. There is a minimum 5-foot setback required for buildings adjacent to a street. Vehicle use areas require a minimum 6-10-foot setback per SRC Chapter 806.

Finding: The proposed convenience store building is setback approximately 180 feet and the gasoline service station is setback approximately 80 feet from the southern property line. The vehicle use area and solid waste service area are setback more than 10 feet from the southern property, in compliance with the minimum setback requirement.

North and East: Adjacent to the north and east is right-of-way for Cordon Road SE. There is a minimum 5-foot setback required for buildings adjacent to a street. Vehicle use areas require a minimum 6-10-foot setback per SRC Chapter 806.

Finding: The proposed convenience store building is setback approximately 70 feet and the gasoline service station is setback approximately 33 feet from the eastern property line. The vehicle use area is setback 10 feet from the eastern property, in compliance with the minimum setback requirement.

West: Adjacent to the west is right-of-way for Saddle Club Street SE. The IC zone (SRC Chapter 551) requires a minimum 5-foot setback required for buildings adjacent to a street, and vehicle use areas require a minimum 6-10-foot setback per SRC Chapter 806. However, Condition 11 from CPC-ZC93-01 requires a minimum 10-foot-wide landscaped setback to be provided along Saddle Club Street SE.

Finding: The proposed convenience store building is setback approximately 90 feet from the western property line. The vehicle use area and solid waste service area are setback more than 10 feet from the western property, in compliance with the minimum setback requirement.

SRC 551.010(c) – Lot Coverage, Height:

There is no maximum lot coverage standard in the IC zone, the maximum height allowance for all buildings and structures is 70 feet.

Finding: The proposed convenience store and gasoline service station canopy are less than 70 feet in height, in compliance with the maximum height allowance of the IC zone.

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 vehicle use areas, may count towards meeting this requirement.

Finding: The total area of the subject property is approximately 132,417 square feet requiring a minimum of 19,863 square feet of landscape area ($132,417 \times 0.15 = 19,862.55$). The site plan indicates that approximately 20,063 square feet (15.2%) of landscape area will be provided with the first phase of development, exceeding the minimum requirement.

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 that a new solid waste service area is proposed on the southwest side of the site, with receptacles greater than 1 cubic yard in size are proposed. The solid waste service area design standards apply to the proposed development, the following is a summary of applicable design standards.

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 pad area complies with the standards of this section. The proposed enclosure is large enough that the receptacles may face each other with four feet or more of separation provided.

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 is provided within the enclosure. Receptacles will not be placed within 5 feet of a building or structure.

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: It does not appear that a roof is proposed for the solid waste enclosure, therefore this standard is not applicable.

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 solid waste service area is completely enclosed and screened from view from surrounding streets and residentially zoned property.

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

When enclosures area 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 front opening of the enclosure is 12 feet, in compliance with this 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: A bumper curb is located on the inside of the perimeter of the walls of the enclosure to prevent damage from receptacle impacts in compliance with this section.

- 3) Enclosure Gates. Any gate across the front opening of an enclosure shall swing freely without obstructions. For any enclosure opening with an unobstructed width of less than 15 feet, the gates shall open a minimum of 120 degrees. All gates shall have restrainers in the open and closed positions.

Finding: The enclosure gates are approximately 12 feet in width; however, the site plan does not indicate the angle of the swing for the gate but will be reviewed for conformance with this development standard at the time of building permit review.

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, 2-4 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 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: Direct pedestrian access is provided from the proposed convenience store to Saddle Club Street SE and to Lancaster Drive SE. The proposed site plan does not show a pedestrian connection to Cordon Road SE, however, as specified in the conditions of approval, an interim sidewalk will be constructed along the frontage of Cordon Road SE to a location perpendicular to the convenience store. The pedestrian pathway will be required to extend to the new sidewalk on Cordon Road SE to connect the building entrance with this street frontage.

Condition 1: A pedestrian pathway shall extend from the entrance to the proposed convenience store to the interim sidewalk on Cordon Road SE.

(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 is currently a transit route along Lancaster Drive SE (Route 11), but there are no stops along the street frontage of the subject property, the nearest stop is located at the intersection of Lancaster Drive SE and Eden Street SE. 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 the buildings.

Finding: A pedestrian connection from the convenience store through the gasoline service area is provided, in compliance with this section.

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 area is less than 25,000 square feet in size and does 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; 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: A shared-use path is specified along Cordon Road pursuant to Map 4: Proposed Trail System of the *Salem Comprehensive Parks System Master Plan*. This street is planned to be improved with Mill Creek Development District funds. The future path will be constructed as part of the Mill Creek Development District and will be located within the existing right-of-way.

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 subject property is completely surrounded by public right-of-way and does not abut any other properties; therefore, this section is not applicable.

SRC 800.065(b)(1) – Design and Materials.

Required pedestrian connections shall be in the form of a walkway, or may be in the form of a plaza. Walkways shall conform to the following:

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

Finding: The application materials do not indicate how the walkway will be visually differentiated from parking areas and drive aisles. This section requires the walkway to be differentiated from the vehicle use area through the use of elevation changes, a physical separation, speed bumps, different paving material, or other similar method. Prior to building permit issuance, the applicant shall provide evidence that where a proposed walkway crosses a parking area or drive aisle that the walkway will be visually differentiated as required by this section.

Condition 2: Prior to building permit issuance, the applicant shall provide evidence that where a proposed walkway crosses a parking area or drive aisle that the walkway will be visually differentiated as required by SRC Chapter 800.

SRC 800.065(b)(2) – Design and Materials.

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

Finding: The proposed parking spaces do not encroach into the minimum width for abutting pedestrian connections, wheel stops are not required.

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 indicate what lighting will be provided for the on-site pedestrian circulation system. Prior to building permit issuance, the applicant shall demonstrate that lighting meeting all applicable requirements of SRC Chapter 800 will be provided.

Condition 3: Prior to building permit issuance, the applicant shall provide evidence demonstrating that lighting will be provided for the on-site pedestrian circulation system in compliance with SRC Chapter 800.

Off-Street Parking, Loading, and Driveways SRC 806

SRC 806.005 - Off-Street Parking; When Required.

Off-street parking shall be provided and maintained 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.

SRC 806.015 - Amount of Off-Street Parking.

- a) *Minimum Required Off-Street Parking.* Uses in the retail sales and services category require a minimum of one space per 250 square feet and uses in the motor vehicle services use category require a minimum of one space per 900 square feet.
- 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 five percent of their total off-street parking spaces for carpool or vanpool parking.
- d) *Maximum Off-Street Parking.* The maximum number of off-street parking spaces shall not exceed 1.75 times the minimum number of spaces required.

Finding: The proposed site plan indicates that the retail building is approximately 5,165 square feet in size requiring a minimum of 21 parking spaces ($5,165 / 250 = 20.66$). In addition, the gasoline service station with a canopy approximately 3,274 square feet in size¹ requires a minimum of four spaces ($3,274 / 900 = 3.64$). The total minimum parking requirement for this phase of development is 25 spaces, of which 19 spaces may be compact size. The maximum off-street parking allowance is 1.75 times the minimum requirement, or 44 spaces ($25 \times 1.75 = 43.75$). Carpool/vanpool parking spaces are not required for the proposed use. The site plan indicates that 26 spaces are proposed, with 12 of the spaces proposed to be compact, meeting the requirements of this section.

Off-street parking requirements of SRC Chapter 806 will be applied to future development of the car wash and coffee kiosk with a separate site plan review application.

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.

Adjacent to Buildings and Structures: The off-street parking or vehicle use area shall be setback from the exterior wall of the building or structure by a minimum 5-foot wide landscape strip or by a minimum 5-foot wide paved pedestrian walkway.

Finding: With the exception of the drive-through service window, a minimum five-foot separation is required between the vehicle use areas and the exterior wall of a building.

- d) *Interior Landscaping.* Interior landscaping shall be provided in amounts not less than those set forth in Table 806-5. For parking areas less than 50,000 square feet in size, a minimum of 5 percent of the interior parking area shall be landscaped.

A minimum of 1 deciduous shade tree shall be planted for every 12 parking spaces within the off-street parking area. Landscape islands and planter bays shall have a minimum planting area of 25 square feet and shall have a minimum width of 5 feet.

¹ Floor area is defined in SRC Chapter 111 as the area within the exterior walls of a building or structure, or portion thereof, exclusive of vent shafts and courts. The floor area of an unenclosed building or structure, or portion thereof, is the usable area under the horizontal projection of the roof or floor above. The proposed fuel station canopy does have floor area and is subject to off-street parking requirements of SRC Chapter 806.

Finding: The proposal appears to comply with the minimum interior landscaping requirements of this section, however the summary table on the proposed site plan does not indicate the size of the proposed parking area and does not indicate the amount of interior landscaping provided. Prior to building permit issuance, the applicant shall update the summary table to indicate the size of the parking area and the amount of interior landscaping provided, noting compliance with the minimum standard of this section.

Condition 4: Prior to building permit issuance, the applicant shall update the summary table to indicate the size of the parking area and the amount of interior landscaping provided, noting compliance with the minimum standard in SRC Chapter 806.

- 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 parking spaces, driveway and drive aisle for the off-street parking area meet the minimum dimensional requirements of SRC Chapter 806.

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

Finding: The proposed off-street parking area is developed consistent with the additional development standards for grade, surfacing, and drainage. Bumper guards and wheel barriers are not required.

The parking area striping, marking, signage and lighting shall be consistent with SRC Chapter 806, required compact parking spaces shall be marked and signed per SRC 806.035(k)(2). The subject property is does not abut residentially zoned property or property used for uses or activities falling under household living.

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.

Per SRC Chapter 806, Table 806-8, retail sales and services uses require the greater of four spaces or one space per 10,000 square feet of floor area. Motor vehicle services uses require one space per 9,000 square feet.

Finding: The proposed retail sales and services use is 5,165 square feet in size and requires a minimum of four bicycle parking spaces. The motor vehicle services use is approximately 3,274 square feet in size and does not require bicycle parking ($3,274 / 9,000 = 0.36$). The site plan shows that four bicycle parking spaces are provided for the retail sales and services use, meeting the minimum bicycle parking requirements.

SRC 806.060 – Bicycle Parking Development Standards.

- (a) Location. Except as otherwise provided in this section, bicycle parking shall be located outside a building.
 - (1) 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 be located more than 50 feet from the primary building entrance, as measured along a direct pedestrian access route.
 - (2) Where bicycle parking cannot be located outside a building, it may be located inside a building within a convenient distance of, and accessible from, the primary building entrance.
- (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 in subsection (f) of this section, bicycle parking areas shall meet the following dimension requirements:
 - (1) Bicycle parking spaces. Bicycle parking spaces shall be a minimum of six feet in length and two 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.
 - (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.
- (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 site plan shows that two staple style bicycle parking racks will be installed on a concrete pad that is six feet in depth and eight feet in width, providing adequate space for four bicycle parking spaces. A four-foot-wide access aisle is provided directly behind the bicycle parking spaces in compliance with this section.

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 806.075 - Amount of Off-Street Loading.

For uses in the retail sales and services category, a minimum of one loading space is required for buildings with a floor area between 5,000-60,000 square feet. The minimum dimensions for the loading space are 12 feet in width, 30 feet in length and 14 feet of unobstructed vertical clearance.

Finding: The proposal requires a minimum of one off-street loading space, the site plan indicates that one loading space is provided on the north side of the convenience store in compliance with the development standards of SRC Chapter 806.

Landscaping

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 proposed site plan indicates that 20,063 square feet of landscaping will be provided for the development site requiring a minimum of 1,003 plant units ($20,063 / 20 = 1,003.2$). Of the required plant units, a minimum of 401 plant units ($1,003 \times 0.4 = 401.2$) shall be a combination of mature trees, shade trees, evergreen/conifer trees, or ornamental trees.

Landscape and irrigation plans will be reviewed for conformance with the requirements of SRC 807 at the time of building permit application review. At the time of building permit submittal, the applicant shall provide an updated tree inventory documenting any trees lost on the property during the ice storm event in February 2021.

SRC 807.030(d) – Tree Replanting Requirements.

In addition to the landscaping required under this chapter, when existing trees, as defined under SRC Chapter 808, are proposed for removal from within required setbacks or from a development site, replanting shall be required as provided in this subsection.

Subsection(2) provides that when more than 75 percent of the existing trees, as defined under SRC Chapter 808, on a development site are proposed for removal, two new trees shall be planted for each tree removed in excess of 75 percent.

Replanted trees shall be of either a shade or evergreen variety with a minimum 1.5 inches caliper. For purposes of this section, existing trees within vision clearance areas, or within areas to be cleared for required roads, utilities, sidewalks, trails, or stormwater facilities, shall not be counted in the total percentage of trees removed from the development site.

Finding: The applicant's existing conditions plan indicates that there are 11 trees on the subject property, with eight trees proposed for removal and three trees proposed to be preserved. Per SRC 807.030(d)(2), eight trees may be removed but for each tree removed beyond eight, a minimum of two new trees shall be planted in addition to the landscaping required under SRC Chapter 807. No additional replanting is required at this time.

Natural Resources

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 24 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.

There are no significant trees or riparian areas located 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. The Salem-Keizer Local Wetland Inventory shows that there are wetlands 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. There are no mapped landslide hazard areas on the subject property. In addition, commercial development is assigned three activity points. Per Table 810-1E, a total of three points indicates a low landslide hazard risk, a geological assessment of the property is not required for the proposed development.

Criterion 2:

The transportation system provides for the safe, orderly, and efficient circulation of traffic into and out of the proposed development, and negative impacts to the transportation system are mitigated adequately.

Finding: Lancaster Drive SE is fully developed and meets or exceeds 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.

The existing configuration of Saddle Club Street SE does not meet current standards for its classification of street per the Salem TSP. The street is lacking adequate pavement width, curb, landscaping, street trees, and sidewalk. The applicant shall construct a half-street improvement to Local street standards as specified in the PWDS and consistent with the provisions of SRC Chapter 803. The curb face of the improvement shall measure 30 feet from the curb face on the opposite side of the street. Removal of trees located in the existing right-of-way requires a street tree removal permit pursuant to SRC Chapter 86. Street trees are required to be provided along all street frontages to the maximum extent feasible pursuant to SRC 86.015(e).

Condition 5: Construct a half-street improvement along the frontage of Saddle Club Street SE to Local street standards as specified in the City Street Design Standards and consistent with the provisions of SRC Chapter 803. The curb face of the improvement shall measure 30 feet from the curb face on the opposite side of the street.

The existing configuration of Cordon Road SE does not meet current standards for its classification of street pursuant to the Salem TSP. The street is lacking curb, landscaping, street trees, and sidewalk. A shared-use path is specified along Cordon Road pursuant to Map 4: Proposed Trail System of the *Salem Comprehensive Parks System Master Plan*. This street is planned to be improved with Mill Creek Development District funds. The future path will be constructed as part of the Mill Creek Development District and will be located within the existing right-of-way. To provide pedestrian connectivity to the proposed development, the applicant shall construct an interim sidewalk along the frontage of Cordon Road SE approximately 170 feet in length from the intersection of Lancaster Drive SE to a location perpendicular to the convenience store. No other improvements along Cordon Road SE are warranted as a condition of the proposed development.

Condition 6: Construct interim sidewalk along the frontage of Cordon Road SE approximately 170 feet in length from the intersection of Lancaster Drive SE to a location perpendicular to the convenience store.

Criterion 3:

Parking areas and driveways are designed to facilitate safe and efficient movement of vehicles, bicycles, and pedestrians.

Finding: The submitted Traffic Impact Analysis (TIA) recommends that parking be restricted for a distance of 25 feet on either side of the proposed driveway access to allow for greater visibility during egress from the site. Therefore, the applicant shall Restrict parking in accordance with PWDS along Saddle Club Street SE as

recommended by the TIA. As conditioned, the driveway access onto Saddle Club Street SE provides for safe turning movements into and out of the property.

Condition 7: Restrict parking in accordance with PWDS along Saddle Club Street SE for a distance of 25 feet on either side of the proposed driveway.

Criterion 4:

The proposed development will be adequately served with City water, sewer, stormwater facilities, and other utilities appropriate to the nature of the development.

Finding: The Public Works Department has reviewed the applicant's preliminary plan for this site. The water, sewer, and storm infrastructure are available within surrounding streets/areas and are adequate to serve the proposed development. The 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's engineer submitted a statement demonstrating compliance with Stormwater PWDS Appendix 004-E(4)(a) and SRC Chapter 71. The preliminary stormwater design demonstrates the use of green stormwater infrastructure to the maximum extent feasible. At the time of development, the applicant shall design and construct a storm drainage system in compliance with Salem Revised Code (SRC) Chapter 71 and Public Works Design Standards (PWDS).

Condition 8: 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).

9. Analysis of Class 2 Driveway Approach Permit Criteria

Salem Revised Code (SRC) 804.025(d) sets forth the following criteria that must be met before approval can be granted to an application for a Driveway Approach Permit.

Proposed Driveway on Saddle Club Street SE

Criterion 1:

The proposed driveway approach meets the standards of this Chapter and the Public Works Design Standards.

Finding: The proposed driveway meets the standards for SRC Chapter 804 and Public Works Design Standards (PWDS).

Criterion 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 driveway.

Criterion 3:

The number of driveways onto an arterial is minimized.

Finding: The proposed driveway is not accessing onto an arterial street.

Criterion 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 driveway is located with access to the lowest classification of street abutting the subject property.

Criterion 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.

Criterion 6:

The proposed driveway approach does not create traffic hazards and provides for safe turning movements and access.

Finding: The submitted Traffic Impact Analysis (TIA) recommends that parking be restricted for a distance of 25 feet on either side of the proposed driveway access to allow for greater visibility during egress from the site. Therefore, the applicant shall restrict parking in accordance with PWDS along Saddle Club Street SE as recommended by the TIA. As conditioned, the driveway access onto Saddle Club Street SE will not create a traffic hazard and will provide for safe turning movements for access to the subject property.

Criterion 7:

The proposed driveway approach does not result in significant adverse impacts in the vicinity.

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

Criterion 8:

The proposed driveway approach minimizes impact to the functionality of adjacent streets and intersections.

Finding: The proposed driveway approach is located on a Local street and is proposed to be located opposite an existing driveway. The proposed driveway minimizes the impact to the functionality of adjacent streets and intersections.

Criterion 9:

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

Finding: The proposed development abuts a Local street, a Major Arterial street, and a Parkway street. The proposed development abuts residentially zoned property along the lowest classification of street abutting the subject property. The proposed driveway is located opposite an existing driveway. The proposed driveway balances the adverse impacts to residentially zoned property and will not have an adverse effect on the functionality of the adjacent streets.

RECOMMENDATION

Based upon the Facts and Findings contained in this staff report, staff recommends that the Hearings Officer **APPROVE** the request for an Urban Growth Area Preliminary Declaration, Class 3 Site Plan Review, and Class 2 Driveway Approach Permit collective applications for the proposed development of a new gasoline service station with 16 fueling positions and convenience store approximately 5,160 square feet in size and located at the 3100 Block of Lancaster Drive SE subject to the following conditions of approval:

SITE PLAN REVIEW:

- Condition 1:** A pedestrian pathway shall extend from the entrance to the proposed convenience store to the interim sidewalk on Cordon Road SE.
- Condition 2:** Prior to building permit issuance, the applicant shall provide evidence that where a proposed walkway crosses a parking area or drive aisle that the walkway will be visually differentiated as required by SRC Chapter 800.
- Condition 3:** Prior to building permit issuance, the applicant shall provide evidence demonstrating that lighting will be provided for the on-site pedestrian circulation system in compliance with SRC Chapter 800.
- Condition 4:** Prior to building permit issuance, the applicant shall update the summary table to indicate the size of the parking area and the amount of interior landscaping provided, noting compliance with the minimum standard in SRC Chapter 806.
- Condition 5:** Construct a half-street improvement along the frontage of Saddle Club Street SE to Local street standards as specified in the City Street Design Standards and consistent with the provisions of SRC Chapter 803. The curb face of the improvement shall measure 30 feet from the curb face on the opposite side of the street.

- Condition 6:** Construct interim sidewalk along the frontage of Cordon Road SE approximately 170 feet in length from the intersection of Lancaster Drive SE to a location perpendicular to the convenience store.
- Condition 7:** Restrict parking in accordance with PWDS along Saddle Club Street SE for a distance of 25 feet on either side of the proposed driveway.
- Condition 8:** 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).

Staff recommends that the Hearings Officer **DENY** the Variance request to eliminate a condition of approval from CPC-ZC93-1 which requires installation of a six-foot tall sight obscuring fence or wall along the full frontage of Saddle Club Court SE.

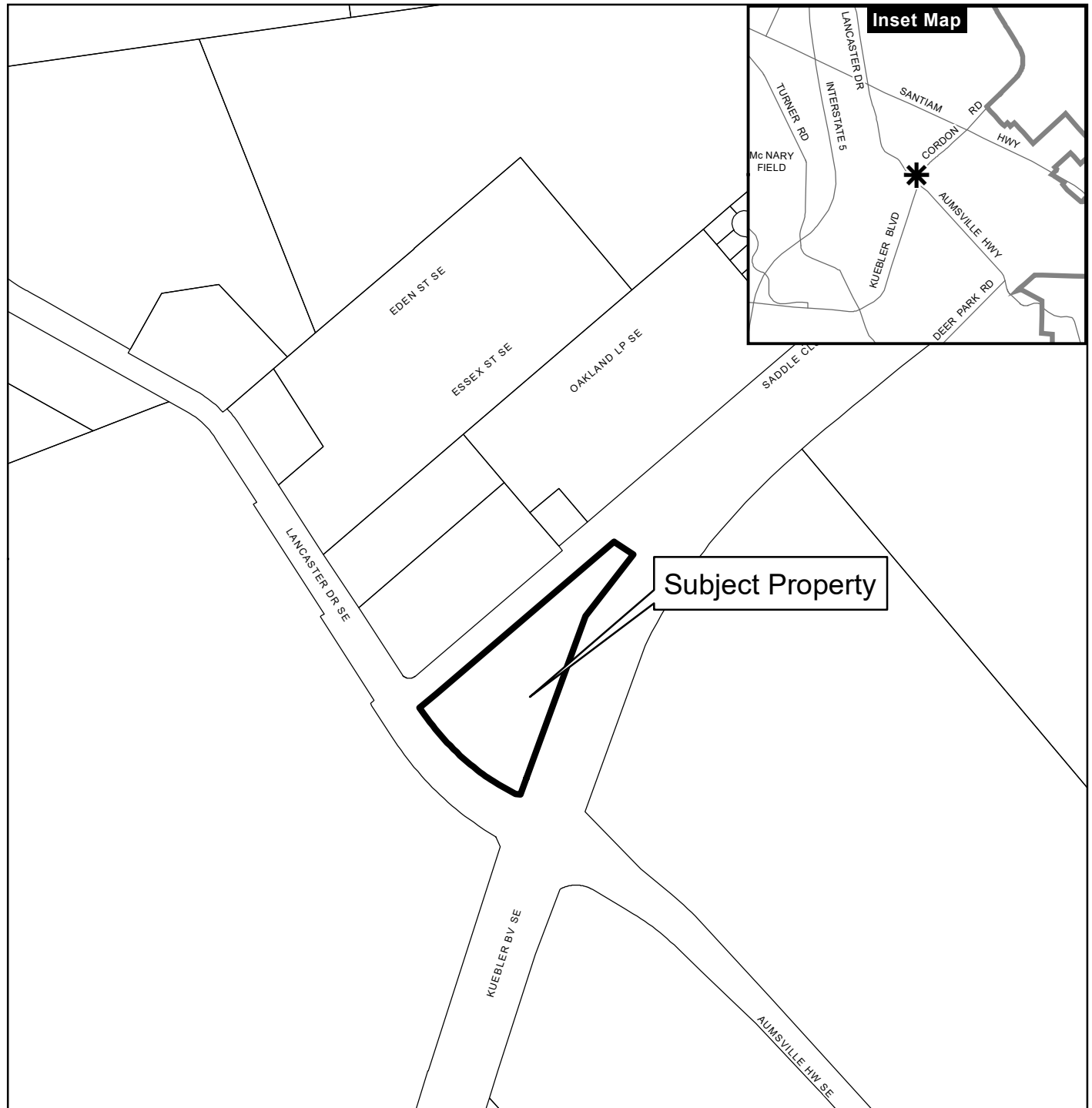
Prepared by Aaron Panko, Planner III

Application Deemed Complete Date: April 19, 2021
State Mandated Decision Date: August 17, 2021

- Attachments: A. Vicinity Map
B. Proposed Development Plans
C. Applicant's Statement Addressing Approval Criteria
D. Public Works Memo

Vicinity Map

3100 Block of Lancaster Drive SE



Legend

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

Parks

CITY OF Salem
AT YOUR SERVICE
Community Development Dept.

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0 100 200 400 Feet



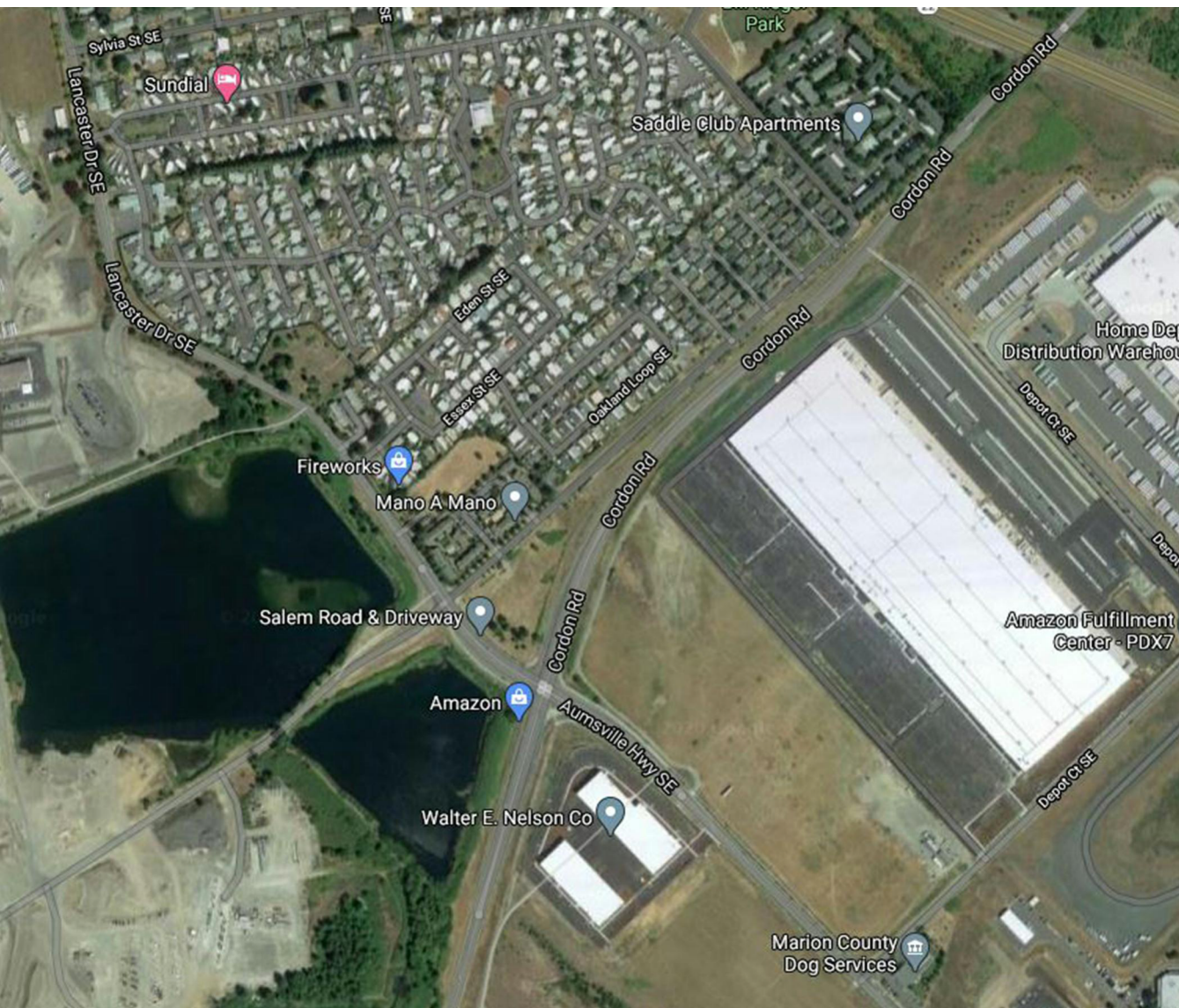
Attachment B

United Market & Gas Station

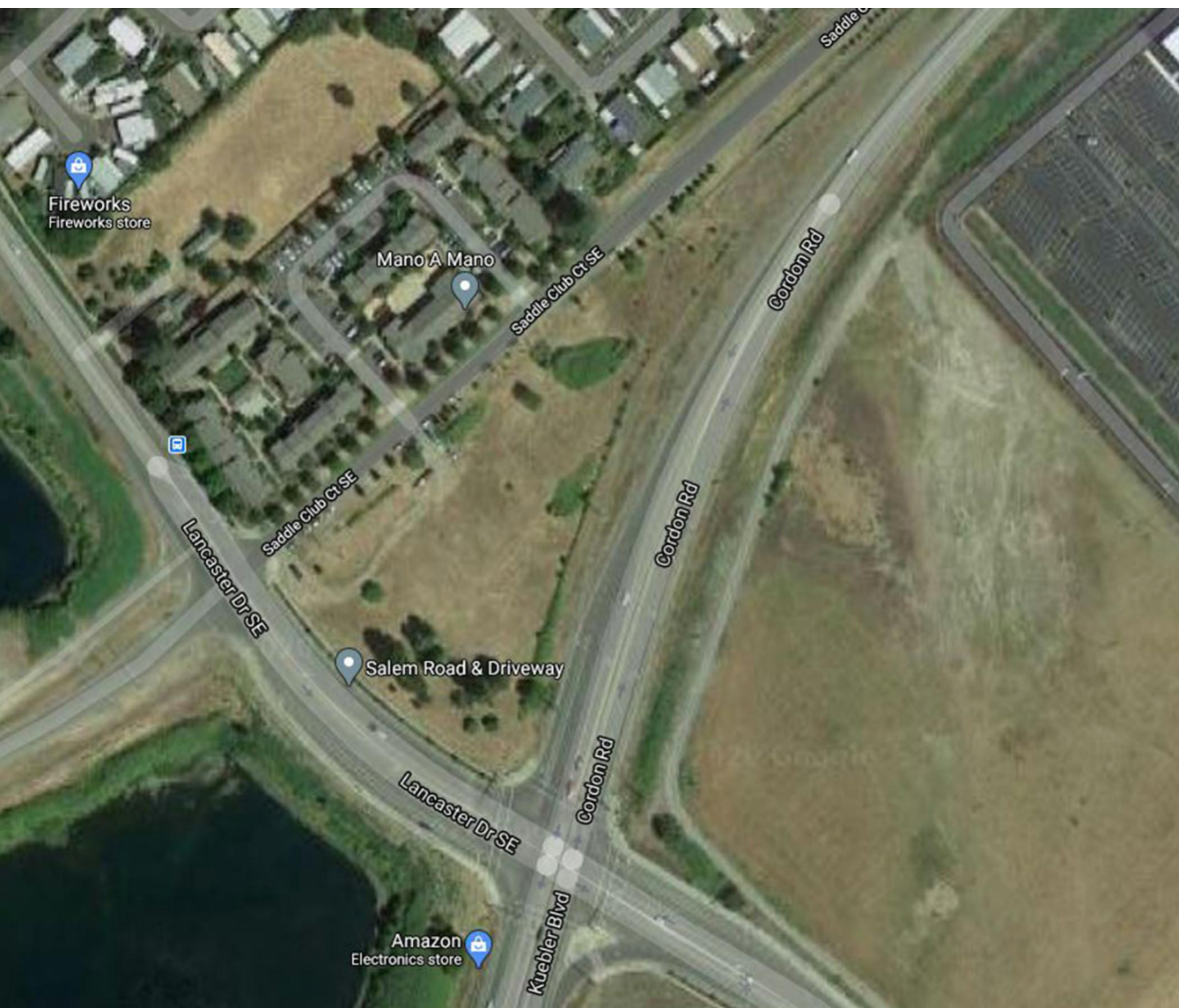
SITE PLAN REVIEW

CORDON, LANCASTER, & SADDLE CLUB COURT, SALEM, OR 97317

VICINITY MAP:



AERIAL PHOTO:



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					C4.0	SURFACING PLAN PLAN	03/05/2021		
G0.01	COVER SHEET	03/05/2021			C7.0	SADDLE CLUB COURT WIDENING PLAN AND PROFILE	03/05/2021		
G1.02	URBAN SERVICE AREA MAPPING	03/05/2021							
ARCHITECTURAL DRAWINGS									
A1.01	SITE PLAN	03/05/2021							
A1.02	SITE PLAN - EXISTING CONDITIONS	03/05/2021							
A5.01	SITE DETAILS	03/08/2021							
CIVIL ENGINEERING DRAWINGS									
C0.0	CIVIL ENGINEERING COVER SHEET	03/05/2021							
C1.0	EROSION CONTROL EXISTING CONDITIONS SURVEY	03/05/2021							
C1.1	POST-DEVELOPED EROSION CONTROL PLAN	03/05/2021							
C1.2	EROSION CONTROL NOTES	03/05/2021							
C1.3	EROSION CONTROL NOTES	03/05/2021							
C1.4	EROSION CONTROL DETAILS	03/05/2021							
C2.0	GRADING & DRAINAGE PLAN	03/05/2021							
C3.0	UTILITY PLAN	03/05/2021							

SYMBOL LEGEND:

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

PROJECT TEAM:

OWNER:
JASWINDER (JESSE) SINGH
1970 Lancaster Drive NE Salem OR 97305
P: 503.302.7966 E: unitedmarket102@gmail.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:
MSC ENGINEERS, INC.
1045 13th St. SE Salem, OR 97302-2506
Cameron Swearingen, P.E.
P: 503.399.1399 E: camerons@mscengineers.com

MECHANICAL ENGINEERING:
COLEBREIT ENGINEERING
2021 NW Grant Ave. Corvallis, OR 97330
Adam Boyd, P.E.
P: 541.728.3293 E: adamboyd@colebreit.com

ELECTRICAL ENGINEERING:
Design-Build

GENERAL CONTRACTOR
DAR USA CONSTRUCTION LLC.
2902 Mount Vernon St SE Albany OR 97322
James Sullivan, Project Manager
P: 760.792.7224 E: james@darusa1.com W: www.darusa.com

FOR PLAN
REVIEW ONLY

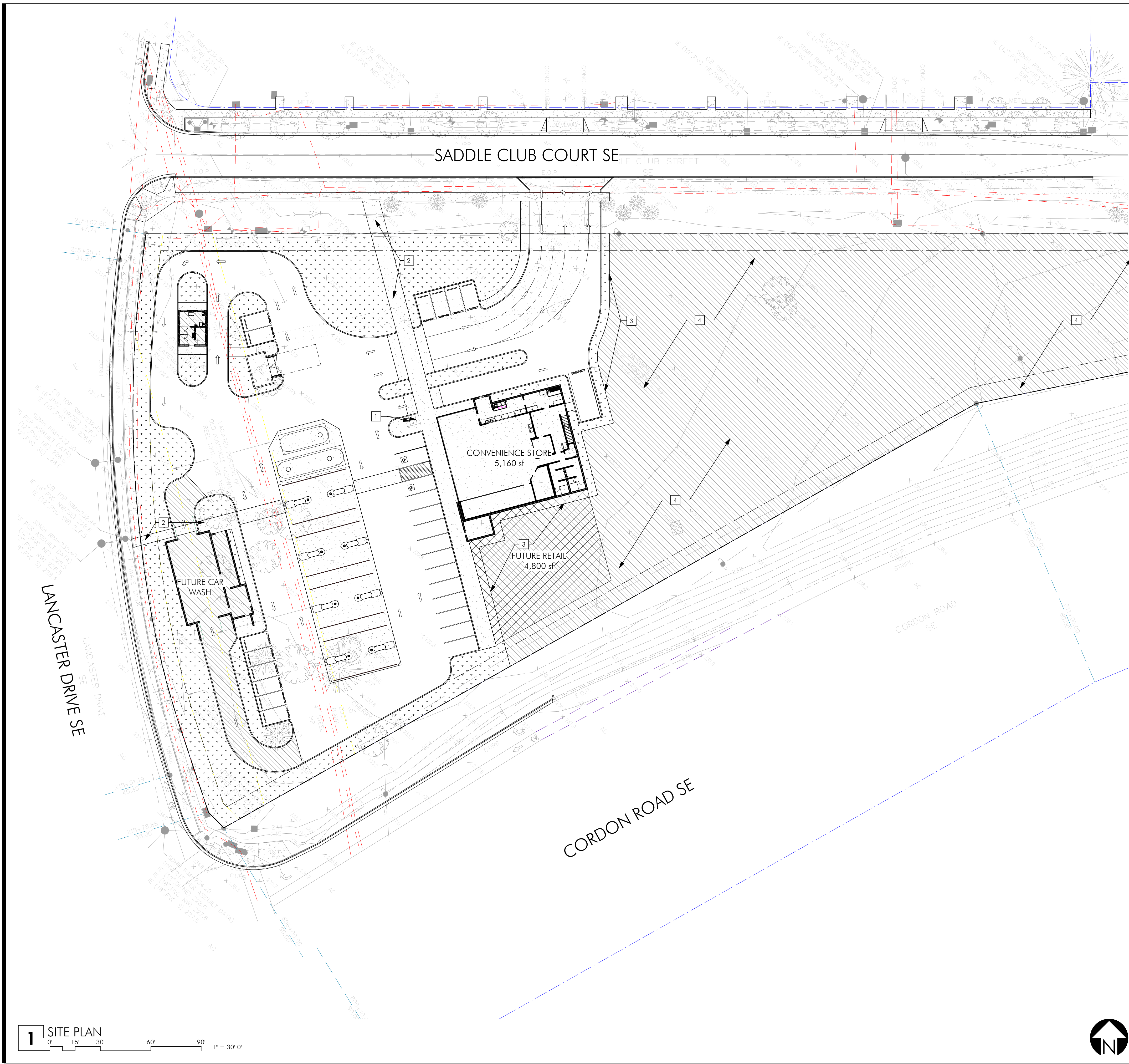
IN THE EVENT CONFLICTS ARE DISCOVERED
BETWEEN THE ORIGINAL SIGNED AND SEALED
DOCUMENTS PREPARED BY THE ARCHITECTS
AND/OR THEIR CONSULTANTS, AND ANY COPY OF
THE DOCUMENTS TRANSMITTED BY MAIL, FAX,
ELECTRONICALLY OR OTHERWISE, THE ORIGINAL
SIGNED AND SEALED DOCUMENTS SHALL GOVERN.

PROJECT # 2020-010
DATE: 04/19/2021
REVISIONS

United Market & Gas Station
SITE PLAN REVIEW
Cordon, Lancaster, & Saddle Club Court, Salem, OR 97317

SHEET:

G0.01



1 SITE PLAN
0' 15' 30' 60' 90' 1" = 30'-0"



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 OCCASIONED BY THE CONTRACTORS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.
- PROVIDE CONSTRUCTION FENCING AS REQUIRED TO SECURE SITE AND BUILDING DURING CONSTRUCTION.
- EXTREME CARE SHOULD BE TAKEN TO PRESERVE EXISTING ROOTS OF TREES TO REMAIN.

SITE DEVELOPMENT CODE REVIEW:

- SITE AREA:

 - Developed Area: 132,417.90sf = 3.041ac
 - Undeveloped Area: 74,842.79sf = 1.718ac
- ZONING:

 - IC INDUSTRIAL COMMERCIAL
- COMPREHENSIVE PLAN:

 - IC INDUSTRIAL COMMERCIAL
- BUILDING AREAS:

 - BLDG 1 C-STORE: 5,165 sf
 - FUTURE BLDG 1 RETAIL: 4,060 sf
- PARKING:

 - SRG 806, TABLE 806-1
 - RETAIL USES: 1/250 sf REQ'D
 - 5,165 sf / 250 = 21 SPACES
 - CITY OF SALEM REQUIRES 4 ADDITIONAL SPACES FOR THE REFUELING AREA FOR A TOTAL OF 25.
- SPACES PROVIDED ON SITE PLAN:

 - SPACES AT PUMPS = 16 PROVIDED.
 - SPACES AT BUILDING = 14 PROVIDED.
 - SPACES AT WEST DRIVE = 6 PROVIDED.
 - SPACES AT FUTURE CARWASH = 6 PROVIDED.
 - TOTAL = 42 PROVIDED.
- BIKE PARKING:

 - SRG 806, TABLE 806-8
 - GREATER OF 4 SPACES OR
 - 1 SPACE PER 10,000 sf FOR FIRST 50,000sf
 - THEREFORE PROVIDE 4 BIKE PARKING SPACES.
- LOADING SPACES:

 - SRG 806, TABLE 806-9
 - FOR BUILDINGS BETWEEN 5,000 sf TO 60,000 sf PROVIDE 1 SPACE.
 - LOADING SPACE SIZE: 12'-0" w x 30'-0" l x 14'-0" h WITH ACCESS TO STREET OR ALLEY.

SITE AREA CALCULATIONS			
DESCRIPTION	AREA sf	PERCENT	REMARKS
ACCESSORY STRUCTURES	240.00	0.32%	TRASH ENCLOSURE
ASPHALT PAVING	31,830.97	42.51%	
CONCRETE CURBS	991.30	1.32%	
CONCRETE PAVING	532.60	0.71%	
CONCRETE REFUELING PAD	6,611.00	8.83%	
CONCRETE SIDEWALKS	4,876.69	6.51%	
CONVENIENCE STORE	5,165.00	6.90%	
FUTURE CAR WASH	4,211.58	5.62%	FUTURE
FUTURE DRIVE THRU COFFEE KIOSK	356.34	0.48%	FUTURE
LANDSCAPING	20,063.04	26.79%	
MISCELLANEOUS	0.00	0.00%	
11	74,878.52	100.00%	

CANOPY AREA CALCULATIONS			
COVER DESCRIPTION	COVER AREA sf	PERCENT	COVER REMARKS
RE-FUELING CANOPY	5,163.00	97.51%	
STORE ENTRANCE CANOPY	73.00	1.38%	
STOREFRONT SOFFIT	59.00	1.11%	
3	5,295.00	100.00%	

SITE PLAN NOTES:

- 1 4 BICYCLE PARKING SPACES.
- 2 PEDESTRIAN CONNECTION.
- 3 EXTENT OF DEVELOPMENT FOR THIS PROJECT.
- 4 THIS AREA OF THE SITE TO REMAIN UNDEVELOPED, AVAILABLE FOR FUTURE DEVELOPMENT.

FOR PLAN
REVIEW ONLY

IN THE EVENT CONFLICTS ARE DISCOVERED BETWEEN THE ORIGINAL SIGNED AND SEALED DOCUMENTS PREPARED BY THE ARCHITECTS AND/OR THEIR CONSULTANTS, AND ANY COPY OF THE DOCUMENTS TRANSMITTED BY MAIL, FAX, ELECTRONICALLY OR OTHERWISE, THE ORIGINAL SIGNED AND SEALED DOCUMENTS SHALL GOVERN.

PROJECT # 2020-010
DATE: 04/19/2021
REVISIONS

SHEET:

A1.01

FOR PLAN
REVIEW ONLY

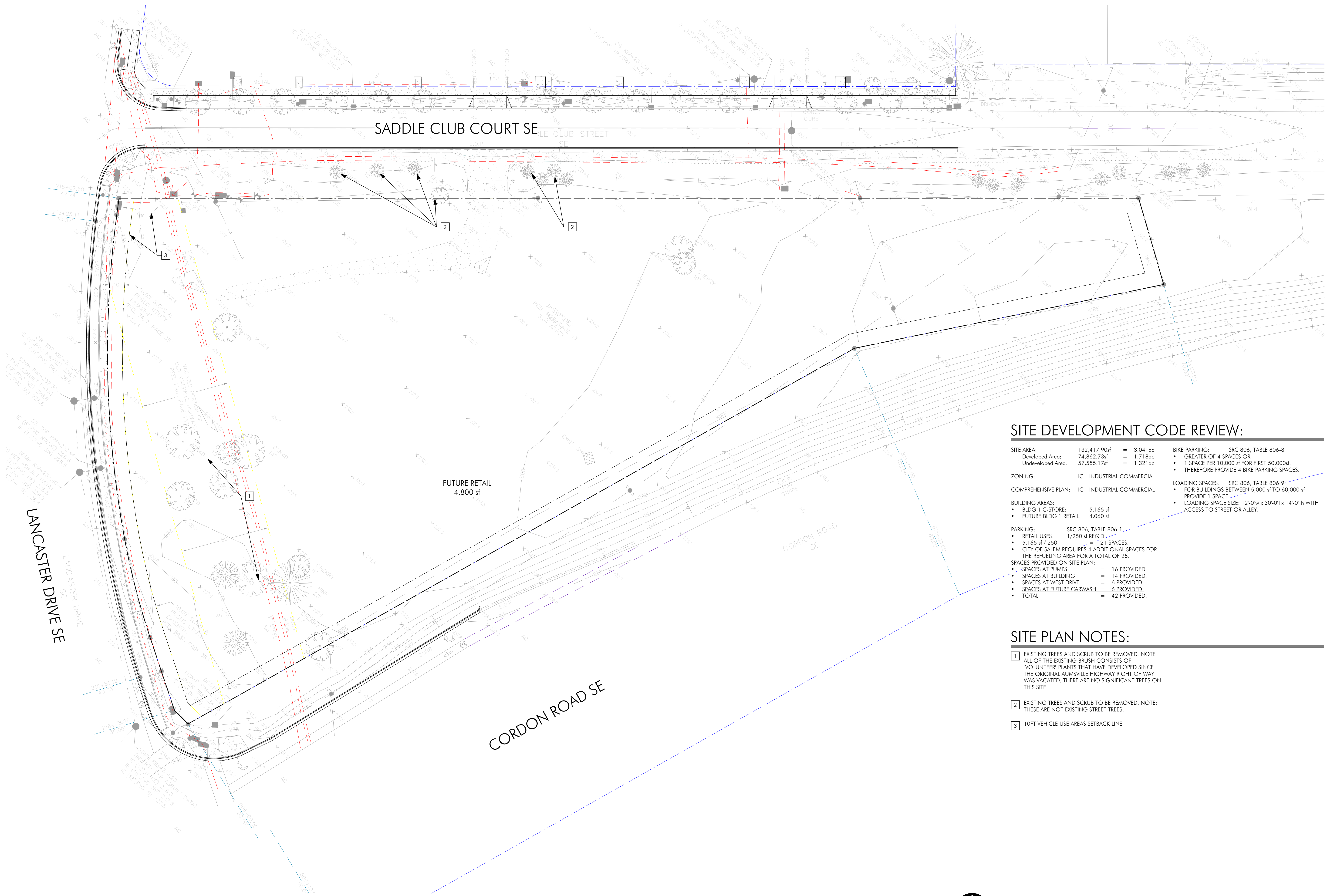
IN THE EVENT CONFLICTS ARE DISCOVERED
BETWEEN THE ORIGINAL SIGNED AND SEALED
DOCUMENTS PREPARED BY THE ARCHITECTS
AND/OR THEIR CONSULTANTS, AND ANY COPY OF
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ELECTRONICALLY OR OTHERWISE, THE ORIGINAL
SIGNED AND SEALED DOCUMENTS SHALL GOVERN.

PROJECT # 2020-010
DATE: 04/19/2021
REVISIONS

United Market & Gas Station
SITE PLAN REVIEW
Cordon, Lancaster, & Saddle Club Court, Salem, OR 97317

SHEET:

A1.02

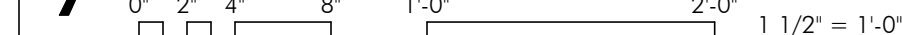
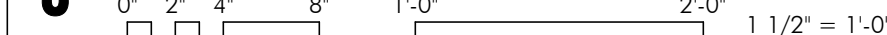
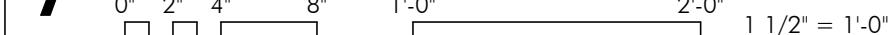
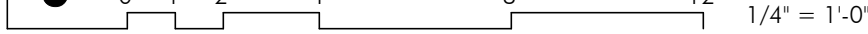
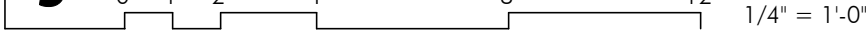
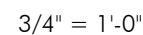


SITE DEVELOPMENT CODE REVIEW:

SITE AREA:		132,417.90sf	=	3.041ac	BIKE PARKING: SRC 806, TABLE 806-8 • GREATER OF 4 SPACES OR • 1 SPACE PER 10,000 sf FOR FIRST 50,000sf. • THEREFORE PROVIDE 4 BIKE PARKING SPACES.
Developed Area:		74,862.73sf	=	1.718ac	
Undeveloped Area:		57,555.17sf	=	1.321ac	
ZONING:		IC INDUSTRIAL COMMERCIAL			
COMPREHENSIVE PLAN:		IC INDUSTRIAL COMMERCIAL			LOADING SPACES: SRC 806, TABLE 806-9 • FOR BUILDINGS BETWEEN 5,000 sf TO 60,000 sf PROVIDE 1 SPACE. • LOADING SPACE SIZE: 12'-0" w x 30'-0" l x 14'-0" h WITH ACCESS TO STREET OR ALLEY.
BUILDING AREAS:					
• BLDG 1 C-STORE:		5,165 sf			
• FUTURE BLDG 1 RETAIL:		4,060 sf			
PARKING:		SRC 806, TABLE 806-1			
• RETAIL USES:		1/250 sf REQ'D			
• 5,165 sf / 250		= 21 SPACES.			
• CITY OF SALEM REQUIRES 4 ADDITIONAL SPACES FOR THE REFUELING AREA FOR A TOTAL OF 25.					
SPACES PROVIDED ON SITE PLAN:					
• SPACES AT PUMPS		= 16 PROVIDED.			
• SPACES AT BUILDING		= 14 PROVIDED.			
• SPACES AT WEST DRIVE		= 6 PROVIDED.			
• SPACES AT FUTURE CARWASH		= 6 PROVIDED.			
• TOTAL		= 42 PROVIDED.			

SITE PLAN NOTES:

- EXISTING TREES AND SCRUB TO BE REMOVED. NOTE ALL OF THE EXISTING BRUSH CONSISTS OF "VOLUNTEER" PLANTS THAT HAVE DEVELOPED SINCE THE ORIGINAL JUMSVILLE HIGHWAY RIGHT OF WAY WAS VACATED. THERE ARE NO SIGNIFICANT TREES ON THIS SITE.
- EXISTING TREES AND SCRUB TO BE REMOVED. NOTE: THESE ARE NOT EXISTING STREET TREES.
- 10FT VEHICLE USE AREAS SETBACK LINE



DRAWINGS FOR:

UNITED MARKET & GAS STATION

CORDON ROAD & LANCASTER DRIVE INTERSECTION

FOR:

LEONARD LODDER AIA

STUDIO 3 ARCHITECTURE

275 COURT ST NE,


SALEM, OR 97301




Know what's below.
Call before you dig.

LEGEND


- FOUND MONUMENT




STORM DRAIN MANHOLE




CATCH BASIN




CURB INLET




CATCH BASIN ROUND




DITCH INLET




CULVERT




SANITARY SEWER MANHOLE




CLEANOUT




WATER METER




WATER VALVE




FIRE HYDRANT




ELECTRICAL BOX




ELECTRICAL VAULT




LIGHT POLE




UTILITY POLE




GUY WIRE



- UTILITY VAULT




COMMUNICATION MANHOLE




COMMUNICATION RISER




COMMUNICATION BOX




GAS RISER




GAS VALVE




TRAFFIC SIGNAL BOX




TRAFFIC SIGNAL POLE




PEDESTRIAN SIGNAL POLE




SIGN




MAILBOX




COMMUNICATION LINE MARKER




CONCRETE




GRAVEL




DECIDUOUS TREE & TRUNK SIZE




CONIFEROUS TREE & TRUNK SIZE



- SEWER LINE UNDERGROUND




STORM LINE UNDERGROUND




WATERLINE UNDERGROUND




GAS LINE UNDERGROUND




COMMUNICATION LINE UNDERGROUND




ELECTRICAL LINE UNDERGROUND




OVERHEAD POWER LINE




FENCE LINE



- AC ASPHALT




CONC CONCRETE




E.O.P. EDGE OF PAVEMENT



HP HIGH PRESSURE



DI DUCTILE IRON



NOTES

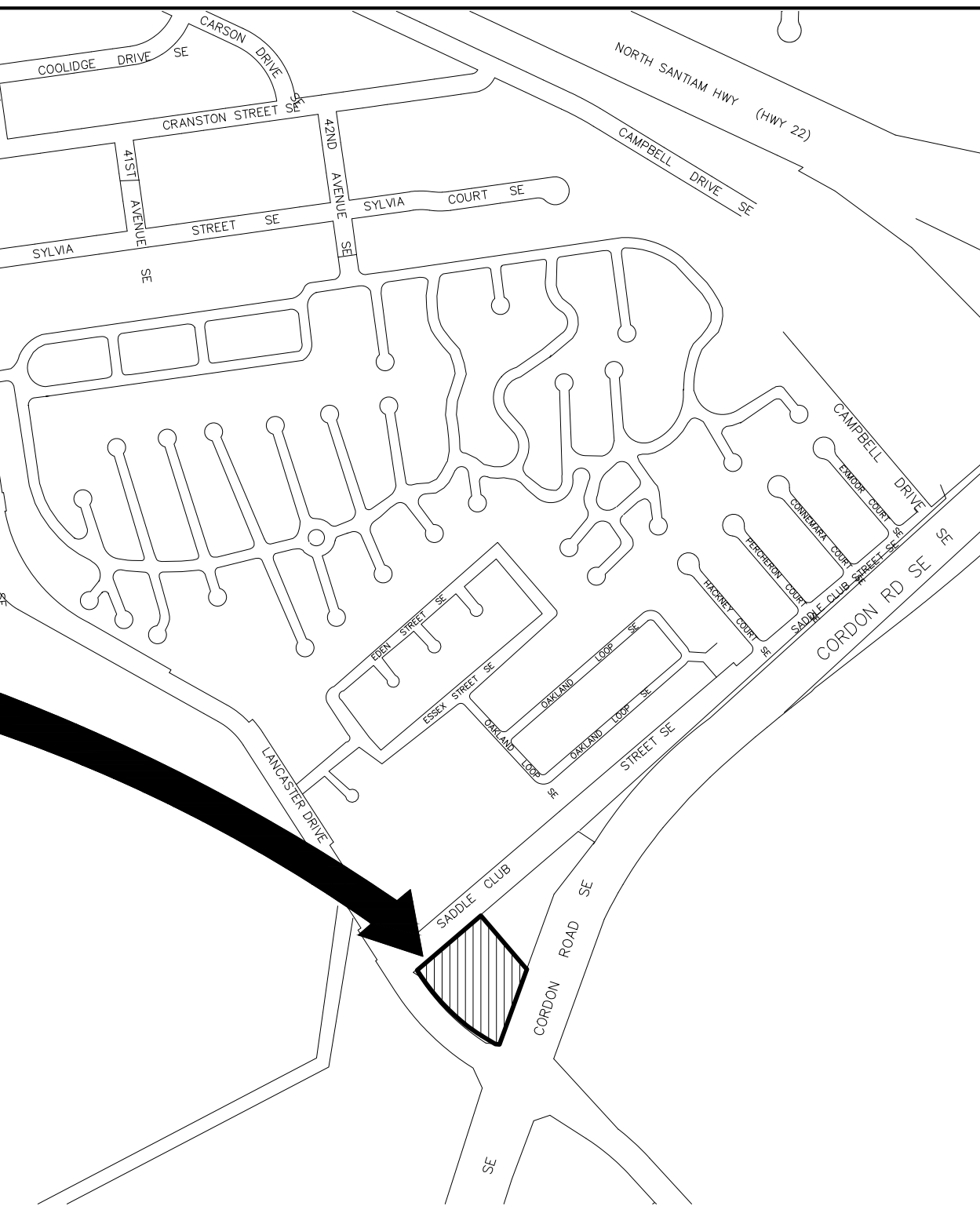
1. BASIS OF BEARINGS AND COORDINATE SYSTEM IS BASED ON OREGON STATE PLANE NORTH ZONE, NAD83(2011), EPOCH 2010.00. ALL DISTANCES SHOWN HEREON ARE GROUND DISTANCES.
2. ELEVATIONS WERE ESTABLISHED BY GPS OBSERVATIONS TO CITY OF SALEM BENCHMARK "C570". MARK IS A BRASS DISK ALONG THE EAST SIDE OF CORDON ROAD IN THE NORTHEAST CORNER OF AN OVERPASS FOR HIGHWAY 22. ELEVATION = 249.97' (CITY OF SALEM DATUM, NGVD29)
3. THE LOCATION OF UTILITIES SHOWN HEREON ARE FROM OBSERVED VISIBLE EVIDENCE OF ABOVE GROUND APPURTENANCES ALONG WITH SURFACE UTILITY MARKINGS BY OTHERS. ALL UNDERGROUND UTILITIES SHOWN WERE MARKED ON THE SURFACE BY AN "OREGON ONE-CALL NOTIFICATION CENTER" REQUEST. SURVEYOR MAKES NO GUARANTEE AS TO THE ACCURACY OF SAID MARKINGS, HOWEVER, THEY ARE LOCATED AS ACCURATELY AS THEY ARE MARKED ON THE GROUND.
4. PER ORS 209.150, ANY SURVEY MONUMENT REMOVED, DISTURBED OR DESTROYED SHALL BE REPLACED BY A PROFESSIONAL LAND SURVEYOR WITHIN 90 DAYS AT THE EXPENSE OF THE PERSON OR PUBLIC AGENCY RESPONSIBLE FOR SAID REMOVAL, DISTURBANCE OR DESTRUCTION.
5. FIELD SURVEYED SEPTEMBER, 2020.

PROJECT LOCATION

..



VICINITY MAP



SHEET INDEX

SHT NO	DESCRIPTION
C0.0	COVER SHEET, VICINITY MAP, LEGEND, AND SHEET INDEX
C1.0	EROSION CONTROL, EXISTING CONDITIONS, AND DEMOLITION PLAN
C1.1	POST-DEVELOPED EROSION CONTROL PLAN
C1.2	EROSION CONTROL NOTES
C1.3	EROSION CONTROL NOTES
C1.4	EROSION CONTROL DETAILS
C2.0	GRADING AND DRAINAGE PLAN
C3.0	UTILITY PLAN
C4.0	SURFACING PLAN
C5.0	CONSTRUCTION NOTES
C6.0	CONSTRUCTION DETAILS
C7.0	SADDLE CLUB STREET WIDENING PLAN AND PROFILE
C7.1	SADDLE CLUB STREET TYPICAL SECTION AND CROSS SECTION

STUDIO 3 ARCHITECTURE

UNITED MARKET & GAS STATION

COVER SHEET, VICINITY MAP,
LEGEND, AND SHEET INDEX

DRAWING

C0.0

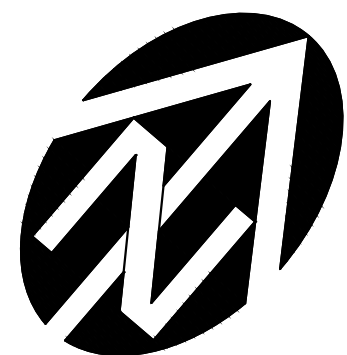
JOB NUMBER

3265.0000.0

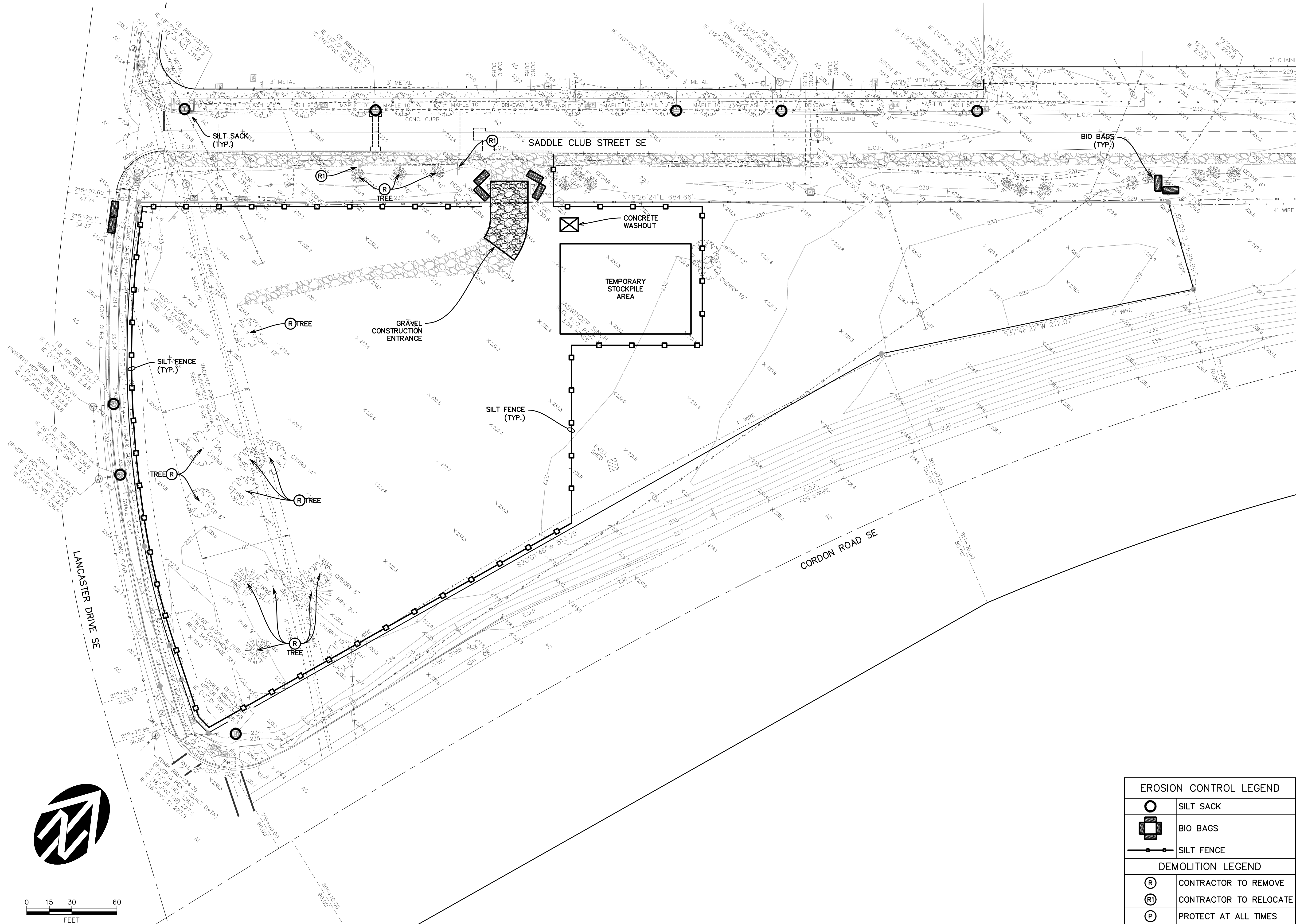
REVIEW REVIEW

WESTTECH ENGINEERING, INC.
CONSULTING ENGINEERS AND PLANNERS
3841 Fairview Industrial Dr. S.E., Suite 100, Salem, OR 97302
Phone: (503) 585-2474 Fax: (503) 585-3986
E-mail: westech@westech-eng.com

VERIFY SCALE
BAR IS ONE INCH ON
ORIGINAL DRAWING
IF NOT ONE INCH ON
ORIGINAL DRAWING
SCALE ACCURACIES
0 1"
DSN. JW
DRN. JH
CKD. JW
DATE: JAN 2020
NO. 1
DESCRIPTION
REVISIONS
BY



0 15 30 60
FEET



EROSION CONTROL LEGEND	
	SILT SACK
	BIO BAGS
	SILT FENCE
DEMOLITION LEGEND	
	CONTRACTOR TO REMOVE
	CONTRACTOR TO RELOCATE
	PROTECT AT ALL TIMES

STUDIO 3 ARCHITECTURE
UNITED MARKET & GAS STATION

EROSION CONTROL, EXISTING
CONDITIONS, AND DEMOLITION

DRAWING
C1.0

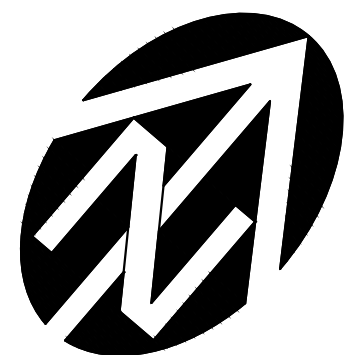
JOB NUMBER
3265.0000.0

WESTTECH ENGINEERING, INC.
CONSULTING ENGINEERS AND PLANNERS
3841 Fairview Industrial Dr. S.E., Suite 100, Salem, OR 97302
Phone: (503) 585-2474 Fax: (503) 585-3986
E-mail: westech@westech-eng.com

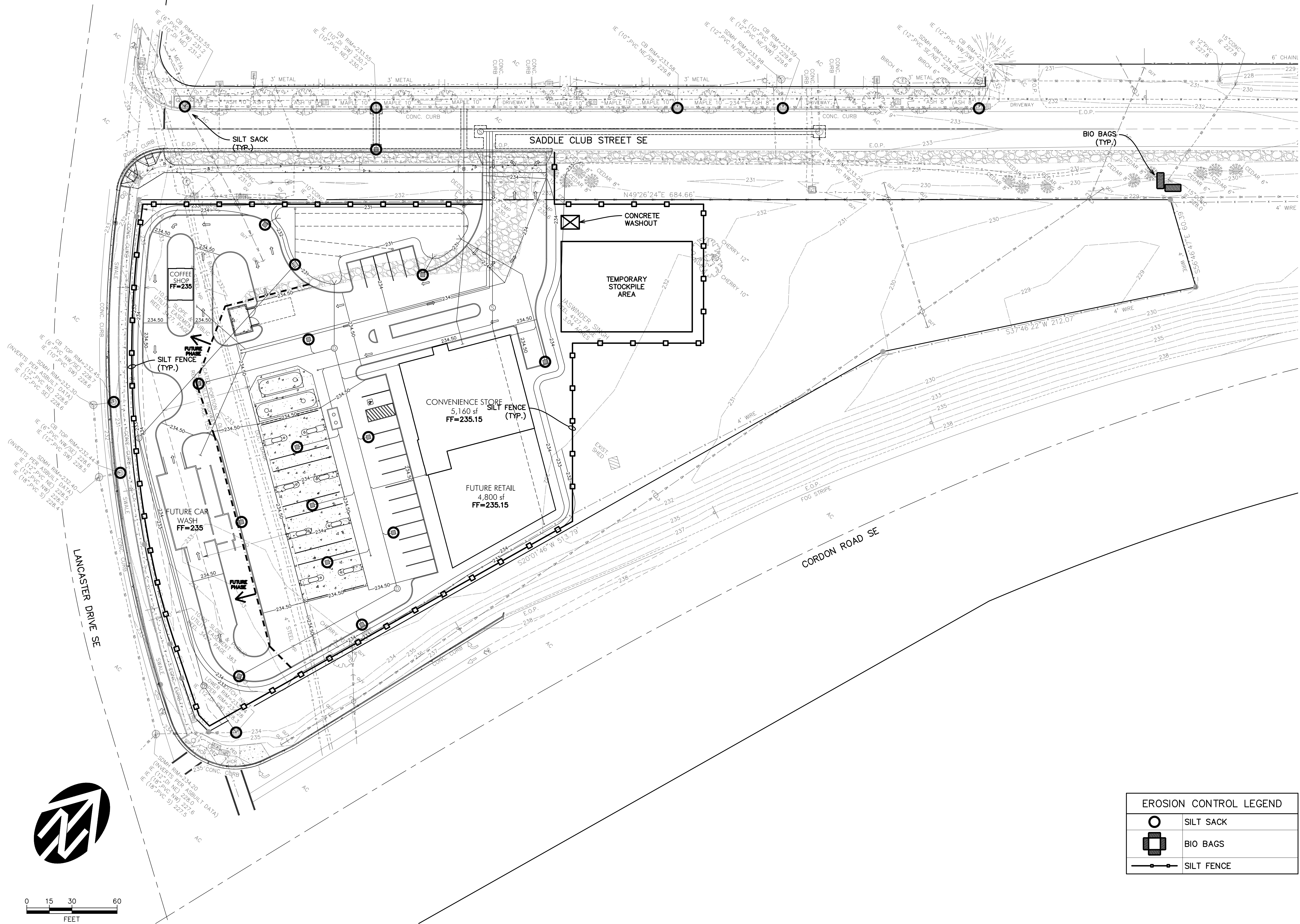
REVIEW
PROFESSIONAL ENGINEER
WILLIAM J. MILES
REG. NO. 12120
REVIEW: 6/20/2022

VERIFY SCALE
1" = 100'
IF NOT ONE INCH ON
SHEET, SCALE ACCORDINGLY

DSN.	JW	1	NO.	DATE	DESCRIPTION	BY
DRN. <td>JW<td>1<td>NO.<td>DATE<td>DESCRIPTION<td>BY</td></td></td></td></td></td>	JW <td>1<td>NO.<td>DATE<td>DESCRIPTION<td>BY</td></td></td></td></td>	1 <td>NO.<td>DATE<td>DESCRIPTION<td>BY</td></td></td></td>	NO. <td>DATE<td>DESCRIPTION<td>BY</td></td></td>	DATE <td>DESCRIPTION<td>BY</td></td>	DESCRIPTION <td>BY</td>	BY
CKD.	JW <td>1<td>NO.<td>DATE<td>DESCRIPTION<td>BY</td></td></td></td></td>	1 <td>NO.<td>DATE<td>DESCRIPTION<td>BY</td></td></td></td>	NO. <td>DATE<td>DESCRIPTION<td>BY</td></td></td>	DATE <td>DESCRIPTION<td>BY</td></td>	DESCRIPTION <td>BY</td>	BY



0 15 30 60
FEET



EROSION CONTROL LEGEND	
	SILT SACK
	BIO BAGS
	SILT FENCE

STUDIO 3 ARCHITECTURE
UNITED MARKET & GAS STATION

POST-DEVELOPED EROSION
CONTROL PLAN

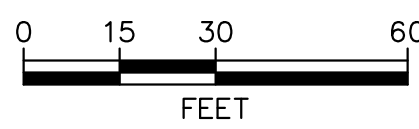
DRAWING
C1.1

JOB NUMBER
3265.0000.0

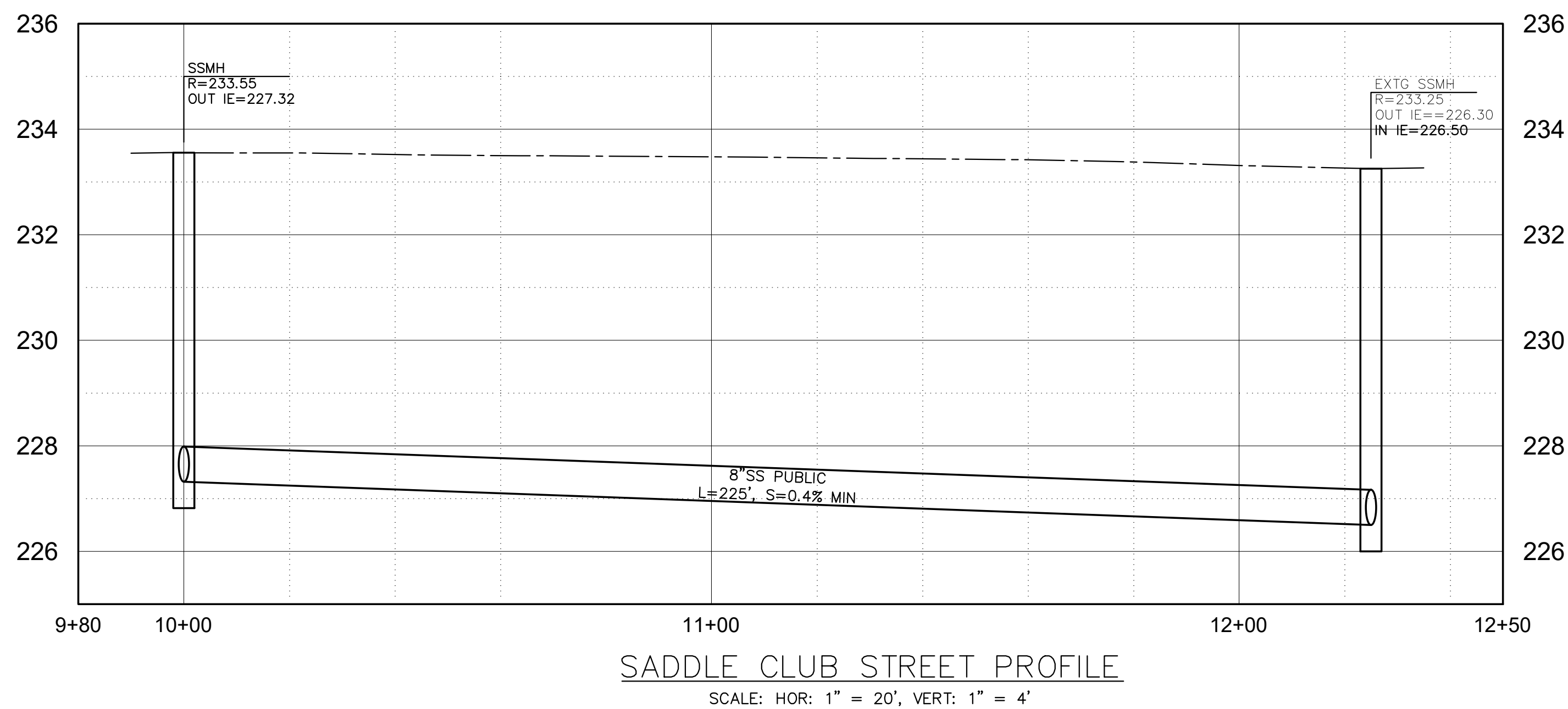
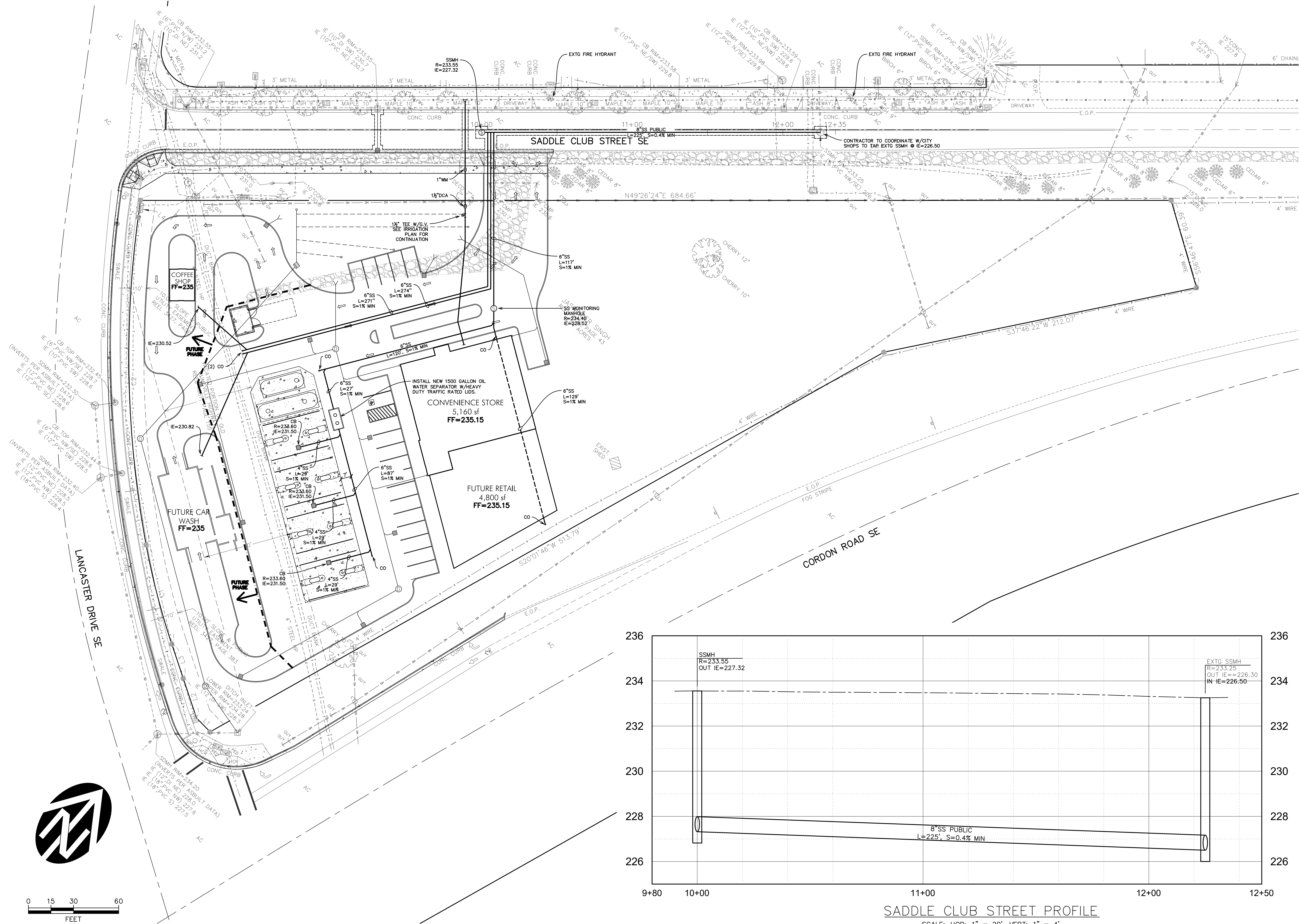
WESTECH ENGINEERING, INC.
CONSULTING ENGINEERS AND PLANNERS
3841 Fairview Industrial Dr. S.E., Suite 100, Salem, OR 97302
Phone: (503) 585-2474 Fax: (503) 585-3986
E-mail: westech@westech-eng.com

REVIEW
PROFESSIONAL
ENGINEER
WILLIAM J. M. BUELL
REG. NO. 12-000000
REVIEW: 6/20/2022

VERIFY SCALE
BAR IS ONE INCH ON
ORIGINAL DRAWING
IF NOT ONE INCH ON
SCALE, SCALES
APPLY
0 1'
DSN. JW
DRN. JH
CKD. JW
DATE: JAN 2020
NO. 1
DESCRIPTION
BY



STUDIO 3 ARCHITECTURE		DRAWING C2.0		JOB NUMBER 3265.0000.0	
UNITED MARKET & GAS STATION		GRADING AND DRAINAGE PLAN		3841 Fairview Industrial Dr. S.E., Suite 100, Salem, OR 97302 Phone: (503) 585-2474 Fax: (503) 585-3986 E-mail: westech@westech-eng.com	
 WESTECH ENGINEERING, INC. CONSULTING ENGINEERS AND PLANNERS		 REVIEW		VERIFY SCALE BAR IS ONE INCH ON ORIGINAL DRAWING 0 1"	
		DSN: JW DRN: JH CKD: JW		NO. 1 DATE DATE: JAN 2020	
		REVISIONS		BY	



STUDIO 3 ARCHITECTURE
UNITED MARKET & GAS STATION

DRAWING
C3.0

JOB NUMBER
3265.0000.0

WESTECH ENGINEERING, INC.
CONSULTING ENGINEERS AND PLANNERS
3841 Fairview Industrial Dr. S.E., Suite 100, Salem, OR 97302
Phone: (503) 585-2474 Fax: (503) 585-3986
E-mail: westech@westech-eng.com

REVIEW
PROFESSIONAL ENGINEER
WILLIAM J. MILES
REG. NO. 12-000001
REVIEW: 6/30/2022

DATE: JAN 2020
NO. 1
DESCRIPTION
BY



MEMORANDUM

Variance to CPC/ZC93-01

To:	City of Salem Community Development Department	Date:	03/05/2020
Project:	New Gas Station and Convenience Store for United Markets	Architect's Project No:	2020-010
From:	Leonard Lodder, AIA, LEED AP Studio 3 Architecture, Inc 275 Court Street NE Salem OR 97301	Sent Via:	Email
Subject:	Variance to CPC/ZC93-01		

Project Description:

- Phased development of a property located at the 4100 block of Lancaster Drive SE, including an 8 pump fuel station, a convenience store, a future carwash and a future drive-through coffee kiosk.
- This application includes a request for a variance to CPC/ZC93-01, which requires construction of a 6'-0" high sight-obscuring fence or wall along the frontage of Saddle Club Ct SE, for the following reasons:
 - A sight-obscuring fence is contrary to the requirement for establishing pedestrian connections between elements of the site and the street network.
 - Access to the site is being required from Saddle Club Ct SE, and it is essential that visual connections between the street and the development be reinforced.
 - A sight obscuring fence would reduce safe vehicular ingress and egress from the site.
 - Personal security of pedestrians accessing the site would be compromised by a sight-obscuring fence.

MEMORANDUM UGA Development Permit

To:	City of Salem Community Development Department	Date:	03/05/2020
Project:	New Gas Station and Convenience Store for United Markets	Architect's Project No:	2020-010
From:	Leonard Lodder, AIA, LEED AP Studio 3 Architecture, Inc 275 Court Street NE Salem OR 97301	Sent Via:	Email
Subject:	UGA Development Permit		

Project Description:

- Phased development of a property located at the 4100 block of Lancaster Drive SE, including an 8 pump fuel station, a convenience store, a future carwash and a future drive-through coffee kiosk.
 - The Land-use action requires the following:
 - Urban Growth Preliminary Declaration
- X *The legal description of the total contiguous ownership on which the development is to occur;*
- A pdf copy of a title report is attached, containing deed information and reference to the owner of the deeded property.
- X *A vicinity map showing the outline of the proposed development and its relation to all existing designated arterial and collector streets within a one mile radius;*
- A vicinity map is included in the drawing set, showing an area within the 1 mile radius of the site.
- The proposed or anticipated use;*
- X
- Phased development of a property located at the 4100 block of Lancaster Drive SE, including an 8 pump fuel station, a convenience store, a future carwash and a future drive-through coffee kiosk.
 - Access to utilities, including water and sanitary sewer is available in Saddle Club Court SE, per Civil Engineering drawings attached.
- If property is to be subdivided for residential purposes, the proposed dwelling unit density of the subdivision; and*
- X
- Property is not being subdivided for residential purposes.
- Such other information as the Director deems necessary to evaluate the application.*
- X
- Assumed N/A



MEMORANDUM Driveway Access Permit

To:	City of Salem Community Development Department	Date:	03/05/2020
Project:	New Gas Station and Convenience Store for United Markets	Architect's Project No:	2020-010
From:	Leonard Lodder, AIA, LEED AP Studio 3 Architecture, Inc 275 Court Street NE Salem OR 97301	Sent Via:	Email
Subject:	Driveway Access Permit		

Project Description:

- Phased development of a property located at the 4100 block of Lancaster Drive SE, including an 8 pump fuel station, a convenience store, a future carwash and a future drive-through coffee kiosk.
- The Site Plan shows location of a new driveway to access the site, from Saddle Club Court.
- Proposed driveway access is aligned with the access driveway to the apartment complex on the west side of Saddle Club Court.
- Proposed driveway access is to a local street and the access point centerline exceeds 280' to the Center Line of Lancaster Drive.

MEMORANDUM Site Plan Review – Class 3

To:	City of Salem Community Development Department	Date:	04/19/2021
Project:	New Gas Station and Convenience Store for United Markets	Architect's Project No:	2020-010
From:	Leonard Lodder, AIA, LEED AP Studio 3 Architecture, Inc 275 Court Street NE Salem OR 97301	Sent Via:	Email
Subject:	SPR Class III and Variance Response to Incompleteness Letter		

Project Description:

General Development Standards – SRC Chapter 800, Solid Waste Enclosures

The proposed solid waste service enclosure shall comply with all applicable development standards of SRC 800.055. The application does not provide sufficient detail for the proposed enclosure to adequately review for compliance with all standards of Chapter 800.

The 12' deep by 20' wide by 6' high CMU trash enclosure with 12' wide gates are detailed per chapter 800. See Site Details Sheet

Specifically, the front opening of the enclosure does not appear to comply with the minimum width requirement of 12 feet established in SRC 800.055(e)(1).

- Please provide detail drawings for the proposed solid waste enclosure, noting compliance with all applicable development standards of SRC 800.055.*

See Site Details Sheet.

General Development Standards – SRC Chapter 800, Pedestrian Access

800.065(a)(1) – Connection between entrances and each street.

A pedestrian connection shall be provided between the primary building 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 (see Figure 800-11).

Pedestrian connections are shown to both Saddle Club Court and to Lancaster Drive, although since our client was denied a driveway access from Lancaster, it seems specious to provide pedestrian access.

- A pedestrian connection shall be provided between all proposed buildings and adjacent public sidewalks in Saddle Club Street SE, Lancaster Drive SE and Kuebler Boulevard SE.*

A pedestrian connection to Kuebler/Cordon Road has not been provided since Cordon Road does not have sidewalks in this area.

800.065(a)(2) – Connection between buildings.

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

- *A pedestrian connection shall be provided between the gas service canopy and the convenience store. Provisions for future pedestrian connectivity shall be made for future phases of development, including the coffee kiosk and the car wash.*

The application shall demonstrate that required pedestrian connections comply with the design and materials standards of SRC 800.065(b) and the lighting standards of SRC 800.065(c).

Since the re-fueling canopy has no definable building entrance for pedestrians, it would appear this requirement is misapplied.

Off-Street Parking – SRC Chapter 806, Amount of off-street parking

Per Table 806-1, uses in the retail sales and services category require a minimum of 1 parking space per 250 square feet of floor area. Uses in the motor vehicle services use category require a minimum of 1 parking space per 900 square feet of floor area.

The proposed retail sales building is approximately 5,160 square feet in size requiring a minimum of 21 off-street parking spaces ($5,160 / 250 = 20.64$).

The proposed fueling canopy is approximately 3,274 square feet in size requiring a minimum of 4 off-street parking spaces ($3,274 / 900 = 3.64$).

We don't disagree with the parking requirement for the C-store. Not sure whether it is correct to apply the vehicle services use category to the re-fueling canopy. The re-fueling canopy is by definition a canopy structure that has no perimeter walls and doesn't truly have a floor either. Alternatively, we suggest it is appropriate to define the area as a covered parking facility fitted with refueling islands. Vehicles in this area are by definition parked, and required to be turned off while being refueled.

- *A minimum of 25 off-street parking spaces are required for the proposed development. The proposed site plan indicates that 14 spaces are provided, with additional room for parking under the fueling canopy. Spaces provided in the fueling canopy are not counted as off-street parking spaces in Chapter 806. The proposal does not comply with the minimum off-street parking requirement.*

We have read through Chapter 806 multiple times and are convinced that it is silent on this question. In other jurisdictions in the State of Oregon, the parking spaces adjacent to the fuel pumps are recognized as contributing to the available parking requirement.

Please either revise the site plan so that the minimum off-street parking requirement is met, or alternatively, the applicant may request an adjustment to reduce the amount of off-street parking spaces required for the proposed development. With the understanding that a portion of the traffic generated for the convenience store are by trips to the gasoline service station, with customers leaving their car to be filled at the pump while making quick trips to the convenience store, staff would likely be supportive of an adjustment. The burden is on the applicant to demonstrate that an adjustment request fully complies with the approval criteria established in SRC Chapter 250.

The Site Plan has been revised to show a total 42 parking spaces, consisting of 16 spaces on the refueling pad and 26 spaces elsewhere on the site. Based on the provision of 42 spaces, we have increased the number of accessible spaces to 2.

This is the type of instance where it would be beneficial for the public to have an ombudsman at City Hall. We fundamentally disagree with your reading of the SRC on this point.

Vehicle Use Area Development Standards – SRC Chapter 806

Minimum percentage of interior landscaping required. Per SRC 806.035(d)(2), interior landscaping shall be provided in amounts not less than those set forth in Table 806-5. For purposes of this subsection, the total interior area of an off-street parking area is the sum of all areas within the perimeter of the off-street parking area, including parking spaces, aisles, planting islands, corner areas, and curbed areas, but not including interior driveways. Perimeter landscaped setbacks and

275 Court Street NE Salem, Oregon 97301-3442 T: 503.390.6500 www.studio3architecture.com

Memorandum

New Gas Station and Convenience Store for United
Market

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required landscape strips separating off-street parking areas from buildings and structures shall not count towards satisfying minimum interior landscaping requirements.

- *A summary table is required indicating the total off- street parking area with the first phase of development, and indicating the amount of interior landscaping provided, noting compliance with Chapter 806. The proposed development plans should clearly demonstrate the extent of parking improvements with phase 1, including whether or not the drive through lane will be developed with Phase 1.*

A summary table was included in the initial submittal, showing that 19.1% of the developed portion of the site is to be landscaped. This Summary table was incorrect and is now updated with current areas and percentages of developed area.

Bicycle Parking Development Standards – SRC Chapter 806

No bicycle parking spaces shown on the proposed development plans.

- *The proposed plans should be revised to include information on proposed bicycle parking, noting compliance with the minimum bicycle parking requirement established in SRC 806.055 and the development standards established in SRC 806.060*

Per the note on the site plan, it was always intended that 4 bicycle parking spaces would be provided. They are shown on the revised site plan.

Variance Request

An application for a variance shall be granted if all of the following criteria are met:

- (1) There is an unreasonable hardship or practical difficulty created by the physical characteristics of the land.*
- (2) The variance will not result in adverse effects that are unreasonably detrimental to the public health, safety, and welfare or to property or improvements in the vicinity.*

The written statement provided does not adequately address the approval criteria for a variance.

Please revise the statement in a way that addresses the approval criteria, specifically, what unreasonable hardships or practical difficulty exists that is a result of the physical characteristics of the land, and what form of mitigation can be provided as an alternative to the fence requirement in order to satisfy the need for screening between the proposed uses and existing residential uses.

Staff cannot support a request for a variance that doesn't propose an alternative method of screening the site.

Please see following clarification:

- This application includes a request for a variance to CPC/ZC93-01, which requires construction of a 6'-0" high sight-obscuring fence or wall along the frontage of Saddle Club Ct SE, for the following reasons:
 - A sight-obscuring fence is contrary to the requirement for establishing pedestrian connections between elements of the site and the street network. Fences reduce the safety of pedestrians entering and exiting the site, and this is a **HARDSHIP**.
 - Access to the site is being required from Saddle Club Ct SE, and it is essential that visual connections between the street and the development be reinforced. Construction of a 6ft high sight obstructing fence would impede these visual connections, leading to business failure. This would be a **HARDSHIP**.
 - A sight obscuring fence would reduce safe vehicular ingress and egress from the site. Moreover, this would be a **HARDSHIP**.
 - A fence would obscure the development from the required primary entry street. Constructing the fence would probably force the business to fail, this would be a significant **HARDSHIP**.

If the City wants a 5'-0" wide landscape strip meeting the Type "A" standard, approval can be conditioned accordingly.

Your application, which is incomplete, will be deemed complete upon receipt of one of the following:

- (1) All of the missing information.*
- (2) Some of the missing information and written notice from you (the applicant) that no other information will be provided.*
- (3) Written notice from you (the applicant) that none of the missing information will be provided.*

Please see the revised site plan submitted with this response.

We have elected to submit the information noted above and uploaded the items noted. We deem the information provided is now sufficient to consider the application complete.

CONCLUSION:

Please feel free to call me if you have any questions.

Sincerely



Leonard Lodder, AIA, LEED AP
for Studio 3 Architecture, Inc



MEMO

TO: Aaron Panko, Planner III
Community Development Department

FROM: Glenn J. Davis, PE, CFM, Chief Development Engineer
Public Works Department

DATE: May 19, 2021

**SUBJECT: PUBLIC WORKS RECOMMENDATIONS
VAR-UGA-SPR-DAP21-02 (21-104996-RP)
3100 BLOCK OF LANCASTER DRIVE SE
FUELING STATION AND CONVENIENCE STORE**

PROPOSAL

A Class 3 Site Plan Review and Class 2 Driveway Approach Permit for development of a new gasoline service station and convenience store, with an Urban Growth Area Preliminary Declaration request to determine the public facilities required to fully serve the development, and a Variance request to eliminate a condition of approval from CPC-ZC93-1, which requires installation of a six-foot-tall sight obscuring fence or wall along the full frontage of Saddle Club Court SE. For property approximately 3.13 acres in size, zoned IC (Industrial Commercial), and located at the 3100 Block of Lancaster Drive SE - 97317 (Marion County Assessor Map and Tax Lot number: 082W05 01800).

RECOMMENDED CONDITIONS OF APPROVAL

1. Construct a half-street improvement along the frontage of Saddle Club Street SE to Local street standards as specified in the City Street Design Standards and consistent with the provisions of SRC Chapter 803. The curb face of the improvement shall measure 30 feet from the curb face on the opposite side of the street.
2. Restrict parking in accordance with PWDS along Saddle Club Street SE for a distance of 25 feet on either side of the proposed driveway.
3. Construct an interim sidewalk along the frontage of Cordon Road SE approximately 170 feet in length from the intersection of Lancaster Drive SE to a location perpendicular to the convenience store.
4. Design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS.

FACTS

Streets

1. 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 a minimum 68-foot improvement within a minimum 96-foot-wide right-of-way abutting the subject property.

2. Saddle Club Street 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 27-foot-wide improvement within a 72-foot-wide right-of-way abutting the subject property.

3. Cordon Road SE

- a. Standard—This street is designated as a Parkway street in the Salem TSP. The standard for this street classification is an 80-foot-wide improvement within a 120-foot-wide right-of-way.
- b. Existing Conditions—This street has a variable-width improvement within a 180-foot-wide right-of-way abutting the subject property.

Storm Drainage

1. Existing Conditions

- a. A 12-inch storm main is located in Lancaster Drive SE.
- b. Ditches are located in Saddle Club Street SE and Cordon Road SE abutting the subject property.

Water

1. Existing Conditions

- a. The subject property is located in the G-0 water service level.

- b. A 10-inch water main is located in Saddle Club Street SE. Mains of this size generally convey flows of 1,500 to 3,400 gallons per minute.

Sanitary Sewer

1. Existing Conditions

- a. An 8-inch sewer main is located in Saddle Club Street SE perpendicular to the subject property.

STANDARDS AND FINDINGS - URBAN GROWTH PRELIMINARY DECLARATION

The subject property is located outside the Urban Service Area in an area without adequate facilities as defined in SRC Chapter 200. Analysis of the subject property based on relevant standards in SRC 200.035 through SRC 200.075 is as follows:

SRC 200.055—Standards for Street Improvements

Findings—An adequate linking street is defined as the nearest point on a street that has a minimum 60-foot-wide right-of-way with a minimum 30-foot improvement for Local streets, or a minimum 34-foot improvement for Minor and Major Arterial streets (SRC 200.055(b)). The nearest adequate linking street is Lancaster Drive SE. Saddle Club Street SE, once improved as conditioned and pursuant to SRC Chapter 803, will meet the standard for a Local linking street.

SRC 200.060—Standards for Sewer Improvements

Findings—The proposed development shall be linked to adequate facilities by the construction of sewer lines and pumping stations, which are necessary to connect to such existing sewer facilities (SRC 200.060(a)). The nearest available sewer facility is an 8-inch sewer main in Saddle Club Street SE perpendicular to the subject property.

As a condition of sewer service, all developments will be required to provide public sewers to adjacent upstream parcels. This shall include the extension of sewer mains in easements or rights-of-way across the property to adjoining properties, and across the street frontage of the property to adjoining properties when the main is located in the street right-of-way. Extension of the sewer main in Saddle Club Street SE is not warranted due to topographic constraints.

SRC 200.065—Standards for Storm Drainage Improvements

Findings—The proposed development shall be linked to existing adequate facilities by the construction of storm drain lines, open channels, and detention facilities, which are necessary to connect to such existing drainage facilities (SRC 200.065(a)). The location of the nearest adequate public storm system is the 12-inch stormwater main located in Lancaster Drive SE. The property may also be served by ditches located in Saddle Club Street SE and Cordon Road SE. The applicant shall link the on-site system to existing facilities that are defined as adequate under SRC 200.005.

SRC 200.070—Standards for Water Improvements

Findings—The proposed development shall be linked to adequate facilities by the construction of water distribution lines, reservoirs, and pumping stations that connect to such existing water service facilities (SRC 200.070(a)). The existing 10-inch G-0 water main in Saddle Club Street SE is an adequate linking facility.

SRC 200.075—Standards for Park Sites

Findings—Prior to residential development approval, the applicant shall reserve for dedication that property within the development site that is necessary for an adequate neighborhood park, access to such park, and recreation routes, or similar uninterrupted linkages, based upon the *Salem Comprehensive Park System Master Plan* (SRC 200.075(a)). The proposed development does not include a residential element and, therefore, this standard does not apply.

CRITERIA AND FINDINGS – CLASS 3 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.

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.

The Salem-Keizer Local Wetland Inventory shows that there are wetlands 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— Lancaster Drive SE is fully developed and meets or exceeds the right-of-way width and pavement width standards for its classification of street pursuant to the Salem TSP; therefore, no additional street improvements are required as a condition of the proposed development.

The existing configuration of Saddle Club Street SE does not meet current standards for its classification of street per the Salem TSP. The street is lacking adequate pavement width, curb, landscaping, street trees, and sidewalk. The applicant shall construct a half-street improvement to Local street standards as specified in the PWDS and consistent with the provisions of SRC Chapter 803. The curb face of the improvement shall measure 30 feet from the curb face on the opposite side of the street. Removal of trees located in the existing right-of-way requires a street tree removal permit pursuant to SRC Chapter 86. Street trees are required to be provided along all street frontages to the maximum extent feasible pursuant to SRC 86.015(e).

The existing configuration of Cordon Road SE does not meet current standards for its classification of street pursuant to the Salem TSP. The street is lacking curb, landscaping, street trees, and sidewalk. A shared-use path is specified along Cordon Road pursuant to Map 4: Proposed Trail System of the *Salem Comprehensive Parks System Master Plan*. This street is planned to be improved with Mill Creek Development District funds. The future path will be constructed as part of the Mill Creek Development District and will be located within the existing right-of-way. To provide pedestrian connectivity to the proposed development, the applicant shall construct an interim sidewalk along the frontage of Cordon Road SE approximately 170 feet in length from the intersection of Lancaster Drive SE to a location perpendicular to the convenience store. No other improvements along Cordon Road SE are warranted 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 submitted Traffic Impact Analysis (TIA) recommends that parking be restricted for a distance of 25 feet on either side of the proposed driveway access to allow for greater visibility during egress from the site. Therefore, the applicant shall restrict parking in accordance with PWDS along Saddle Club Street SE as recommended by the TIA. As conditioned, the driveway access onto Saddle Club Street 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 Public Works Department has reviewed the applicant's preliminary plan for this site. The water, sewer, and storm infrastructure are available within surrounding streets/areas and are adequate to serve the proposed development. The 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's engineer submitted a statement demonstrating compliance with Stormwater PWDS Appendix 004-E(4)(a) and SRC Chapter 71. The preliminary stormwater design demonstrates the use of green stormwater infrastructure to the maximum extent feasible. At the time of development, the applicant shall design and construct a storm drainage system in compliance with SRC Chapter 71 and PWDS.

CRITERIA AND FINDINGS - CLASS 2 DRIVEWAY APPROACH PERMIT:

A Class 2 Driveway Approach Permit shall be granted if:

(1) The proposed driveway approach meets the standards of this Chapter and the Public Works Design Standards;

Finding—The proposed driveway meets 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 driveway.

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

Finding—The proposed driveway is 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 driveway is 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— The submitted Traffic Impact Analysis (TIA) recommends that parking be restricted for a distance of 25 feet on either side of the proposed driveway access to allow for greater visibility during egress from the site. Therefore, the

applicant shall restrict parking in accordance with PWDS along Saddle Club Street SE as recommended by the TIA. As conditioned, the driveway access onto Saddle Club Street SE 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 driveway and the evidence that has been submitted indicate that the location of the proposed driveway 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 proposed driveway approach is located on a Local street and is proposed to be located opposite an existing driveway. The proposed driveway minimizes the impact 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 development abuts a Local street, a Major Arterial street, and a Parkway street. The proposed development abuts residentially zoned property along the lowest classification of street abutting the subject property. The proposed driveway is located opposite an existing driveway. The proposed driveway balances the adverse impacts to residentially zoned property and will not have an adverse effect on the functionality of the adjacent streets.

Prepared by: Jennifer Scott, Program Manager
cc: File