FOR THE MEETING OF: August 17, 2021
CASE NO.: DR-SPR-ADJ-DAP21-03
AGENDA ITEM: 5.1

TO: **PLANNING COMMISSION**

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

SUBJECT: **CLASS 3 DESIGN REVIEW / CLASS 3 SITE PLAN REVIEW / CLASS 2 ADJUSTMENT / CLASS 2 DRIVEWAY APPROACH PERMIT CASE NO. DR-SPR-ADJ-DAP21-03; 454 CHURCH STREET NE - 97301**
AMANDA NOS. 21-109479-DR, 21-109480-RP, 21-113424-ZO, AND 21-113426-ZO

REQUEST

Summary: Proposed development of a new mixed-use building including multi-family residential, office and retail uses, and associated site work.

Request: A consolidated application for proposed development of a new mixed-use building including multi-family residential, office and retail uses, and associated site work.

The application includes the following:

1) A Class 3 Design Review;
2) A Class 3 Site Plan Review; and
3) Class 2 Adjustments to:
   a) Allow the proposed building adjacent to Church Street NE to be setback greater than zero feet and less than ten feet as required under SRC 524.010(b);
   b) Eliminate the perimeter landscaping requirement for the five-foot loading area setback from the east property line abutting the alley, pursuant to SRC 806.080(b)(2);
   c) Reduce the minimum distance between a driveway approach and an intersection from the minimum 370-feet required per SRC 804.0359(d) to approximately 155-feet; and
4) A Class 2 Driveway Approach Permit

The subject property is approximately 1.01 acres in size, zoned CB (Central Business District) within the General Retail/Office Overlay Zone and located at 454 Church Street NE (Marion County Assessor Map and Tax Lot Numbers: 073W22DD / 3000, 073W22DD / 3100 and 073W22DD / 2900).

APPLICANT/OWNER: Hope Plaza LLC, represented by Jayne Downing

REPRESENTATIVE: John Shirley, Anderson Shirley Architects, Inc.

RECOMMENDATION

Based upon the Facts and Findings contained in this staff report, staff recommends that the Planning Commission APPROVE the request for a consolidated design review, site plan review, adjustments and driveway approach permit for development of a new mixed-use building including multi-family residential, office, and retail uses, and associated site work at 454 Church Street NE subject to the following conditions of approval:

CLASS 3 DESIGN REVIEW

Condition 1: The applicant shall obtain a revocable license for the steel canopy encroaching into the right-of-way pursuant to SRC 76.

CLASS 3 SITE PLAN REVIEW

Condition 2: Prior to the issuance of building permits, the applicant shall record the approved replat (Replat Case No. REP21-01) of lots 6-9 of Block 68 of the Salem Plat into one lot.

Condition 3: Construct streetscape improvements to Church Street NE as specified in the City of Salem Downtown Streetscape Plan.

Condition 4: 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).

ADJUSTMENT

Condition 5: Prior to final building permit approval, the applicant shall install one-way signs and/or pavement markings in the parking lot near the driveway approach to Church Street NE.

PROCEDURAL FINDINGS

1. On May 19, 2021, John Shirley of Anderson Shirley Architects Inc., on behalf of the applicant and property owner, Hope Plaza LLC, represented by Jayne Downing, filed an application for a consolidated Class 3 Design Review, Class 3 Site Plan Review, Class 2 Adjustment, and Class 2 Driveway Approach Permit for development of the mixed-use building to include 20 units of Multi-Family housing and Office and Retail uses.

2. After additional information was submitted, the application was deemed complete for processing on July 26, 2021.

3. Because multiple land use applications are required for the proposed development, the applicant, pursuant to SRC 300.120(c), chose to consolidate the applications and process them together as one. When multiple applications are consolidated, the review process for the application shall follow the highest numbered procedure type required for the land use applications involved, and the Review Authority for the application shall be the highest applicable Review

Authority under the highest numbered procedure type.

Based on these requirements, the proposed consolidated application is required to be reviewed by the Planning Commission and processed as a Type III procedure.

4. Notice of public hearing was sent by first-class mail to surrounding property owners and tenants pursuant to Salem Revised Code (SRC) requirements on July 26, 2021. Public hearing notice was posted on the property on August 5, 2021 pursuant to SRC requirements.

5. The public hearing before the City of Salem Planning Commission is scheduled for August 17, 2021, at 5:30 p.m.

6. The subject property is not within a Homeowners Association.

7. The 120-day State mandated decision deadline for this case is November 17, 2021.

BACKGROUND / PROPOSAL

The application under review by the Planning Commission is a consolidated Class 3 Design Review, Class 3 Site Plan Review, Class 2 Adjustment, and Class 2 Driveway Approach Permit for development of the three-story, 32,996 square foot mixed-use building to include 20 units of Multi-Family housing and Office and Retail uses. The proposed building will be located at 454 Church Street NE at the site of the former Greyhound Bus Station. A vicinity map is included in this report as **Attachment A**.

The applicant describes the project as a non-profit center serving victims and survivors of domestic violence, sexual assault, stalking, and human trafficking. The applicant states that the commercial uses in the mixed-use building will be required to provide job training or services to those that the Center for Hope and Safety serves, and the residential will provide them with transitional and permanent housing.

APPLICANT'S PLANS AND STATEMENT

The applicant's proposed site plan and elevations are included as **Attachment B** and **Attachment C,** and the applicant's statement addressing the applicable approval criteria for the consolidated request is included as **Attachment D.**

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.

FACTS AND FINDINGS

1. Salem Area Comprehensive Plan (SACP)

The subject property is designated “Central Business District” on the Salem Area Comprehensive Plan map.

2. Zoning

The subject property is zoned CB (Central Business District) and is located within the General Retail/Office Overlay Zone. The zoning of surrounding properties is as follows:

North: CB (Central Business District) with General Retail/Office Overlay;

South: Across Center Street NE, CB (Central Business District) with General Retail/Office Overlay;

East: CR (Retail Commercial) with General Retail/Office Overlay

West: Across Church Street NE, CB (Central Business District) with General Retail/Office Overlay.

3. Neighborhood Association Comments

The subject property is located within the boundaries of the Central Area Neighborhood Development Organization (CAN-DO) neighborhood association. CAN-DO commented that they are in support of the application.

Pursuant to SRC 300.310, for a Type III Land Use Application the applicant is required, to contact the neighborhood association. On May 26, 2018, the applicant sent an email, including building plans, to CANDO. On July 17, 2018 the applicant’s representative attended the CAN-DO Meeting, to present their proposal. In addition to the required open house/neighborhood meeting attendance, the applicant attended additional meeting with the Grant Neighborhood Association and the West Salem Neighborhood Association. The applicant has demonstrated adherence with the requirements of SRC 300.310.

4. Public Comments

All property owners and tenants within 250 feet of the subject property were mailed notice of the proposal. Notice of public hearing was also posted on the subject property. As of the date of completion of this staff report, no comments have been received from surrounding property owners.

5. City Department Comments

A. The Building and Safety Division reviewed the proposal and indicated that building permits will be required. Building requirements will be evaluated at the time of building permit review.

B. The Fire Department reviewed the proposal and provided comments indicating that Fire Department access is required per OFC 503. Aerial Fire Department access is required per OFC Appendix D105. Water supply is required per OFC

507, Appendix B and C. The Fire Department connection shall be located within 100 feet of an approved fire hydrant and per OFC 912. The existing alley is less than 20 feet wide and cannot count as Fire Department access. Items including Fire Department access and water supply will be verified at the time of building permit plan review.

C. The Public Works Department reviewed the proposal and provided comments regarding street and City utility improvements required to serve the development and recommended conditions of approval to ensure conformance with the applicable requirements of the SRC. Comments from the Public Works Department are included as **Attachment E**.

6. Public Agency & Private Service Provider Comments

Notice of the proposal was provided to public agencies and to public & private service providers. One comment was received from Salem Keizer Public Schools and is presented below. As of the date of completing this staff report, no other comments were received.

A. **Salem-Keizer Public Schools** – Planning and Property Services staff for the school district reviewed the proposal and submitted comments indicating that sufficient school capacity exists at the elementary, middle, and high school levels. The school district indicated that the subject property is within the "walk zone" of the assigned elementary, middle, and high schools.

7. Applicant Submittal Information

Land use applications must include a written statement addressing the applicable approval criteria and be supported by proof they conform to all applicable standards and criteria of the Salem Revised Code. The written statement provided by the applicant addressing the applicable application approval criteria is included as **Attachment D** to this staff report. Staff utilized the information from the applicant's written statement to help evaluate the proposal and formulate the facts and findings within the report.

FINDINGS ADDRESSING APPLICABLE SALEM REVISED CODE APPROVAL CRITERIA FOR CLASS 3 DESIGN REVIEW

8. CLASS 3 DESIGN REVIEW APPROVAL CRITERIA

Salem Revised Code (SRC) 225.005(e)(2) sets forth the criteria that must be met before approval can be granted to an application for Class 3 Design Review. Pursuant to SRC 225.005(e)(2) an application for a Class 3 Design Review shall be approved if all of the applicable design review guidelines are met.

The design review guidelines applicable to development within the General Retail/Office Overlay Zone are established under SRC 632.025(a). The following subsections are organized with the General Retail/Office Overlay Zone design review guidelines shown in ***bold italic***, followed by findings evaluating the proposal for conformance with the design review guidelines. Lack of compliance with the design

review guidelines is grounds for denial of the Class 3 Design Review application, or for the issuance of conditions to ensure the design review guidelines are met.

A. SRC 633.025(a) Building Location, Orientation and Design

Building Setbacks (SRC 632.025(a)(1)(A)):

(i) Building setbacks from the street shall be minimized (see Figure 632-1). Buildings constructed contiguous with the street right-of-way are preferred.

Staff Response: The applicant explains in a written statement (**Attachment D**) that setbacks are minimized to the degree possible with the proposed articulation for the building entrances. The building adjacent to Church Street NE is approximately 132-feet long. The columns of the proposed building are setback from the Church Street NE property line approximately one foot. The main building mass is setback approximately three feet. There are seven alcoves present along the Church Street NE building frontage that are setback approximately four feet from the property line. The applicant indicates that these architectural features are provided to align with the existing building on the subject property, to provide bicycle parking, and to prevent the ground floor doors from opening outwardly into the public right-of-way.

As shown on the proposed site plan (**Attachment B**) and building elevations (**Attachment C**), the proposed building will be three stories in height and is located so as to be brought forward on site within close proximity to the Church Street NE. Based on the proposed three-story height of the building and setbacks which have been minimized from the public street right-of-way, the building will portray the compact urban form desired within the General Retail/Office Overlay Zone.

Because the bulk of the proposed building is setback from the street between approximately one and three feet, with the exception of the door alcoves, from Church Street NE, it will maintain the appearance of the compact urban form called for in the downtown core of the City. Staff concurs with the findings included in the applicant's written statement. This design review guideline requires building setbacks from the street to be minimized and indicates that buildings constructed contiguous with the street right-of-way are preferred. Therefore, the proposal conforms to this design guideline.

Building Orientation and Design Guidelines (SRC 632.025(a)(2)(A)):

(i) ***Buildings shall create safe, pleasant, and active pedestrian environments.***

(ii) ***Weather protection, in the form of awnings or canopies appropriate to the design of the building, shall be provided along ground floor building facades adjacent to a street in order to create a comfortable and inviting pedestrian environment.***

(iii) ***Above grade pedestrian walkways shall not be provided to property located within the Salem Downtown Historic District.***

Staff Response: The applicant has addressed the more restrictive Design Review Standard (SRC 632.025(a)(2)(B)) addressed below:

Building Orientation and Design Standards (SRC 632.025(a)(2)(B)):

(i) A primary building entrance shall be provided for each building facade facing a street. If a building has frontage on more than one street, a single primary building entrance may be provided at the corner of the building where the streets intersect.

Staff Response: The main building entrance to the proposed building provides access directly to Church Street NE. The ground floor commercial uses will each have direct access to Church Street NE. This standard is met.

(ii) Ground floor building facades facing a street shall include transparent windows on a minimum of 65 percent of the ground floor facade. The windows shall not be mirrored or treated in such a way as to block visibility into the building. The windows shall have a minimum visible transmittance (VT) of 37 percent.

Staff Response: The ground floor of the west facing building façade abutting Church Street NE is approximately 1,374 square feet in size. The applicant's building elevations indicate approximately 1,084 square feet, or 74-percent, is ground floor windows. The applicant's written materials indicate that the visible transmittance rate is 50-percent. This standard is met.

(iii) Upper floors of buildings shall incorporate vertical windows.

Staff Response: As shown on the applicant's submitted elevations (**Attachment C**) the upper floor windows of the proposed building are vertically oriented. This standard is met.

(iv) Upper Weather protection, in the form of awnings or canopies, shall be provided along a minimum of 90 percent of the length of the ground floor building facade adjacent to a street. Awnings or canopies shall have a minimum clearance height above the sidewalk of eight feet, and may encroach into the street right-of-way.

Staff Response: The applicant's submitted plans and narrative show a steel awning along the entire length of the building's Church Street NE façade. The awning clearance above the sidewalk ranges from eight feet to 11.5 feet in height. Per SRC 76.160, the applicant is required to procure an approved encroachment permit for the awning to project of over the public right-of-way. To ensure an encroachment permit for the awning is obtained, the following condition applies:

Condition 1: The applicant shall obtain a revocable license for the steel canopy encroaching into the right-of-way pursuant to SRC 76.

(v) Above grade pedestrian walkways may be provided, except that no above grade pedestrian walkway shall be provided to property located within

the Salem Downtown Historic District.

Staff Response: There are no proposed above ground walkways associated with this project. This standard is not applicable.

FINDINGS ADDRESSING APPLICABLE SALEM REVISED CODE APPROVAL CRITERIA FOR CLASS 3 SITE PLAN REVIEW

9. CLASS 3 SITE PLAN REVIEW APPROVAL CRITERIA

Site plan review is required for any development that requires a building permit unless the development is identified as being exempt from site plan review under SRC 220.005(a)(2). Class 3 Site Plan Review is required for development proposals that involve a land use decision or limited land use decision as defined under ORS 197.015. Because the proposed development involves a Class 3 Design Review, Class 2 Adjustment, and Class 2 Driveway Approach Permit, the proposed site plan review must be processed as a Class 3 Site Plan Review.

Salem Revised Code (SRC) 220.005(f)(3) sets forth the following criteria that must be met before approval can be granted to an application for Class 3 Site Plan Review. The following subsections are organized with approval criteria shown in ***bold italic***, followed by findings evaluating the proposed development's conformance with the criteria. Lack of compliance with the following criteria is grounds for denial of the Class 3 Site Plan Review application, or for the issuance of certain conditions to ensure the criteria are met.

(A) The application meets all applicable standards of the UDC.

SRC CHAPTER 524 (CB ZONE) & CHAPTER 632 (GENERAL RETAIL/OFFICE OVERLAY ZONE)

The subject property is zoned CB (Central Business District) and the General Retail/Office Overlay Zone. The following is a summary of the applicable development standards for the proposed development.

SRC 524.005(a) & SRC 632.010 - Allowed Uses:

Staff Response: The development proposal includes a three-story, 32,996 square foot mixed-use building containing 20 multi-family units, 5,878 square feet of office use, and 6,782 square feet of retail use. Multi-family, office and retail are all permitted uses in the CB zone as identified under SRC 524.005(a) Table 524-1.

Because the property is located within the General Retail/Office Overlay Zone, it is also subject to the requirements of that overlay zone. Pursuant to SRC 632.010, any use that is a permitted, special, conditional, or prohibited use in the underlying zone is a permitted, special, conditional, or prohibited use in the overlay zone.

SRC 522.010(a) - Lot Standards:

Lot standards within the CB zone are established under SRC 524.010(a), Table 524-2. Within the CB zone there are no minimum lot area, width, or depth requirements. The minimum street frontage requirement for lots within the CB zone developed for uses other than Single Family is 16 feet.

According to deed records the subject property currently consists of three separate properties. In order construct the proposed mixed-use building, these three separate properties are required to be consolidated into one lot to accommodate the proposed building being constructed across existing properties lines.

On April 23, 2021, a replat application was approved to consolidate Lots 6-9 of Block 68 of the Salem Plat into one lot (Replat Case No. REP21-01). When the record of surveys and replat deeds for this approval are recorded with the County, the existing interior property lines will be eliminated, and the existing properties will be consolidated into one legal unit of land approximately 1.01 acres in size.

The resultant consolidated lot will exceed the minimum lot area, dimension, and street frontage requirements of the CB zone. To ensure that the three properties are consolidated into one unit of land, the following condition applies:

Condition 2: Prior to the issuance of building permits, the applicant shall record the approved replat (Replat Case No. REP21-01) of lots 6-9 of Block 68 of the Salem Plat into one lot.

SRC 524.010(b) - Setbacks:

Setback requirements for buildings and accessory structures within the CB zone are established under SRC 524.010(b), Table 524-3. Pursuant to SRC 524.010(b), Table 524-3, setback requirements for parking and vehicle use areas within the CB zone are based on the requirements of SRC Chapter 806 (Off-Street Parking, Loading, and Driveways). SRC 806.035(c) establishes perimeter setback requirements for parking and vehicle use areas adjacent to streets, interior property lines, and buildings.

Based on the requirements of SRC 524.010(b), Table 524-3, and SRC Chapter 806.035(c), the required building, accessory structure, and off-street parking and vehicle use area setbacks applicable to the proposed development are as follows:

Required Setbacks		
Abutting Street		
Buildings	0 ft. or 10 ft.	
Accessory Structures	0 ft. or 10 ft.	
Parking and Vehicle Use Areas (1)	Min. 6 ft. to 10 ft.	Per alternative setback methods under SRC 806.035(c)(2)
Interior Side		
Buildings	None	

Accessory Structures	None	
Parking and Vehicle Use Areas (1)	Min. 5 ft. with Type A Landscaping (2)	Per SRC 806.035(c)(3)
Interior Rear		
Buildings	None	
Accessory Structures	None	
Parking and Vehicle Use Areas (1)	Min. 5 ft. with Type A Landscaping (2)	Per SRC 806.035(c)(3)
	None	Applicable abutting an alley. *(Per SRC 806.035(c)(1)(A)(i))*
Notes: Required Landscaping: Pursuant to SRC 807.015(a), Table 807-1, Type A Landscaping requires a minimum planting density of 1 plant unit per 20 square feet of landscaped area.		

As illustrated on the site plan for the development, the proposed building will be located approximately one-foot to three-feet from the west property line abutting Church Street NE. This does not meet the zero-foot, or ten-foot setback standard abutting streets established in SRC 524.010(b), Table 524-3. The applicant requested a Class 2 Adjustment to the setback standard. Findings for the adjustment request are in Section 10 of this report.

The building is setback approximately 55-feet at its closest point from the east property line abutting the public alley, and, with the exception of loading spaces, which require a five-foot setback, there is no vehicle use area setback abutting an alley. The proposed loading space is setback approximately eight feet, exceeding the minimum standard. The applicant proposes to access the loading space from the alley and has requested a Class 2 Adjustment to eliminate the landscaping requirement for loading space setbacks. Findings for the adjustment can be found in Section 10 of this report.

The building is setback approximately 66-feet from the north property line, and the off-street parking area is setback approximately seven feet. The proposed development exceeds the minimum setback standards to the north property line.

The proposed building will be approximately 67-feet from the south property line abutting Center Street NE, which does not meet the standard requiring zero-foot or ten-foot setbacks abutting streets. However, there is an existing building on the subject property, located five feet from the Center Street NE property line. The proposed building is unable to meet the standard due to the location of the existing building. The existing building is proposed to remain and is therefore nonconforming because it is approximately five feet from the property line abutting a street.

Parking and Vehicle Use Area Setback Adjacent to Buildings and Structures. In addition to required setbacks from property lines as identified above, SRC 806.035(c)(4) requires parking and vehicle use areas adjacent to buildings and structures to be setback from the exterior wall of a building or structure by a minimum 5-foot-wide landscape strip, planted to Type A landscaping standards, or a minimum 5-foot-wide paved pedestrian walkway.

The proposed building satisfies this standard with a paved walkway separating the building from the vehicle use area, ranging in width from approximately five-feet to eight-feet.

SRC 524.010(c) - Lot Coverage:

Lot coverage requirements within the CB zone are established under SRC 524.010(c), Table 524-4. Within the CB zone there is no maximum lot coverage requirement for buildings and accessory structures. There is also no maximum lot coverage requirement for buildings and accessory structures within the General Retail/Office Overlay Zone. The proposal meets this standard.

SRC 524.010(c) - Height:

Height requirements for buildings and accessory structures within the CB zone are established under SRC 524.010(c), Table 524-4. Within the CB zone there are no minimum or maximum height restrictions for buildings or accessory structures. The proposed building is 36 feet in height and meets the standard.

SRC 524.010(d) - Landscaping:

Landscaping requirements within the CB zone are established under SRC 524.010(d). Within the CB zone landscaping is required as follows:

- Setbacks. Required setbacks must be landscaped as required under SRC Chapter 807 (Landscaping).
- Parking & Vehicle Use Areas. Parking and vehicle use areas must be landscaped pursuant to the requirements of SRC Chapter 806 (Off-Street Parking, Loading, & Driveways) and SRC Chapter 807 (Landscaping).

Setback Landscaping. As identified earlier in this report, there are no setbacks required adjacent to the west property line abutting Church Street NE or the east property line abutting the alley, except where the loading space is located adjacent to the alley. The vehicle use area is required to be setback five feet from the north property line and landscaped in compliance with Type A Landscaping. The south property line abuts a portion of the subject property that is not being developed or redeveloped under this review.

Staff Response: The loading space adjacent to the alley is required to be setback a minimum distance of five feet and the setback is required to be landscaped. As shown on the site plan, the loading space is setback in conformance with the required distance from the property line abutting the alley, but the setback is not landscaped because the setback area between the loading space and the alley is required to be paved in order to provide for direct vehicle access from the alley to the loading space. Because the setback area between the proposed loading space and the alley is not landscaped, the applicant requested a Class 2 Adjustment to eliminate the required

landscaping in this area. Analysis of the Class 2 Adjustment request and findings demonstrating conformance with the Class 2 Adjustment approval criteria are included in Section 10 of this report.

SRC CHAPTER 805 (VISION CLEARANCE)

SRC Chapter 805 (Vision Clearance) establishes standards for clear and unobstructed visibility at intersections of streets, alleys, flag lot accessway, and driveways in order to ensure vehicular, bicycle, and pedestrian safety.

The proposed building is located mid-block and will be constructed outside of vision clearance areas. This standard is not applicable.

SRC CHAPTER 806 (OFF-STREET PARKING, LOADING, & DRIVEWAYS)

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

Off-Street Parking:

Minimum Off-Street Vehicle Parking. Minimum off-street vehicle parking requirements are established under SRC Chapter 806, Table 806-1. There is no minimum off-street parking requirement for multi-family development within the Central Salem Development Program (CSDP) area or within one-quarter mile of the Cherriots Core Network. Retail uses require one vehicle parking space per 250 square feet of gross floor area and office uses require one vehicle parking space per 350 square feet of gross floor area.

Compact Parking. SRC 806.015(b) allows for the utilization of compact parking stalls to satisfy up to 75 percent of the required off-street parking spaces. The proposed facility includes a combination of both standard sized and compact parking spaces.

Maximum Off-Street Parking. Unless otherwise provided in the SRC, off-street parking shall not exceed the amounts set forth in Table 806-2 or if no minimum off-street parking is required amounts set forth in Table 806-2B.

Staff Response: The proposal includes 20 multiple-family dwelling units. The subject property is located within the Central Salem Development Program (CSDP) boundary, which does not require parking for multiple-family developments. In addition, multiple-family developments located within one-quarter mile of the Cherriots Core network do not require minimum parking. The property is less than one-quarter mile from the Cherriots Core network, which is located approximately 503 feet north of the subject property on Union Street NE. Therefore, there is no minimum parking required for the multiple-family development.

The applicant's written statement indicates that 6,782 square feet of retail and 5,878 square feet of office uses are proposed.

Retail: 1 space/250 square feet: 6,782 /250 = 27 spaces required.
Office: 1 space/350 square feet: 5,878 /350 = 17 spaces required.

Total required vehicle parking requires is 44 spaces.
Compact spaces: 44 x 0.75 = 33 compact spaces allowed.
Maximum allowed: 44 x 1.75 = 77 spaces.

The applicant will provide 46 off-street vehicle parking spaces, 22, or 48-percent of which will be compact spaces. The proposal meets the minimum and maximum parking requirements of SRC 806.

Parking & Vehicular Use Area Interior Landscaping. SRC 806.035(d) establishes a five-percent interior landscaping requirement for parking areas between 5,000 square feet and 49,999 square feet in size. The proposed new off-street parking area is approximately 21,249 square feet in size and therefore requires 1,062 square feet of interior landscaping. The applicant's submitted materials indicate 3,194 square feet (15-percent) of interior landscaping, which exceeds the minimum requirement.

In addition to requiring a specific percentage of the area of an off-street parking area to be landscaped, SRC 806.035(d)(3) requires a minimum of 1 deciduous shade tree to be planted within the off-street parking area for every 12 parking spaces provided. As indicated on the site plan for the development, the proposed development includes a total of 46 parking spaces. Based on the minimum tree planting requirement of 1 tree for every 12 parking spaces, the proposed parking area is required to include a minimum of four deciduous shade trees. As shown on the site plan for the development, a total of five deciduous shade trees are provided within the proposed parking area which exceeds the minimum parking area tree planting requirements of SRC 806.035(d)(3).

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

Minimum Parking Stall & Drive Aisle Dimensions

Stall Type	Parking Stall Dimension	Drive Aisle Width (1)
90° Standard Stall	9 ft. x 19 ft.	24 ft.
90° Compact Stall (2)	8 ft. x 15 ft.	22 ft.
	8 ft.- 6 in. x 15 ft.	
45° Standard Stall	9 ft. x 19 ft.	13 ft.
45° Compact Stall	8 ft. x 15 ft.	13.5 ft.

As shown on the site plan for the proposal, 24 standard size stalls are provided. The standard size stalls conform to the minimum required 9-foot width and 19-foot depth. The 45-degree oriented parking stalls within the development are served by 13-foot-wide drive aisle, and in conformance with the requirements of SRC 806.035(e), Table 806-6. The 22 compact parking spaces provided meet the minimum 8-foot width and 15-foot depth standard and are not located adjacent to a wall or pole.

Driveways. SRC 806.040(d) establishes minimum driveway width standards. Pursuant to SRC 806.040(d), Table 806-7, one-way driveways are required to have a minimum width of 12 feet and two-way driveways are required to have a minimum width of 22 feet. As shown on the proposed site plan, only a one-way driveway is

provided to serve the facility. The one-way driveway from Church Street NE to the proposed facility is 13-feet wide, which meets the 12-foot minimum for one-way driveways. This standard is met.

Bicycle Parking:

Minimum Bicycle Parking. Minimum bicycle parking requirements are established under SRC Chapter 806, Table 806-8. The minimum bicycle parking requirement for the proposed development is as follows:

Minimum Bicycle Parking	
Multiple Family	4 spaces or 0.1 space per dwelling unit. 4 spaces required
Retail	4 spaces required (based on proposed 6,782 square feet of retail)
Office	4 spaces required (based on proposed 5,878 square feet of office)

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

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.

Dimensions. Except as provided for bicycle lockers, 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. 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.

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.

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.

Staff Response: The proposed development contains 20 multiple-family units, requiring a minimum of four bicycle spaces. The 6,782 square feet of retail use requires a minimum of four bicycle parking spaces, and the proposed 5,878 square feet of office use requires four bicycle parking spaces. The applicant's site plan indicates eight bicycle parking spaces provided along the front façade of the building located within 50-feet of each building entrance. There are 13 interior bicycle parking spaces proposed in a secure interior area, which is accessible from both the main building entrance, and the rear building entrance. This standard is met.

Loading:
Off-street loading spaces are not required for Multiple Family buildings between five-49 dwelling units. One off-street loading space is required for the proposed 6,782 square feet of retail use, and one off-street loading space is required for the proposed 5,878 square feet of office use. As a result, a total of two off-street loading spaces is required.

Staff Response: The applicant's site plan and written findings show one proposed 12-foot by 30-foot off-street loading space to be accessed directly from the alley. The applicant indicates that the other off-street loading space will be provided in a vehicle parking space, as permitted in SRC 806.075(a). The applicant indicates that the proposed space will be greater than 25-feet from the building, and that vehicles with a maximum combined vehicle and load rating of 8,000 pounds are not expected for the office use. This standard is met.

Sec. 800.015. (Lot standards, generally)

Buildings to be on a lot. Every building or structure shall be entirely located on a lot. Where two or more lots are under single ownership to accommodate a single development, the entire combined area shall be considered as a single lot for purposes of the UDC. Buildings that are attached at a common property line, but which otherwise meet all requirements of SRC chapter 56 as separate buildings shall be considered as separate buildings for purposes of this subsection.

Staff Response: The subject site has several underlying property lines comprising three existing lots. These lots require zoning and building code setbacks. As established previously in this report, the applicant received approval on a replat application (Replat Case No. REP21-01) to consolidate the three properties. To ensure the lots are consolidated into one lot, Condition 2 above is established.

SRC 800.055 (SOLID WASTE SERICE AREAS)

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

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

Staff Response: The proposal includes one two-yard trash collection receptacle and collection area meeting the definition of a solid waste service area under SRC 800.010(e). The solid waste service area is located near the east property line, behind the proposed building.

As shown on the site plan for the proposed development, the solid waste service area is enclosed by a six-foot-tall perimeter wall constructed of concrete masonry unit (CMU), has an interior dimension within the enclosure of approximately 16.5 feet in width by six feet in depth, has a front opening of 16 feet, and has an eight foot clearance of vertical obstructions above the receptacles. The site plan indicates that the base of the enclosure will be a concrete slab, consistent with these design standards. Adequate separation distance is provided within the enclosure. Receptacles will not be placed within 1.5 feet of the enclosure walls and at least five feet from any other building or structure. An enclosure is provided for the solid waste service area that is proposed to be constructed of opaque materials which will screen the solid waste service area from abutting properties and streets.

Pursuant to SRC 800.055(f)(1)(B), the 12-foot-wide by 45-foot-long vehicle operation area required to service the solid waste service area is proposed to be located directly in front of the enclosure. This standard is met.

SRC 800.065 (PEDESTRIAN ACCESS)

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

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

As provided under SRC 800.065, the above pedestrian access standards apply to all developments, other than residential developments, except in those circumstances where pedestrian access standards are provided elsewhere in the UDC.

Staff Response: The proposed building has multiple entrances that provide direct access to the public right-of-way. There is a transit stop located on Church Street NE, in front of the subject property. The proposed building’s main entrance and a direct connection to the public right-of-way is within 25-feet of the transit stop. The proposed off-street parking area in the rear of the building is less than 25,000 square feet, there are no vehicular connections to abutting properties, and there are no planned paths or trails evident on the property. The proposal meets the applicable pedestrian access standards of SRC 800.065.

SRC CHAPTER 808 (PRESERVATION OF TREES & VEGETATION)

The City's tree preservation ordinance (SRC Chapter 808) protects Heritage Trees, Significant Trees (including Oregon White Oaks with diameter-at-breast-height of 24 inches or greater), trees and native vegetation in riparian corridors, and trees on lots and parcels greater than 20,000 square feet. The tree preservation ordinance defines "tree" as, "any living woody plant that grows to 15 feet or more in height, typically with one main stem called a trunk, which is 10 inches or more dbh, and possesses an upright arrangement of branches and leaves."

Staff Response: The application does not indicate the removal of trees from the subject property, or the presence of significant trees. Any removal of trees or native vegetation will be required to comply with the requirements of SRC Chapter 808. There are also existing trees present in the rights-of-way of both Church Street NE and Center Street NE. Because these trees are located within the public street right-of-way, they are classified as City trees. Removal of any trees from the public street right-of-way is subject to the requirements of SRC Chapter 86 (Trees on City Owned Property). Applicant is required to obtain tree removal permits prior to the removal of any City trees.

SRC CHAPTER 809 (WETLANDS):

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

According to the Salem-Keizer Local Wetlands Inventory (LWI), the subject property does not contain any mapped wetlands or hydric *(wetland-type)* soils.

SRC CHAPTER 810 (LANDSLIDE HAZARDS)

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.

(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.

Staff Response: The subject property abuts Church Street NE and Center Street NE. Church Street NE is designated as a Major Arterial street within the City's Transportation System Plan (TSP) requiring a 68-foot-wide improvement within a 96-foot-wide right-of-way. Church Street NE is currently improved to an approximate width of 59-feet within a 100-foot-wide right-of-way adjacent to the subject property.

Center Street NE is designated as a Major Arterial street within the TSP requiring a 68-foot-wide improvement within a 96-foot-wide right of way. Center Street is currently improved to an approximate width of 59 feet within a 99-foot-wide right-of-way.

Church Street NE and Center Street NE are fully urbanized with lane widths that meet or exceed Salem Transportation System Plan requirements, with the following exceptions. The existing configuration of Church Street NE does not meet current streetscape standards pursuant to PWDS. The applicant shall, as conditioned below, construct streetscape improvements as specified in the City of Salem Downtown Streetscape Plan. A copy of the City of Salem Downtown Streetscape Plan is included in this report as **Attachment F**. Since the abutting streets are fully urbanized, no special setbacks or right-of-way dedication are required along either street.

Condition 3: Construct streetscape improvements to Church Street NE as specified in the City of Salem Downtown Streetscape Plan.

As conditioned, this approval criterion is met.

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

Staff Response: Primary vehicular access to the development is proposed to be provided via the driveway approach accessing the property from Church Street NE. The proposed one-way driveway is approximately 13-feet wide, which meets the minimum 12-foot-wide one-way standard.

Pedestrian access to and throughout the property will be provided by the public sidewalks within the rights-of-way of Church Street NE; and a pedestrian path along the building to provide access to all entrances of the development. By locating off-street parking behind the building and away from the majority of pedestrian activity occurring in the front of the building, directing the vehicular traffic into the facility from the one-way driveway approach from Church Street NE, and providing sidewalks around the perimeter of the site, the potential areas of pedestrian and vehicle conflict are minimized.

The parking, vehicle use areas, and driveways as proposed, facilitate safe and efficient movement of vehicles, bicycles, and pedestrians. This approval criterion is met.

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

Staff Response: The Public Works Department has reviewed the applicant's preliminary utility plan for this site. The water, sewer, and storm infrastructure are available within surrounding streets/areas and appear to be adequate to serve the proposed development. The applicant shall design and construct all utilities (sewer, water, and storm drainage) according to the PWDS.

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 at the time of development in compliance with Salem Revised Code (SRC) Chapter 71 and Public Works Design Standards (PWDS).

Condition 4: Design and construct a storm drainage system at the time of development in compliance with Salem Revised Code (SRC) Chapter 71 and Public Works Design Standards (PWDS).

The applicant shall design and construct all utilities (sewer, water, and storm drainage) according to the PWDS and to the satisfaction of the Public Works Director.

FINDINGS ADDRESSING APPLICABLE SALEM REVISED CODE APPROVAL CRITERIA FOR CLASS 2 ADJUSTMENT

10. CLASS 2 ADJUSTMENT APPROVAL CRITERIA

Salem Revised Code (SRC) 250.005(d)(2) sets forth the following criteria that must be met before approval can be granted to an application for a Class 2 Adjustment. The following subsections are organized with approval criteria shown in ***bold italic***, followed by findings evaluating the proposed development's conformance with the criteria. Lack of compliance with the following criteria is grounds for denial of the Class 2 Adjustment application, or for the issuance of certain conditions to ensure the criteria are met.

(A) The purpose underlying the specific development standard proposed for adjustment is:

(i) Clearly inapplicable to the proposed development; or
(ii) Equally or better met by the proposed development.

Staff Response: The proposal includes three Class 2 Adjustments to three development standards of the SRC. The Class 2 Adjustments request approval to:

a) Allow the proposed building adjacent to Church Street NE to be setback greater than zero feet and less than ten feet as required under SRC 524.010(b);

b) Eliminate the perimeter landscaping requirement for the five-foot loading area setback from the east property line abutting the alley, pursuant to SRC 806.080(b)(2);

c) Reduce the minimum distance between a driveway approach and an intersection from the minimum 370-feet required per SRC 804.0359(d) to approximately 155-feet.

Allow the proposed building adjacent to Church Street NE to be setback greater than zero feet and less than ten feet as required under SRC 524.010(b);

The written statement provided by the applicant **(Attachment D)** acknowledges the intent of the zero-foot to ten-foot setback requirement is to maintain a consistent urban edge in downtown Salem, and to create an inviting pedestrian atmosphere along public sidewalks. The applicant explains that the design choices for the proposed building were, in part, chosen to meet the existing façade of the adjacent building on the subject property, which has a similar setback, and would therefore

create a consistent urban edge for most of the block face. The site plan shows that the building has an articulated façade with architectural features set approximately one foot from the sidewalk along Church Street NE, and the rest of the façade setback approximately three feet. The applicant's plans show bicycle parking spaces for the ground floor commercial uses are proposed in these alcoves, which furthers the pedestrian/cyclist experience by inviting the general public to use this space. Additionally, the alcoves allow the entry and egress doors serving the commercial uses to swing outward without encroaching in the public right-of-way.

Staff concurs that the proposed building placement meets or exceeds the intent of the setback standard by furthering the downtown urban edge and creating an active and usable pedestrian environment.

Eliminate the perimeter landscaping requirement for the five-foot loading area setback from the east property line abutting the alley, pursuant to SRC 806.080(b)(2)

The intent of the landscaping requirement for loading space setbacks is, in part, to screen the loading space from adjacent properties and uses. In a written statement, the applicant explains that the proposed location of the loading space is approximately eight feet from the property line abutting the alley which is outside of the setback area. However, the loading space is to be served via direct vehicle access from the alley and its location is practical, easily accessible, safely visible to pedestrians, and is consistent with other uses in the area. Additionally, the applicant explains that the required interior parking lot landscaping is 1,062 square feet, to be planted to Type A Landscaping standards. The applicant is providing 3,194 square feet of landscaped area, which is greater than the minimum requirement.

Staff concurs with the applicant that the proposal meets or exceeds the intent of the loading space setback landscaping standard by providing more than double the required landscaping and by siting the loading space in a favorable location in an alley-accessed, small parking lot in the downtown area.

Reduce the minimum distance between a driveway approach and an intersection from the minimum 370-feet required per SRC 804.0359(d) to approximately 155-feet.

The underlying purpose of the 370-foot minimum driveway spacing standard is to avoid impedances to traffic flow and avoid potential accidents between vehicles on major and minor arterials, and those using driveways. The subject property is located on Church Street NE, a Major Arterial located in downtown Salem. The applicant asserts that because downtown block lengths are only approximately 430-feet, measured from centerline to centerline, it is impossible to provide a driveway to a property located mid-block, while meeting the 370-foot minimum standard. The applicant's written materials convey that there is an existing two-way driveway approach at this same general location, that has existed for years, so this upgraded, narrowed, and only slightly relocated driveway will not create measurable change to existing traffic patterns in the area. Additionally, the proposed driveway will be a one-way ingress only, accessible from Church Street NE, and serving the buildings parking lot. Traffic will then exit the property using the alley.

Staff concurs that the applicant is meeting the intent of the spacing standard by designing a one-way driveway and by refurbishing an existing driveway in a practical

location. To ensure that vehicle users are aware of the one-way nature of the proposed driveway, the following condition applies:

Condition 5: Prior to final building permit approval, the applicant shall install one-way signs and/or pavement markings in the parking lot near the driveway approach to Church Street NE.

(B) If located within a residential zone, the proposed development will not detract from the livability or appearance of the residential area.

Staff Response: The subject property is zoned CB (Central Business District) with General Retail/Office Overlay and located in the city's downtown area. Because the subject property is not located within a residential zone, and because it's located in an area characterized predominantly as commercial, rather than residential uses, this approval criterion is not applicable to the proposed development.

(C) If more than one adjustment has been requested, the cumulative effect of all the adjustments result in a project which is still consistent with the overall purpose of the zone.

Staff Response: The General Retail/Office Overlay Zone promotes an active and inviting urban and pedestrian-oriented district within the core of the downtown. Though an adjustment to three different standards has been requested in conjunction with the proposed facility, the adjustments will not cumulatively result in a project that is inconsistent with the overall purposes of the CB zone or the General Retail/Office Overlay Zone.

The requested adjustments are the minimum necessary to accommodate development of the proposed mixed-use building which represents a redevelopment of an underutilized downtown property that will serve and benefit not only the downtown and surrounding area but also the City as a whole. This approval criterion is met.

FINDINGS ADDRESSING APPLICABLE SALEM REVISED CODE APPROVAL CRITERIA FOR A CLASS 2 DRIVEWAY APPROACH PERMIT

11. CLASS 2 DRIVEWAY APPROACH PERMIT APPROVAL 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 Class 2 Driveway Approach Permit. The following subsections are organized with approval criteria shown in ***bold italic***, followed by findings evaluating the proposed development's conformance with the criteria. Lack of compliance with the following criteria is grounds for denial of the Class 2 Driveway Approach Permit, or for the issuance of certain conditions to ensure the criteria are met.

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

Staff Response: The Public Works Department reviewed the proposed driveway approach for conformance with the requirements of SRC Chapter 804 and provided

comments indicating that, with the approved adjustment for driveway spacing, the proposed driveway approach meets the standards of SRC Chapter 804 and the Public Works Design Standards. This approval criterion is met.

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

The submitted materials provided by the applicant indicate that the proposed driveway will replace an existing driveway; there are no site conditions or design constraints that preclude it remaining in the same location.

Staff Response: The Public Works Department reviewed the proposal and provided comments indicating that there are no site conditions prohibiting the location of the proposed driveway. This approval criterion is met.

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

Staff Response: Church Street NE is designated as a Major Arterial street under the TSP. There is one existing two-way driveway approach from the property onto Church Street NE. This proposal will restrict access to ingress only, thereby reducing access onto Church Street NE. No additional driveway approaches are proposed. This approval criterion is met.

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

- ***(A) Is shared with an adjacent property; or***
- ***(B) Takes access from the lowest classification of street abutting the property;***

The submitted materials provided by the applicant indicate that the existing driveway takes access from the lowest classification of street that abuts the development site.

Staff Response: Staff concurs with the findings included in the applicant's written statement. The existing driveway takes access from the lowest classification of street that abuts the property. There is an existing alley that is not wide enough to support two-way traffic, but that does support one-way egress from the site. This approval criterion is met.

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

The submitted materials provided by the applicant indicate that there is no vision clearance for the replacement driveway as it will be right-in only from a one-way street.

Staff Response: Staff concurs with the findings included in the applicant's written statement. The driveway onto Church Street NE is a right-in only driveway. The proposed driveway approach meets the vision clearance standards of SRC Chapter 805. This approval criterion is met.

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

Staff Response: No evidence has been submitted to indicate that the proposed driveway will create traffic hazards or unsafe turning movements. Additionally, staff analysis of the proposed driveway indicates that it will not create a traffic hazard and will provide for safe turning movements for access to the subject property. This approval criterion is met.

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

Staff Response: 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. This approval criterion is met.

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

The submitted materials provided by the applicant indicate that the driveway approach will have limited access and utilizes the existing location to minimize impacts to the functionality of adjacent streets and the intersection at the northeastern corner of the site.

Staff Response: The Public Works Department reviewed the proposed driveway approach and provided comments indicating that the proposed driveway approach minimizes the impact to adjacent streets and intersections by providing one-way only ingress to the site. This approval criterion is met.

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

The driveway approach provides right-in only access to the development from a one-way street. The design of the development utilizes an existing alley for egress in order to reduce adverse impacts.

Staff Response: The proposed driveway approach is not located in the vicinity of a residentially zoned area and will serve a mixed-use building in the predominately mixed-use downtown Salem neighborhood. The driveway will not have an effect on the functionality of the adjacent streets.

CONCLUSION

Based on the facts and findings presented herein, staff concludes that the proposed Class 3 Design Review, Class 3 Site Plan Review, Class 2 Adjustments and Class 2 Driveway Approach Permit, as recommended to be conditioned, satisfy the applicable criteria contained under SRC 225.005(e)(2), SRC 220.005(f)(3), SRC 250.005(d)(2), and 804.025(d) for approval.

RECOMMENDATION

Staff recommends that the Planning Commission adopt the facts and findings of the staff report and take the following action for the subject property located at 454 Church Street NE (Marion County Assessor Map and Tax Lot Numbers: 073W22DD / 3000, 073W22DD / 3100 and 073W22DD / 2900):

A. APPROVE the Class 3 Design Review for the proposed development, subject to the following condition of approval:

Condition 1: The applicant shall obtain a revocable license for the steel canopy encroaching into the right-of-way pursuant to SRC 76.

B. APPROVE the Class 3 Site Plan Review for the proposed development, subject to the following conditions of approval:

Condition 2: Prior to the issuance of building permits, the applicant shall record the approved replat (Replat Case No. REP21-01) of lots 6-9 of Block 68 of the Salem Plat into one lot.

Condition 3: Construct streetscape improvements to Church Street NE as specified in the City of Salem Downtown Streetscape Plan.

Condition 4: 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).

C. APPROVE the Class 2 Adjustments, subject to the following conditions of approval:

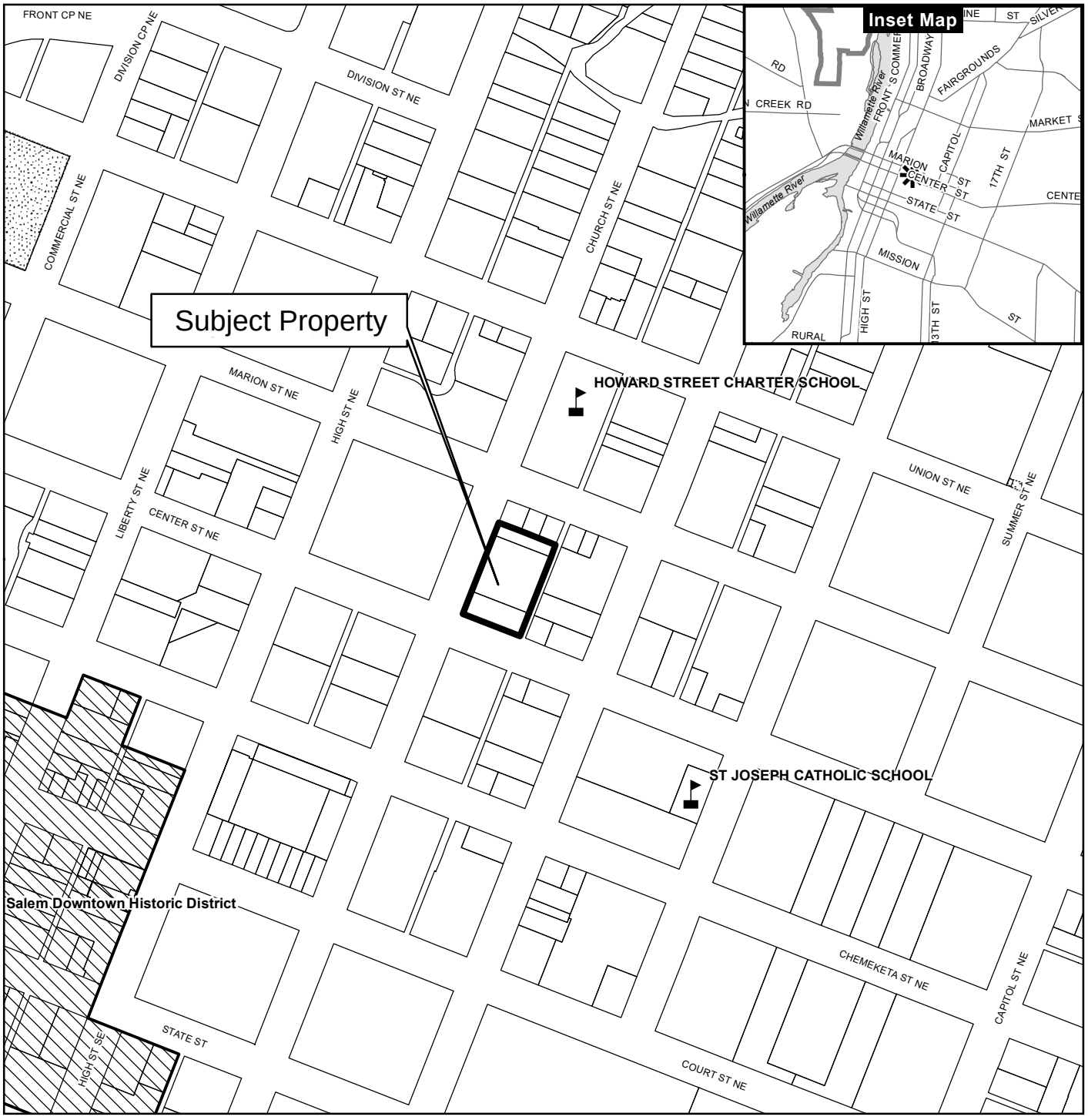
Condition 5: Prior to final building permit approval, the applicant shall install one-way signs and/or pavement markings in the parking lot near the driveway approach to Church Street NE.

D. APPROVE the Class 2 Driveway Approach Permit.

Attachments:
A. Vicinity Map
B. Site Plan
C. Building Elevations
D. Applicant's Written Statement
E. Public Works Department Comments
F. Downtown Streetscape Plan

Prepared by Steven McAtee, Planner II

Vicinity Map
454 Church St NE



Legend

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

0 100 200 400 Feet

CITY OF Salem AT YOUR SERVICE
Community Development Dept.

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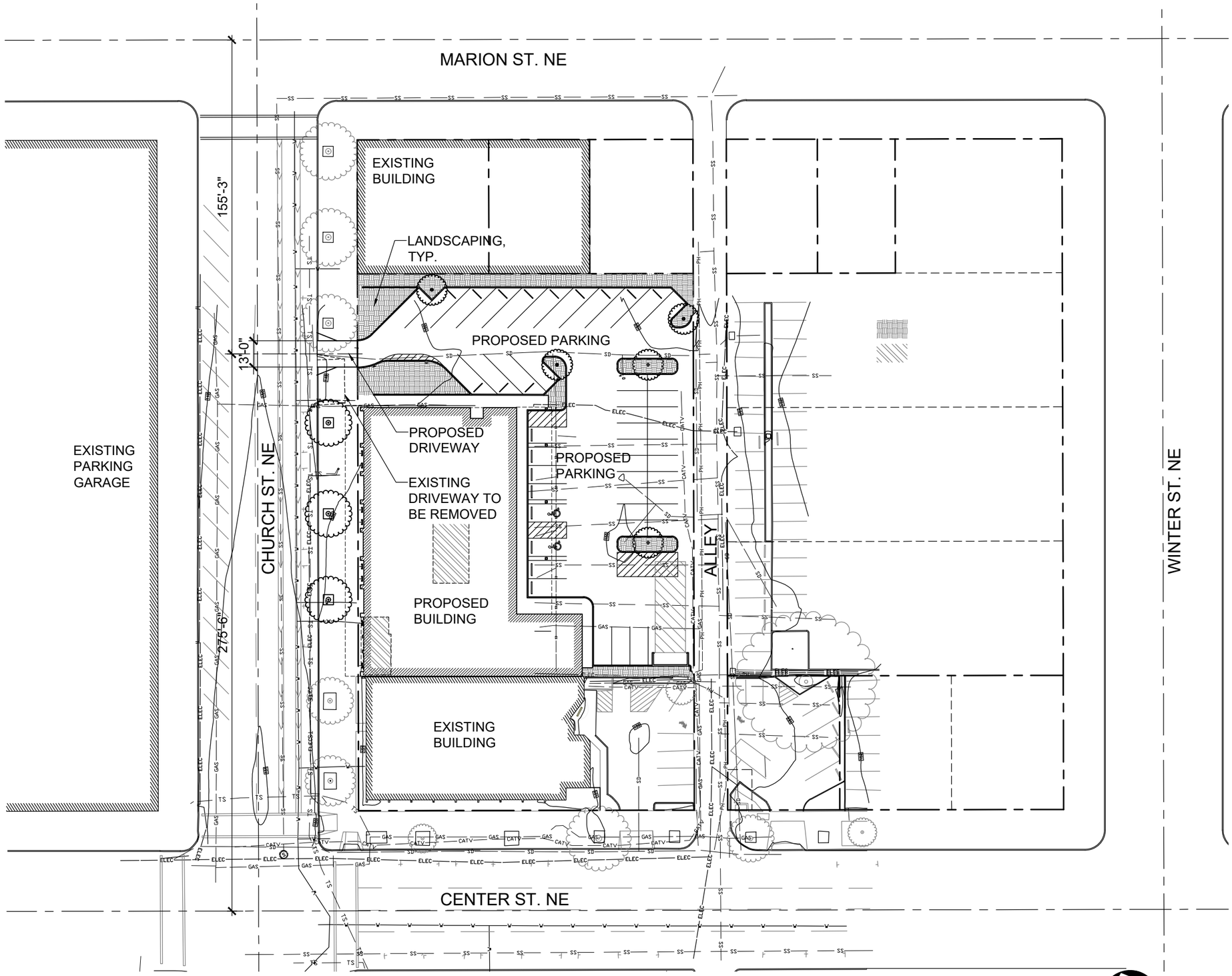


1 / A0.3 FULL BLOCK SITE PLAN
SCALE: 1" = 50'

0' 10' 25' 50' 100'
1" = 60'

ASA
ANDERSON SHIRLEY
ARCHITECTS
695 COMMERCIAL ST. SE SUITE 5 SALEM, OR 97301
OFFICE: 503-371-1140 FAX: 503-364-6751

CONSULTANT

REVISIONS

KEY PLAN

DESC. NEW CONSTRUCTION

PROJECT
HOPE PLAZA
CENTER FOR HOPE & SAFETY

ADDRESS 454 CHURCH ST. NE
SALEM OR 97301

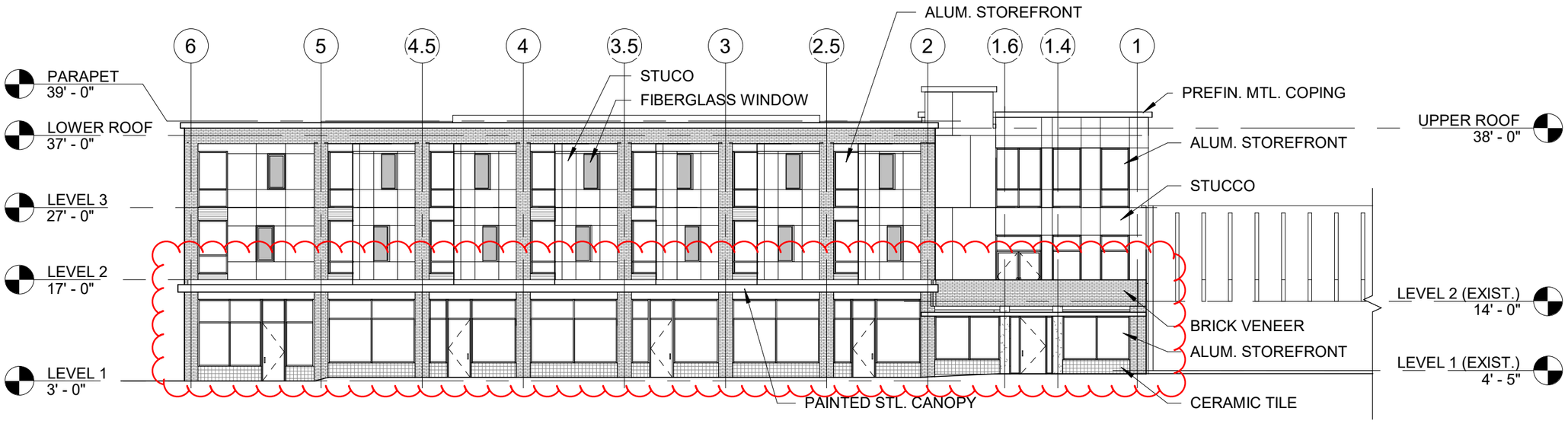
STAMP
REGISTERED ARCHITECT
JOHN M. SHIRLEY
SALEM, OREGON
STATE OF OREGON

JOB 1701 DWG OF 52
DRAWN: JMR DATE: 05-12-2020

TITLE
SITE PLAN
FULL BLOCK

SHEET A0.3

ISSUE SITE PLAN REVIEW



1 / A3.01 A3 WEST (1/16")
1/16" = 1'-0"

2 / A3.01 A3 EAST (1/16")
1/16" = 1'-0"

0' 5' 10' 20' 40'
1/16" = 1'-0"

ANDERSON SHIRLEY ARCHITECTS
695 COMMERCIAL ST. SE SUITE 5 SALEM, OR 97301
OFFICE: 503-371-1140 FAX: 503-364-6751

CONSULTANT

REVISIONS

KEY PLAN

DESC. NEW CONSTRUCTION

PROJECT **HOPE PLAZA**

ADDRESS 454 CHURCH ST. NE
SALEM OR, 97301

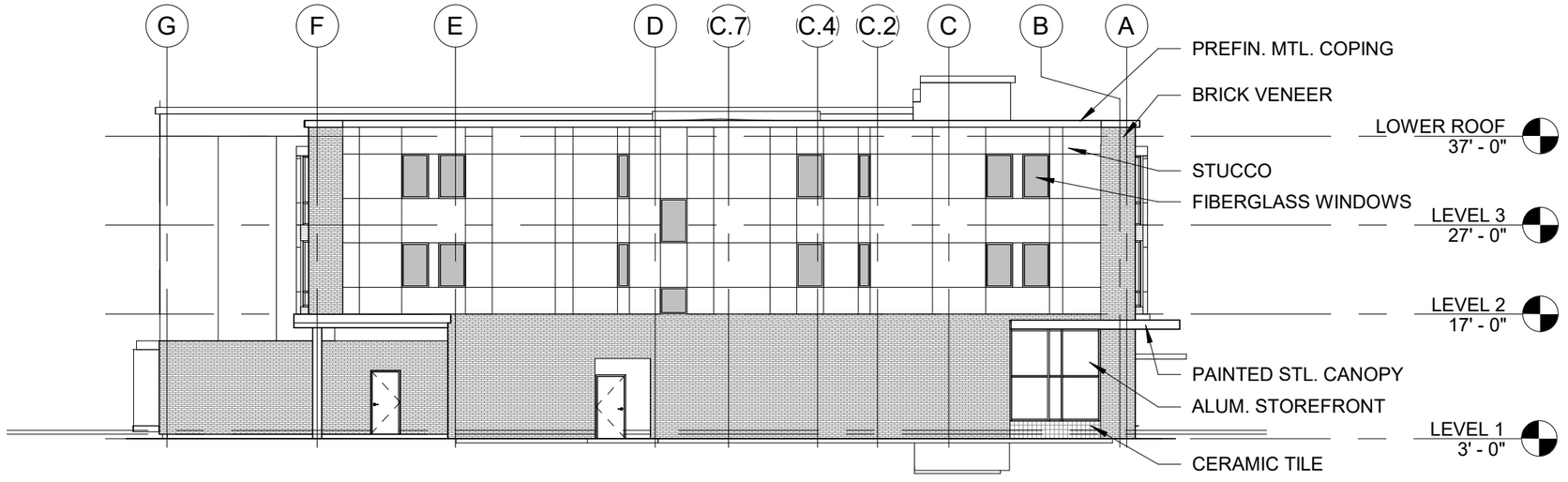
STAMP
PRELIMINARY · PRELIMINARY · PRELIMINARY
NOT FOR CONSTRUCTION

JOB 1701 DWG OF Total
DRAWN: JMR DATE: 06/24/2021

TITLE **ELEVATIONS**

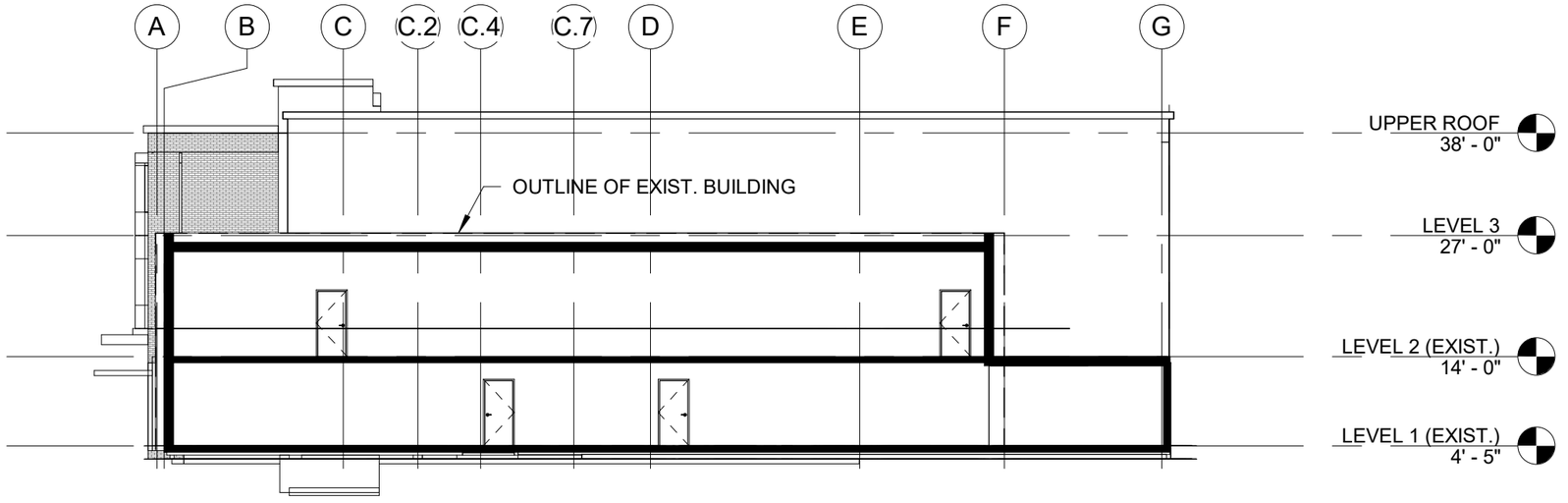
SHEET **A3.01**

ISSUE 100% CONST. DOCS.



1 / A3.02 A3 NORTH (1/16")

1/16" = 1'-0"



2 / A3.02 A3 SOUTH (1/16")

1/16" = 1'-0"

0' 5' 10' 20' 40'

1/16" = 1'-0"

ANDERSON SHIRLEY
ARCHITECTS
695 COMMERCIAL ST. SE SUITE 5 SALEM, OR 97301
OFFICE: 503-371-1140 FAX: 503-364-6751

CONSULTANT

REVISIONS

KEY PLAN

DESC. NEW CONSTRUCTION

PROJECT HOPE PLAZA

ADDRESS 454 CHURCH ST. NE
SALEM OR, 97301

STAMP

PRELIMINARY · PRELIMINARY · PRELIMINARY
NOT FOR CONSTRUCTION

JOB 1701 DWG OF Total

DRAWN: JMR DATE: 06/24/2021

TITLE ELEVATIONS

SHEET A3.02

ISSUE 100% CONST. DOCS.

ANDERSON SHIRLEY
ARCHITECTS

Design Review- Class 3

Site Plan Review – Class 3

Property Line Adjustment

476 Church St. NE, 444-460 Church St. NE, 605 Center St. NE

Tax Lot # 073W22DD02900, #073W22DD03000, #073W22DD03100

The following written statement has been prepared to be as part of the following applications: Class 3 Design Review, Class 3 Site Plan Review, and Property Line Adjustment. It is the intent of this applicant to consolidate these applications into a single application. These applications are submitted in response to Pre-Application Meeting case number PRE-AP19-39 / 19-107561-PA.

Past Land Use Actions

Class 3 Site Plan Review & Class 2 Adjustments Case No. SPR-ADJ14-05.

The proposed development will not affect the existing parking lot for 605 Center Street or 657 Center Street. All parking for the new development will be provided on tax lots 073W22DD02900 and #073W22DD03000.

Chapter 632. – General Retail/Office Overlay Zone

Sec. 632.001. – Purpose

The purpose of the General Retail/Office Overlay Zone is to establish standards that promote an active and inviting urban and pedestrian-oriented district within the core of downtown.

Sec. 632.010. – Uses

Any use that is a permitted, special, conditional, or prohibited use in the underlying zone is a permitted, special, condition, or prohibited use in the General Retail/Office Overlay Zone.

Chapter 524. – CB – Central Business District

Sec. 524.005 – Uses

(a) Except as otherwise provided in this section, the permitted (P), special (S), conditional (C), and prohibited (N) uses in the CB zone are set forth in Table 524-1.

Table 524-1. Uses.
Multiple Family Housing - Permitted
Retail Sales - Permitted
Business and Professional Services – Permitted
Social Services – Permitted

All proposed uses within the proposed development are permitted within a CB zone. Therefore, all uses in the underlying CB zone are also allowable under the General Retail / Office Overlay Zone. The standard is met.

Sec. 632.015. – Development Standards

Development within the General Retail/Office Overlay Zone must comply with the development standards applicable in the underlying zone.

Chapter 524. – CB – Central Business District

Sec. 524.010 – Development Standards

Developments withing the CB Zone must comply with the development standards set forth in this section

(a) *Lot Standards*. Lots within the CB zone shall conform to the standards set forth in Table 524-2.

Lot Area – No standard
Lot Width – No standard
Lot Depth – No standard
Street Frontage – All uses other than Single Family: Min. 16 ft.

The proposed frontage along Church Street is 133' – 2 ½", which meets the standard.

(b) *Setbacks.* Setbacks within the CB zone shall be provided as set forth in Table 524-3

Table 524-3. Setbacks

Abutting Street

Buildings – 0 ft. or 10 ft.

Proposed – varies from 1'-0" to 3'-6". See design review guidelines below for further information.

Vehicle Use Areas – 6 ft. to 10 ft. per SRC Chapter 806

Proposed – 10'-7" minimum, which meets the standard.

Interior Front

Buildings – None
Vehicle Use Areas – 6 ft. to 10 ft. per SRC Chapter 806

Proposed – 10'-7" minimum, which meets the standard.

Interior Side

Buildings – None
Vehicle Use Areas – Min. 5 ft. w/ type 'A' landscaping, or 0 ft. where abutting an alley, per SRC Chapter 806

Proposed – 6'-4" w/ type 'A' landscaping, which meets the standard.

Interior Rear

Buildings – None
Vehicle Use Areas – Min. 5 ft. w/ type 'A' landscaping, or 0 ft. where abutting an alley per SRC Chapter 806

Proposed – All interior rear parking abuts an alley, therefore no setback is required. The standard is met.

(c) *Lot Coverage; height*. Buildings and accessory structures within the CB zone shall conform to the lot coverage and height standards set forth in Table 524-4.

Lot coverage: No Max.
Rear Yard Coverage: No Max.
Height:

Buildings: No Max.

Proposed building is 36 feet in height, the standard is met.

Accessory Structures: Max. 15 ft.

Proposed trash enclosure is 10' – 10" in height, which meets the standard.

(d) *Landscaping.* Landscaping within the CB zone shall be provided as set forth in this subsection.

(1) Setbacks. Required setbacks shall be landscaped. Landscaping shall conform to the standards set forth in SRC chapter 807.
See responses to chapter 807 below.

(2) Vehicle use areas. Vehicle use areas shall be landscaped as provided under SRC chapters 806 and 807
See responses to chapters 806 and 807 below.

Sec. 632.020. – Design review

Design review under SRC chapter 225 is required for development within the General Retail / Office Overlay Zone as follows:

(a) Except as otherwise provided in this section, design review according to the design review guidelines or the design review standards set forth in SRC 632.025 is required for all development within the General Retail / Office Overlay Zone.

(b) Multiple family development shall only be subject to design review according to the design review guidelines or the design review standards set forth in SRC 632.025.

(c) Any development requiring historic design review shall only be subject to design review according to the historic design review standards or the historic design review guidelines set forth in SRC chapter 230.

This land use application includes the documents required for a Class 3 Design Review. The proposed development does not require historic design review.

Section 632.025. – Design review guidelines and design review standards

(a) *Building location, orientation, and design.*

(1) *Building setbacks*

(A) *Design review guidelines.*

(i) Building setbacks from the street shall be minimized (see Figure 632-1). Buildings constructed contiguous to the street right-of-way are preferred.
The finish face of the columns of the proposed building are set back a minimum of one foot from the property line to allow for structural footings. The majority of the ground floor building façade is set back 3'-6". This allows space for the required bicycle parking adjacent to retail entrances and also allows the project to avoid doors opening into the public right-of-way. After accounting for structural and bike parking requirements, the overall setbacks have been minimized. A Class 2 Adjustment Application has been submitted for this item.

(B) *Design review standards.*

(i) Setback abutting street. New buildings shall have the following setbacks from a street.

(aa) Contiguous to the street right-of-way; or

(bb) Maximum ten feet from the street right-of-way, for those portions of a building where a plaza or other outdoor space

open to the public is provided between the building and the street right-of-way.

(cc) Portions of the buildings greater than 25 feet in height my set back up to ten additional feet from the street right-of-way.

See response to the design review guidelines above.

(2) *Building orientation and design*

(A) Design review guidelines

(i) Buildings shall create safe, pleasant, and active pedestrian environments.

See response to Design Review Standards below.

(ii) Weather protection, in the form of awnings or canopies appropriate to the design of the building, shall be provided along ground floor building facade adjacent to a street in order to create a comfortable and inviting pedestrian environment.

See response to Design Review Standards below.

(iii) Above grade pedestrian walkways shall not be provided to property located within the Salem Downtown Historic District.

See response to Design Review Standards below.

(B) Design review standards

(i) A primary building entrance shall be provided for each building façade facing a street. If a building has frontage on more than one street, a single primary building entrance may be provided at the corner of the building where the streets intersect.

The building has frontage on Church Street, therefore the primary building entrance in located on Church Street. The retail use has entrances on Church Street as well, therefore the standard is met.

(ii) Ground floor building facades facing a street shall include transparent windows on a minimum of 65 percent of the ground floor façade. The windows shall not be mirrored or treated in such a way as to block visibility into the building. The windows shall have a minimum visible transmittance (VT) of 37 percent.

The ground floor windows make up (1465sf / 1084sf) 74 percent of the ground floor façade, therefore the standard is met. The specified glass has a VT of 50%.

(iii) Upper floors shall incorporate vertical windows.

Windows in the second and third floor units are all vertically oriented, therefore the standard is met.

(iv) Weather protection, in the form of awnings or canopies, shall be provided along a minimum of 90 percent of the length of the ground floor building façade adjacent to the street. Awnings or canopies shall have a minimum clearance height above the sidewalk of eight feet, and may encroach into the street right-of-way as provided in SRC 76.160.

A steel awning is shown across the entire length of the primary (west) façade. The lower portion (southern-most awning) is 8' – 0" above the sidewalk, and the remainder is a minimum of 11' – 7", therefore the standard is met.

(v) Above grade pedestrian walkways may be provided, except that no above grade pedestrian walkway shall be provided to property located within the Salem Downtown Historic District.

This project does not include above grade pedestrian walkways.

Off-Street Parking, Loading, & Driveways (SRC 806)

Sec. 806.005. – Off-street parking; when required.

(a) *General applicability.* Off-street parking shall be provided and maintained as required under this chapter for:

(1) Each proposed change new use or activity

This proposed project is a new use. See responses below regarding new required off-street parking.

(b) *Applicability to Downtown Parking District.* Within the Downtown Parking District, off-street parking shall only be required and maintained for uses or activities falling under household living.

The proposed project is outside the Downtown Parking District.

Sec. 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 activity it serves or in the following locations:

All required off-street parking is provided on the development site, therefore the standard is met.

Sec. 806.015. – Amount off-street parking

(a) *Minimum required off-street parking.* Unless otherwise provided under the UDC, off-street parking shall be provided in amounts not less than those set forth in Table 806-1.

Multiple Family – ***No parking requirement due to the proximity to the Cherriots Core Network. The project is located one block from the Downtown Transit Center.***

Social services – 1 space per 350 sf.

N/A

Retail Sales – 1 space per 250 sf.

6,782 sf. / 250 sf. = 28 spaces

Office – 1 space per 350 sf.

5,878 sf. / 350 sf. = 17 spaces

Per the totals above, a minimum of 45 spaces are required for this new development.

(b) *Compact Parking.* Up to 75 percent of the minimum off-street parking spaces required under this chapter may be compact parking spaces:

Total proposed spaces (46) divided by total compact spaces (22) equals 48 percent, therefore the standard is met.

(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.

The proposed development is required to contain a minimum of 41 spaces, therefore this standard does not apply.

(d) *Maximum off street parking.* Maximum off-street parking is based upon the minimum number of required off-street parking spaces. Except as otherwise provided in this section, and otherwise provided under the UDC, off-street parking shall not exceed the amounts set forth in Table 806-2A

More than 20 spaces = 1.75 times minimum number of spaces required.

37 x 1.75 = 65 spaces. 46 spaces are provided, so this standard is met.

Sec. 806.020. – Method of providing off-street parking

(a) *General.* Off-street parking shall be provided through one or more of the following methods:
(1) *Ownership.* Ownership in fee by the owner of the property served by the parking.
The development, site, and required parking will be owned by one party, therefore the standard is met.

Sec. 806.035. – Off-street parking and vehicle use area development standards for uses other than single family, two family, three family, and four family

(a) *General applicability.* The off-street parking and vehicle use area development standards set forth in this section apply to:
(1) The development of new off-street parking and vehicle-use areas.
The proposed development includes new off-street parking and vehicle-use areas. See responses below.

(b) *Location.*
(1) Generally. Off-street parking and vehicle-use areas shall not be located within required setbacks.
All off-street parking and vehicle use areas are located beyond the setbacks required per section 524.010.(b).
(2) Carpool and vanpool parking.
Not required per section 806.015.(c)
(3) Underground parking.
No underground parking included in this project

(c) *Perimeter setback and landscaping.*
(1) Perimeter setbacks and landscaping generally.
(A) *Perimeter setbacks*. Perimeter setbacks, as set forth in this subsection, 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. Perimeter setbacks for parking garages are set forth under subsection (c)(5) of this section. Perimeter setbacks are not required for:
(i) Off-street parking and vehicle use areas abutting an alley.
The east property line abuts an alley, therefore no setback is required.
(B) *Perimeter landscaping.* Required perimeter setbacks for off-street parking and vehicle use areas shall be landscaped as set forth in this subsection.
See responses below.
(2) *Perimeter setbacks and landscaping abutting streets.* Unless a greater setback is required elsewhere within the UDC, off-street parking and vehicle use areas abutting a street shall be setback and landscaped according to one of the methods set forth in this subsection. Street trees located along an arterial street may be counted towards meeting the minimum required number of plant units.
(A) *Method A.* The off-street parking and vehicle use area shall be setback a minimum of ten feet (see figure 806-1). The setback shall be landscaped according to the Type A standard set forth in SRC chapter 807
Not used in this project.
(B) *Method B.* ***Not used in this project.***
(C) *Method C*. ***Not used in this project.***
(D) *Method D.* ***Not used in this project.***

(E) *Method E.* The off-street parking and vehicle use area shall be setback a minimum of six feet to accommodate green stormwater infrastructure meeting public works design standards.
The proposed parking area accessed from Church Street is set back ten feet and will be utilized for green stormwater infrastructure. The standard is met.

(3) *Perimeter setbacks and landscaping abutting interior front, side, and rear property lines.* Unless a greater setback is required elsewhere within the UDC, off-street parking and vehicle use areas abutting an interior front, side, or rear property line shall be setback a minimum of five feet (see figure 806-5). The setback shall be landscaped according to the Type A standard set forth in SRC chapter 807.
The proposed parking areas are set back a minimum of five feet from interior side property lines and will be landscaped per Type A standards. The interior rear property line abuts an alley, therefore per 806.035(c)(a)(i) no setback or associated landscaping is required. The standard is met.

(4) *Setback adjacent to buildings and structures.* Except for drive-through lanes, where an off-street parking or vehicular use area is located adjacent to a building or structure, the off-street parking or vehicular use shall be setback from the exterior wall of the building or structure by a minimum five-foot-wide landscape strip, planted to the Type A standard set forth in SRC chapter 807, or by a minimum five-foot-wide paved pedestrian walkway (see figure 806-6). A landscape strip or paved pedestrian walkway is not required for drive-through lanes located adjacent to a building or structure.
The proposed parking area adjacent to the proposed building is set back a minimum of five feet from the north and east sides. This will be a concrete pedestrian walkway. The standard is met.

(d) *Interior landscaping*

(1) *Interior landscaping, generally.* Interior landscaping, as set forth in this subsection, shall be required for off street parking areas 5,000 square feet or greater in size; provided, however, interior landscaping is not required for:
The proposed parking area is greater than 5,000 square feet, therefore interior landscaping is required.

(2) *Minimum percentage of interior landscaping required.* 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 area, and curbed areas, but not including interior driveways. Perimeter landscaped setbacks and required landscape strips separating off-street parking areas from buildings and structures shall not count towards satisfying minimum interior landscaping requirements.
Less than 50,000 sq. ft. = Min. 5%
The total interior area of off-street parking is 21,249 sf., less than 50,000 sf., therefore a minimum of 5% of the area must be landscaped. This equates to 1,062 sf. of interior landscaping. The total provided interior landscaping is 3,194 sf., therefore the standard is met.

(3) *Trees.* A minimum of one deciduous shade tree shall be planted for every 12 parking spaces within an off-street parking area. Trees may be clustered within landscape islands or planter bays, and shall be distributed throughout the off-street parking area to create a canopy effect and to break up expanses of paving and long rows of parking spaces.
46 new off-street parking spaces are proposed; therefore, four deciduous shade trees are required. five trees are proposed, the standard is met.

(4) *Landscape islands and planter bays.* Landscape islands and planter bays shall have a minimum planting area of 25 square feet, and shall have a minimum width of five feet (see figure 806-7)
The two Landscape islands are 197 sf. and seven feet in width, therefore the standard is met.

(e) *Off-street parking area dimensions.* Off-street parking areas shall conform to the minimum dimensions set forth in table 806-6;
Typical dimensions are shown on the plans to indicate conformity with the minimum dimensions set forth in table 806-6, the standard is met.

(f) *Grade.* Off-street parking and vehicle use areas shall not exceed a maximum grade of ten percent. Ramps shall not exceed a maximum grade of 15 percent.
The site has a gradual slope of roughly 1 percent, therefore no ramps are necessary. The standard is met.

(g) *Surfacing.* Off-street parking and vehicle use areas shall be paved with a hard surface material meeting the Public Works Design Standards; provided, however, up to two feet of the front of a parking space may be landscaped with ground cover plants (see figure 806-9). Such two-foot landscaped area counts towards meeting interior off-street parking area landscaping requirements, but shall not count towards meeting perimeter setbacks and landscaping requirements.
Per civil drawings, the vehicle use areas will be paved with a hard surface material complying with the Public Works Design Standards. Wheel stops are implemented in this site plan to avoid vehicles overhanging into the required landscaping. In some instances, curbs are used as wheel stops, but the bumper overhang is not included in the calculated landscape area.

(h) *Drainage.* Off-street parking and vehicle use areas shall be adequately designed, graded, and drained according to the Public Works Design Standards, or to the approval of the Director.
The provided site plan outlines the drainage strategies for the vehicle use areas.

(i) *Bumper guards or wheel barriers.* Off-street parking and vehicle use areas shall include bumper guards or wheel barriers so that no portion of a vehicle will overhang or project into required setbacks and landscaped areas, pedestrian accessways, streets or alleys, or abutting property;
Bumper guards have been proposed at parking locations adjacent to pedestrian walkways and landscaping. In some instances, curbs are used as wheel stops, but the bumper overhang is not included in the calculated landscape area. Therefore the standard is met.

(j) *Off-street parking area striping.* Off-street parking areas shall be striped in conformance with the off-street parking area dimension standards set forth in Table 806-6;
Typical dimensions are shown on the plans to indicate conformity with the minimum dimensions set forth in table 806-6, the standard is met.

(k) *Marking and signage.*

(1) *Off-street parking and vehicle use area circulation.* Where directional signs and pavement markings are included within an off-street parking or vehicle use area to control vehicle movement, such signs and markings shall conform to the Manual of Uniform Traffic Control Devices.
Painted directional arrows are proposed to direct traffic flow within the proposed development site.

(2) *Compact parking.* Compact parking spaces shall be clearly marked indicating the spaces are reserved for compact parking only.
Compact parking spaces will be marked "compact".

(3) *Carpool and Vanpool Parking.* ***No carpool or vanpool parking is required for this project.***

(l) *Lighting.* Lighting for off-street parking and vehicle use areas shall not shine or reflect onto adjacent residentially zoned property, or property used for uses or activities under household living, or cast glare onto the street.
There are no abutting residentially zoned properties or property used for uses falling under household living.

(m) *Off-street parking area screening.* Off-street parking areas with more than six spaces shall be screened from abutting residentially zoned property, or property used for uses or activities falling under household living, by a minimum six-foot tall sight-obscuring fence, wall, or hedge;
There are no abutting residentially zoned properties or property used for uses falling under household living.

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

(a) *Access.* Off-street parking and vehicle use areas shall have either separate driveways for ingress and egress, a single driveway for ingress and egress with an adequate turnaround that is always available, or a loop to the single point of access. The driveway approaches to the driveways shall conform to SRC chapter 804.
The proposed parking lot allows for ingress either from Church Street or from the adjacent alley. Flow through the site is noted with painted arrows depicting one-way traffic. Exiting from the site is provided from the alley to the north or south.

(b) *Location.* Driveways shall not be located within required setbacks, except where:
(1) The driveway provides direct access to the street, alley, or abutting property.
The driveway is not located within setbacks, except for immediate site ingress from Church street. The standard is met.

(c) *Setbacks and Landscaping*
(1) *Perimeter setbacks and landscaping, generally.* Perimeter setbacks and a landscaping as set forth in this subsection shall be required for driveways abutting streets and abutting interior front, side, and rear property lines; provided, however, perimeter setbacks and landscaping are not required where:
(A) The driveway provides direct access to the street, alley, or abutting property.
The driveway is not located within setbacks, except for immediate site ingress from Church street. The standard is met.

(2) Perimeter setbacks and landscaping abutting streets. Unless a greater setback is required elsewhere within the UDC, driveways abutting a street shall be setback and landscaped according to the off-street parking and vehicle use area perimeter setbacks and landscaping standards set forth under SRC 806.035(c)(2).
The proposed driveway from Church Street does not abut the street, therefore this standard does not apply.

(3) Perimeter setbacks and landscaping abutting interior front, side, and rear property lines. Unless a greater setback is required elsewhere within the UDC, driveways abutting an interior front, side, or rear property line shall be setback a minimum of five feet. The setback shall be landscaped according to the Type A standard set forth in SRC chapter 807.
The proposed driveways on the interior rear are perpendicular to alley, and does not abut the property line. Therefore this standard does not apply.

(d) *Dimensions.* Driveways shall conform to the minimum width set forth in Table 806-7.
One way driveway = 12 ft.
Two way driveway = 22 ft.
Driveways are designed to meet the above requirements. The driveways on site are one way and are dimensioned on the plans to demonstrate conformance with the required widths. The standard is met.

(e) *Surfacing.* All driveways, other than access roads required by the Public Works Design Standards. Access roads required by the Public Works Design Standards to provide access to City utilities shall be an all-weather surface material meeting the Public Works Design Standards; provided, however, the first ten feet of the access road leading into the property, as measured from the property line, shall be paved with a hard surface material.
Per civil drawings, the vehicle access areas will be paved with approved materials.

(f) *Drainage.* Driveways shall be adequately designed, graded, and drained according to the Public Works Design Standards, or to the approval of the Director.
The provided site plan outlines the drainage strategies for the vehicle use areas.

(g) *"No Parking" signs*. Driveways shall be posted with one "no parking" sign for every 60 feet of driveway length, but in no event shall less than two signs be posted
Two "No Parking" signs will be posted in the short driveway connecting Church St. to the parking area.

Sec. 806.045. – Bicycle parking; when required

(a) *General applicability.* Bicycle parking shall be provided as required under this chapter for:
(1) Each proposed new use or activity.
The new development is a new use, therefore bicycle parking will be required.

(b) *Applicability to non-conforming bicycle parking area.*
All proposed bicycle parking in this project is new.

Sec. 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.
All proposed bicycle parking is located within the same development site as the use or activity it serves, therefore the standard is met. See site plan for locations.

Sec. 806.055. – Amount of bicycle parking.

Unless otherwise provided under the UDC, bicycle parking shall be provided in amounts not less than those set forth in Table 806-8
Multiple family – The greater of 4 spaces or 0.1 space per dwelling unit
20 units x 0.1 = 2 spaces. 4 spaces required
Retail Sales – The greater of 4 spaces or 1 space per 10,000 square feet of building area.
7,285 sf. = 1 space. 4 spaces required
Office – The greater of 4 spaces or 1 space per 3,500 square feet of building area.
2,650 sf. = 1 space. 4 spaces required

8 staple / inverted racks are provided along the church street façade. These spaces satisfy the requirement of 4 spaces each for retail and office uses. 13 additional

indoor spaces are provided for the residential units, which satisfies the four required spaces for multiple family use.

Sec. 806.060. – Bicycle parking development standards

Unless otherwise provided under the UDC, bicycle parking shall be provided in racks or lockers developed and maintained as set forth in this section. The standards set forth in this section shall not apply to City approved bike share stations which utilize bike docking stations.

(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 measures along a direct pedestrian route.
Bicycle parking spaces are provided as loops along the Church Street (west) façade. These are spaced evenly along the exterior of the front façade, as there are multiple entrances to the building. Each bicycle loop is within 50 feet of a building entrance. Additional bicycle parking is provided inside the building, see item (2) for additional information.

(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.
Secure bicycle parking is located within the new building. The bike storage room is located down a hallway from the primary entrance and has a separate entrance from the back side of the building. The standard is met.

(b) *Access.* Bicycle parking areas shall have direct and accessible access to the public right-of way and the primary building entrance that is free of obstructions and any barriers, such as curbs or stairs, which would require users to lift their bikes in order to access the bicycle parking area.
The proposed staple / inverted rack bike parking will be at the same grade as the adjacent sidewalk. The standard is met.

(c) *Dimensions.* Except at provided in subsection (f) of this section, bicycle parking 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 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.
A 2 ft. by 6 ft. clear area is noted by each exterior bicycle rack. The space between bicycle racks inside the bike storage room has been reduced to 3 feet. The standard is met.

(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.
The exterior bicycle racks are accessed via the sidewalk, which exceeds the minimum width for an access aisle. The interior bike storage room has an interior aisle 5' – 3" wide, which exceeds the minimum. The standard is met.

(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.

The exterior bicycle racks will be on paved concrete to match the adjacent sidewalk. The interior bike storage room will have a 6 inch concrete slab floor. The standard is met.

(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.

Staple / Inverted bike racks per figure 806-10 are proposed at all bicycle parking areas, this meets the standards listed above.

(f) *Bicycle lockers.*

No bicycle lockers are included in the proposed development.

Sec. 806.065. – Off-street loading areas; when required.

(a) *General applicability.* Off-street loading shall be provided and maintained as required under this chapter for:

(1) Each proposed new use or activity

The proposed new development is a new use, therefore an off-street loading area is required. One is provided per the requirements listed below, see site plan for location.

(b) *Applicability to non-conforming off-street loading area.*

The proposed loading area is new, therefore this section is not application.

Sec. 806.070. – Proximity of off-street loading areas to use or activity served.

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

The proposed off-street loading zone is located within the same development site as the use or activity it serves, therefore the standard is met. See site plan for location.

Sec. 806.075. – Amount of off-street loading

Unless otherwise provided under the UDC, off-street loading shall be provided in amounts not less than those set forth in table 806-9

Multiple family – 5 to 49 units = None required

20 units = None required

Business and professional services – Less than 5,000 sf. = none required

5,878 sf. = 1 space required, 9 ft. x 19 ft. x 12 ft. One off-street parking space will be used to satisfy this requirement, per 806.075(a).

Retail Sales & Service – 5,000 sf. – 60,000 sf. = 1 space, 12 ft. x 20 ft. x 14 ft.

7,285 sf. = 1 space required, 12 ft. x 30 ft. x 14 ft. One loading zone, 12 ft. x 30 ft. x 14 ft. is provided off the alley in the rear parking lot, therefore the standard is met.

Sec. 806.080. – Off-street loading development standards.

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

(a) *Location.* Off-street loading areas shall not be located within required setbacks.
The proposed loading zone is located within the off-street parking area, outside of any setbacks. The standard is met.

(b) Perimeter setbacks and landscaping.

(1) Perimeter setbacks and landscaping abutting streets. Unless a greater setback is required elsewhere within the UDC, off-street loading areas abutting a street shall be setback and landscaped according to the off-street parking and vehicle use area perimeter setback and landscaping standards set forth under SRC 806.035(c)(2)
The proposed loading zone does not abut a street. The standard does not apply.

(2) Perimeter setbacks and landscaping abutting interior front, side, and rear property lines. Unless a greater setback is required elsewhere within the UDC, off-street loading areas abutting an interior front, side, or rear property line shall be setback a minimum of five feet. The setback shall be landscaped according to the Type A landscaping standard of SRC chapter 807.
The proposed loading zone is set back seven feet from the adjacent alley. The setback is not landscapes; a Class 2 adjustment application has been submitted for this item.

(c) Dimensions. Loading areas shall conform to the minimum dimensions set forth in Table 806-9.
The proposed loading area is 12 ft. x 30 ft. x 14 ft. per Table 806-9, the standard is met.

(d) Maneuvering. Off-street loading areas shall be of sufficient size, and all curves and corners of sufficient radius, to accommodate the safe operation of a delivery vehicle.
The loading area is directly accessible from the adjacent alley, the standard is met.

(e) Surfacing. All loading areas shall be paved with a hard surface material meeting the Public Works Design Standards, or to the approval of the Director.
The loading area is in the off-street parking area, therefore the surface will be the same. The standard is met.

(f) Drainage. Loading areas shall be adequately designed, graded, and drained according to the Public Works Design Standards, or to the approval of the Director.
The loading area grading is designed per the PWDS. See the civil site plan for additional drainage information.

(g) Lighting. Lighting for off-street loading areas shall not shine or reflect onto adjacent residentially zoned property, or property used for uses or activities falling under household living, or cast glare onto the street.
There are no abutting residentially zoned properties or property used for uses falling under household living.

<u>General Development Standards (SRC 800)</u>

Sec. 800.055. – Solid Waste Service Areas

Solid waste service areas shall provide for the safe and convenient collection of solid waste and recyclable and compostable materials by the local solid waste collection franchisee.

(a) *Applicability.* Solid waste service area design standards shall apply to:

(1) All new solid waste, recycling, and compostable service areas, where use of solid waste, recycling, and compostable receptacle of one cubic yard or larger is proposed

A single two yard solid waste receptable will be placed on site, therefore the standard applies.

(b) *Solid waste receptacle placement standards.* All solid waste receptacles shall be placed at grade on a concrete pad that is a minimum of four inches think, or on an asphalt pad that is a minimum of six inches thick. The pad shall have a slope of no more than a three percent and shall be designed to discharge stormwater runoff consistent with the overall stormwater management plan for the site approved by the Director.

(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 one foot beyond the sides and rear of the receptacle; and

Minimum one foot provided.

(B) The pad area shall extend a minimum three feet beyond the front of the receptacle

Minimum three feet provided.

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

Receptacles are side by side, they do not face each other.

(2) Minimum separation.

(A) A minimum separation of 1.5 feet shall be provided between the receptacle and the side wall of the enclosure

Minimum 1.5 feet provided.

(B) A minimum separation of five feet shall be provided between the receptacle and any combustible walls, combustible roof eave lines, or building or structure opening.

Closest structure is 35 feet away.

(3) Vertical clearance.

(A) *Receptacles two yards or less.* Receptacles two yards or less in size shall be provided with a minimum of eight feet of unobstructed overhead or vertical clearance for servicing.

Eight feet of vertical clearance is provided.

(B) *Receptacles greater than two cubic yards.*

New development does not include a proposal for any receptacles over two cubic yards.

(c) *Permanent drop box and compactor placement standards*

New development does not include a proposal for a permanent dropbox or compactor.

(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.

Waste area is surrounded by a six foot tall CMU wall and chain link gate with privacy slats.

(e) *Solid waste service area enclosure standards.* When enclosures are used for required screening or aesthetics, such enclosures shall conform to the standards set forth in this subsection. The overall dimensions of an enclosure are dependent upon the number and size of receptacles the enclosure is designed to accommodate.

(1) *Front opening of enclosure.* The front opening of the enclosure shall be unobstructed and shall be a minimum of 12 feet in width.
The enclosure has a 16 foot wide opening.

(2) Measures to prevent damage to the enclosure.

(A) Enclosures constructed of wood or chainlink fencing 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 to prevent damage from receptacle impacts.
Not applicable

(B) 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.
Fixed 4" concrete curbs are provided at the perimeter.

(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. For any enclosure opening with an unobstructed width of 15 feet or greater, the gates shall open a minimum of 90 degrees. All gates shall have restrainers in the open and closed positions.
The proposed opening is 16 feet, and the gates open a minimum of 90 degrees.

(4) *Prohibited enclosures.* Receptacles shall not be stored in buildings or entirely enclosed structures…
Receptacles are stored in an exterior covered area specifically designed as a solid waste service area.

(f) Solid waste service area vehicle access.

(1) Vehicle operation area.

(A) A vehicle operation area shall be provided for solid waste collection service vehicles that is free of obstructions and no less than 45 feet in length and 15 feet in width; provided, however, where the front opening of an enclosure is wider than 15 feet, the width of the vehicle operation area shall be increased to equal the width of the front opening of the enclosure. Vehicle operation areas shall be made available perpendicular to the front of every receptacle, or, in the case of multiple receptacles within an enclosure, perpendicular to every enclosure opening
A 15' x 45' service area is located perpendicular to the proposed solid waste enclosure.

(B) For solid waste service area having receptacles of two cubic yards or less, the vehicle operation may be located:

(i) Perpendicular to the permanent location of the receptacle of the enclosure opening (see Figure 800-8);

(ii) Parallel to the permanent location of the receptacle of the enclosure opening (see Figure 800-9); or

(iii) In a location where the receptacle can be safely maneuvered manually not more than 45 feet into a position at one end of the vehicle operation area for receptacle servicing.
A 15' x 45' service area is located perpendicular to the proposed solid waste enclosure. The standard is met.

(C) The vehicle operation area may be coincident with a parking lot drive aisle, driveway, or alley provided that such area is kept free of parked vehicles and other obstructions at all times except for the normal ingress and egress of vehicles.
The service area is adjacent to an alley.

(D) Vertical clearance. Vehicle operation areas shall have a minimum vertical clearance of 14'.
There are no overhead obstructions at the vehicle operation area.

(E) In the event that access to the vehicle operation area is not a direct approach into position for operation of the service vehicle, a turnaround, in conformance with the minimum dimension and turning radius requirements shown in Figure 800-10, shall be required to allow safe and convenient access for collection service.
Not applicable

(g) Notice to solid waste collection franchisee. Upon receipt of an application to vary or adjust the standards set forth in this section, notification and opportunity to comment shall be provided to the applicable solid waste collection franchisee. Notice required under this subsection shall be in addition to the notification required for a variance or adjustment under SRC chapter 300

Sec. 800.060. – Exterior Lighting

(a) Exterior lighting shall not shine or reflect onto adjacent properties, or cast glare onto the public right-of-way
Light fixtures will be specified with cut-offs or optics to provide required illumination of the site while complying with 800.060 and 800.065. A photometric site plan will be submitted as part of the building permit application.

(b) Exterior light fixtures shall be located and designed so that the light source, when viewed at a height of five feet above the ground at a distance of five feet outside the boundary of the lot, shall be either:
(1) Completely shielded from direct view; or
(2) No greater than five foot-candles in illumination
Light fixtures will be specified with cut-offs or optics to provide required illumination of the site while complying with 800.060 and 800.065. A photometric site plan will be submitted as part of the building permit application.

Sec. 800.065. – Pedestrian Access

Except where pedestrian access standards are provided elsewhere under the UDC, all developments, other than single family, two family, three family, four family, and multiple family developments, shall include an on-site pedestrian circulation system developed in conformance with the standards in this section.

(a) Pedestrian connections required. The on-site pedestrian circulation system shall provide pedestrian connectivity throughout the development site as follows.
(1) Connection between building entrances and streets.
(A) 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 buildings primary entrances to each adjacent street is allowed; provided each

of the buildings primary entrances are connected, via a pedestrian connection, to the required connection to the street.
The primary building entrances are directly connected to the sidewalk of the adjacent Church Street.

(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.
There is one existing transit stop near the southwest corner of the property. The primary building entrances are directly connected to the sidewalk, which provides a direct connection to the transit stop.

(2) Connection between buildings on the same development site. 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 the buildings.
The new Hope Plaza building and the existing Center For Hope and Safety building are connected by the sidewalks along Church Street and Center Street.

(3) 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 drive aisles shall include pedestrian connections through the parking area to the primary building entrance or where there is no building, through the parking area as provided in this subsection.
Not applicable, the proposed parking area is less than 25,000sf.

(B) Parking Structures and parking garages
Not applicable, no proposed parking structures or garages.

(4) Connection to existing or planned paths and trails.
Not applicable, no existing or planned paths or trails.

(5) Connection to abutting properties.
Not applicable, no proposed vehicular connection to an abutting property.

(b) Design and materials. Required pedestrian connection shall be in the form of a walkway, or may be in the form of a plaza.
Not applicable. No existing or proposed pedestrian routes

(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.
Light fixtures will be specified with cut-offs or optics to provide required illumination of the site while complying with 800.060 and 800.065. A photometric site plan will be submitted as part of the building permit application.

ANDERSON SHIRLEY
ARCHITECTS

Class 2 Driveway Approach Permit
Written Statement
5 August, 2021
Site Plan Review – Class 2
Center for Hope and Safety – HOPE Plaza
454 Church St. NE
Reference Numbers: 21-109479-DR / 21-109480-RP / 21-109481-ZO

Approval Criteria, Chapter 804:

1. The proposed driveway approach meets the standards of this chapter and Public Works Design Standards: The approach is 12.5 feet wide, which meets the width standard of this chapter and and meets the additional standards of this chapter, as described in the responses below. The driveway will comply with Public Works Design Standards, Standard Plan No. 302.

2. No site conditions prevent placing the driveway approach in the required location: The proposed driveway replaces a current, functioning driveway within a few feet of the proposed location. No site conditions pose a problem for the proposed location.

3. The number of driveway approaches onto an arterial are minimized: One driveway is proposed for the site, and no future approaches on the same side of the street are feasible given the development of the block.

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: The adjacent property has no parking lot. Both streets abutting the property (Center St. NE and Church St. NE) are classified as Major Arterials.

5. The driveway approach meets vision clearance standards: Proposed driveway is one-way into the site, so vision clearance standards do not apply.

6. The proposed driveway approach does not create traffic hazards and provides for safe turning movements and access: Proposed driveway is one-way onto the site, is approximately mid-block, and is in approximately the same location as the driveway it will replace — so no significant change to current traffic patterns.

7. The proposed driveway approach does not result in significant adverse impacts to the vicinity: The proposed driveway replaces an existing driveway of similar size, location and same travel direction. The proposed driveway will not cause any significant impact to the vicinity.

8. The proposed driveway approach minimizes impact to the functionality of adjacent streets and intersections: Although the proposed driveway is less than 370 feet to the adjacent intersections (a Class 2 Adjustment has been applied for), Church Street is a downtown street with much slower speeds and traffic load than a typical Major Arterial. The proposed driveway is mid-block, resulting in minimal 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: The proposed driveway is in a central business district location; there is no residentially zoned property nearby. No significant impact to residential property.

ANDERSON SHIRLEY
ARCHITECTS

Class 2 Adjustment
Written Statement for Driveway Spacing
13 July, 2021
Site Plan Review – Class 3
Center for Hope and Safety – HOPE Plaza
454 Church St. NE
Reference Numbers: 21-109479-DR / 21-109480-RP / 21-109481-ZO

Adjustment Written Statement

Seeking adjustment to SRC 804.035(d) which states that driveway approaches providing direct access to a major or minor arterial shall be no less than 370 feet from the nearest driveway or street intersection, measured from centerline to centerline.

Approval Criteria:

1. The purpose underlying the standard is clearly satisfied by the proposed development: The purpose of the standard is to avoid impedances to traffic flow and potential accidents between vehicles on major or minor arterials (which typically have higher volumes and speed limits) and those entering or leaving driveways. In the case of the proposed development, the major arterial in question is a downtown street. Since downtown street intersections are typically only about 430 feet apart in the North-South direction, it is impossible to meet the standard at any location along the block. However, the speed limit downtown is only 20 miles an hour, so there is more time for drivers on the arterial to react to another driver entering or leaving via the driveway. Additionally, the proposed driveway is one-way onto the site, meaning no vehicles will be entering the street from the driveway. Finally, the proposed driveway is replacing an existing one in a slightly different location, meaning that there is no material change to current traffic patterns in the area. All of these factors (low speed, one way driveway, and existing driveway) lead to the conclusion that the proposed design meets the purpose of the standard.

2. If located within a residential zone, the proposed development will not detract from the livability or appearance of the residential area. Does not apply – the proposed development is not in a residential zone.

3. If more than one adjustment has been requested, the cumulative effect of all the adjustments result in a project which is still consistent with the overall purpose of the zone. The other adjustments requested are for building setback abutting a street, and loading zone landscaping. All three adjustments being requested are individually consistent with the overall purpose of the zone, and do not have any combined impacts which are inconsistent with the overall purpose of the zone.

Regarding the adjustment for building setback, the new driveway is slightly farther from the corner of the proposed building than the existing driveway is from the former building on the site, and the proposed building is set back from the property line slightly further than the former building was, so the new configuration is safer than the existing.

ANDERSON SHIRLEY
ARCHITECTS

Class 2 – Adjustment
Written Statement for Building Setback Abutting a Street
13 July, 2021
Site Plan Review – Class 2
Center for Hope and Safety – HOPE Plaza
454 Church St. NE
Reference Numbers: 21-109479-DR / 21-109480-RP / 21-109481-ZO

Adjustment Written Statement

Seeking adjustment to SRC 524.010(b) Table 524-3 which states that buildings abutting the street shall be set back from the property line 0 feet or 10 feet.

Approval Criteria:

1. The purpose underlying the standard is clearly met by the proposed development: The assumed purpose of the 0-foot setback is to maintain a consistent urban edge along downtown streets and sidewalks. The assumption is that the 10-foot setback is to allow for a shallow plaza that would accommodate outdoor dining. The proposed building has an articulated façade, with piers set approximately 1 foot from the property line, with the rest of the wall set back 3'-3" from the property line. The existing adjacent building has a setback of approximately the same amount, so the proposed building helps to create a consistent urban edge that complies with the purpose of the standard. Additionally, the setback is required to allow space for bike parking which is required elsewhere in the zoning code to be within 50 feet of the main entrance, and is not allowed by Public Works to be located within the right-of-way. The setback also allows door swings to be outside of the right-of-way, meeting another Public Works requirement. Finally, the proposed design includes three new street trees, where none currently exist. All of these factors contribute to a usable and active pedestrian space with an urban character, and meet the purpose underlying the standard.

2. If located within a residential zone, the proposed development will not detract from the livability or appearance of the residential area. Does not apply – the proposed development is not in a residential zone.

3. If more than one adjustment has been requested, the cumulative effect of all the adjustments result in a project which is still consistent with the overall purpose of the zone. The other adjustments requested are for loading zone landscaping, and driveway separation. All three adjustments being requested are individually consistent with the overall purpose of the zone, and do not have any combined impacts which are inconsistent with the overall purpose of the zone.

ANDERSON SHIRLEY
ARCHITECTS

Class 2 Adjustment
Written Statement for Loading Zone Landscaping
13 July, 2021
Site Plan Review – Class 2
Center for Hope and Safety – HOPE Plaza
454 Church St. NE
Reference Numbers: 21-109479-DR / 21-109480-RP / 21-109481-ZO

Adjustment Written Statement

Seeking adjustment to SRC 806.080(b)(2) which states that the required 5-foot setback from a rear property line shall be landscaped according to the Type A landscaping standard of SRC chapter 807.

Approval Criteria:
1. The purpose underlying the standard is clearly satisfied by the proposed development: The purpose of the standard is to screen loading zones from adjacent uses. In the case of the proposed development, the rear property line abuts an alley which provides access to parking for both the proposed and existing adjacent commercial uses. The existing parking directly accesses the alley with no landscape screening, and functions well for its intended purpose. The proposed design for the loading zone maintains a consistent design vocabulary within the alley, and allows for unobstructed access to the loading zone from the alley as well as truck access to the trash enclosure.

The overall parking lot is required to have 1,062 SF of landscaping, and 3,194 SF is proposed, so the proposed design is well above the requirement. As there would be no real advantage to introducing a 12-foot long landscape strip between the alley and loading zone, and the proposed landscaping overall is approximately 3 times the required amount, the proposed design meets the purpose of the standard.

2. If located within a residential zone, the proposed development will not detract from the livability or appearance of the residential area. Does not apply – the proposed development is not in a residential zone.

3. If more than one adjustment has been requested, the cumulative effect of all the adjustments result in a project which is still consistent with the overall purpose of the zone. The other adjustments requested are for building setback abutting a street, and driveway separation. All three adjustments being requested are individually consistent with the overall purpose of the zone, and do not have any combined impacts which are inconsistent with the overall purpose of the zone.

MEMO

TO: Steven McAtee, Planner II
Community Development Department

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

DATE: August 9, 2021

SUBJECT: **PUBLIC WORKS RECOMMENDATIONS**
DR-SPR-ADJ-DAP21-03 (21-109480-RP)
454 CHURCH STREET NE
THREE-STORY MIXED-USE BUILDING

PROPOSAL

A Class 3 Site Plan Review, Class 2 Driveway Approach Permit, and a Class 2 Adjustment for the development of a three-story mixed-use building with retail and office uses, and 20 units of multi-family housing. The approximately one-acre property is zoned CB (Central Business District), is within the General Retail/Office Overlay Zone, and is located at 454 Church Street NE (Marion County Assessors Map and Tax Lot Numbers: 073W22DD / 3000, 073W22DD / 3100 and 073W22DD / 2900).

RECOMMENDED CONDITIONS OF APPROVAL

1. Construct streetscape improvements as specified in the City of Salem Downtown Streetscape Plan.

2. Obtain a revocable license for the steel canopy encroaching into the right-of-way pursuant to SRC 76.150.

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

FACTS

Streets

1. Church Street NE

   a. Standard—This street is designated as a Major Arterial street in the Salem TSP. The standard for this street classification is a 68-foot-wide improvement within a 96-foot-wide right-of-way.

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

b. Existing Conditions—This street has an approximate 59-foot improvement within a 100-foot-wide right-of-way abutting the subject property.

2. Center Street NE

a. Standard—This street is designated as a Major Arterial street in the Salem TSP. The standard for this street classification is a 68-foot-wide improvement within a 96-foot-wide right-of-way.

b. Existing Conditions—This street has an approximate 59-foot improvement within a 99-foot-wide right-of-way abutting the subject property.

3. Alley

a. Standard—The standard for an Alley classification is right-of-way measuring 10 to 20 feet, with improvements detailed in Public Works Standard Plan Nos. 304 and 305.

b. Existing Conditions—The Alley abutting the subject property is paved and has a right-of-way measuring approximately 16 feet.

Storm Drainage

1. Existing Conditions

a. A 10-inch storm main is located in Center Street NE.

b. There are 8-inch and 10-inch storm mains located in the Alley.

c. An 8-inch storm main is located within an easement on the north side of the subject property.

Water

1. Existing Conditions

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

b. A 12-inch water main is located in Church Street NE.

c. A 10-inch water main is located in Center Street NE.

Sanitary Sewer

1. Existing Conditions

   a. An 8-inch sewer main is located in the Alley.

   b. A 36-inch sewer main is located in Center Street NE.

   c. A 42-inch and two 48-inch sewer mains are located in Church Street NE.

CRITERIA AND FINDINGS

Analysis of the development based on relevant criteria in SRC 220.005(f)(3) is as follows:

Criteria: SRC 220.005(f)(3)(A) The application meets all applicable standards of the UDC *(Unified Development Code)*

Finding—With completion of the conditions above and approval of the adjustment for driveway spacing, the subject property meets all applicable standards of the following chapters of the UDC: 601 – Floodplain; 802 – Public Improvements; 803 – Streets and Right-of-Way Improvements; 804 – Driveway Approaches; 805 – Vision Clearance; 809 – Wetlands; and 810 - Landslides.

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

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

According to the City's adopted landslide hazard susceptibility maps and SRC Chapter 810 (Landslide Hazards), there are no mapped landslide hazard areas on the subject property.

Criteria: SRC 220.005(f)(3)(B) The transportation system provides for the safe, orderly, and efficient circulation of traffic into and out of the proposed development, and negative impacts to the transportation system are mitigated adequately

Finding—Church Street NE, Center Street NE, and the Alley meet the right-of-way width standards pursuant to the Salem TSP and PWDS.

The existing configuration of Church Street NE does not meet current streetscape standards pursuant to PWDS. The applicant shall construct streetscape improvements

as specified in the City of Salem Downtown Streetscape Plan.

The application materials show an overhead steel canopy structure encroaching into the right-of-way. Prior to construction, the applicant shall obtain a revocable license for encroachment pursuant to SRC 76.150.

Criteria: SRC 220.005(f)(3)(C) Parking areas and driveways are designed to facilitate safe and efficient movement of vehicles, bicycles, and pedestrians

Finding—The applicant has proposed an ingress only driveway approach on Church Street NE with all egress directed to the alley, providing 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 the surrounding streets/areas and are adequate to serve the proposed development. The applicant proposes connections to existing water, sewer, and storm infrastructure.

The applicant's engineer submitted a statement demonstrating compliance with Stormwater PWDS Appendix 004-E (4) and SRC Chapter 71. At the time of development, the applicant shall design and construct a storm drainage system in compliance with SRC Chapter 71 and PWDS.

The applicant shall design and construct all utilities (sewer, water, and storm drainage) according to the PWDS and to the satisfaction of the Public Works Director.

Criteria—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 is located less than 370 feet from surrounding intersections; therefore, a Class 2 adjustment is required for driveway spacing as described below. Otherwise, the proposed driveway meets the standards for SRC 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 development reduces the width of the existing driveway, and proposes one-way ingress only access from 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 subject property abuts two Major Arterials and an Alley. The Alley is not wide enough for two-way traffic. The development cannot be fully served by the lowest classification of street (Alley).

(5) Proposed driveway approach meets vision clearance standards;

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

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

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

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

Finding—Staff analysis of the proposed driveway and the evidence that has been submitted indicate 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 Major Arterial street and minimizes the impact to adjacent streets and intersections by directing all egress to the Alley.

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

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

CRITERIA AND FINDINGS—Class 2 Adjustments

Analysis of the proposed Class 2 adjustment based on relevant criteria in SRC 250.005(d)(2) is as follows:

Criteria—The purpose underlying the specific development standard proposed for adjustment is:

1. **Clearly inapplicable to the proposed development; or**

2. **Equally or better met by the proposed development.**

Finding—The applicant is requesting a Class 2 adjustment to allow reduced spacing between intersections less than the standard of 370 feet. The development is proposing a one-way ingress only driveway on Church Street NE, replacing an existing two-way driveway in a slightly different location. The applicant provided a written statement identifying the existing surrounding downtown intersections are only approximately 430 feet apart. Additionally, this area of downtown has a speed limit of 20 miles an hour, which increases driver reaction time of turning movements into the driveway. The proposed driveway configuration meets the adjustment criteria by allowing for turning movements and traffic safety equal to what would be accomplished by meeting the development standard.

Prepared by: Matt Olney, Program Manager
cc: File

CITY OF SALEM

DOWNTOWN STREETSCAPE PLAN

CITY OF Salem AT YOUR SERVICE

ACKNOWLEDGEMENTS

PROJECT PARTNERS

CITY OF SALEM
- Kristin Retherford, Urban Development Director
- Sheri Wahrgren, Downtown Revitalization Manager
- Rebecca Ziegler, Downtown Revitalization Project Manager

PEOPLE OF SALEM
Design Guidance and Review

CONSULTANT TEAM

WALKER MACY
Lead, Streetscape Design
- Michael Zilis, Principal-in-Charge
- Ken Pirie, Principal Planner
- Saumya Kini, Urban Designer
- Morgan Maiolie, Urban Planner
- Tiffany Swift, Urban Designer

JLA PUBLIC INVOLVEMENT
Public Outreach and Engagement
- Kristen Kibler, Senior Project Manager
- Irene Kim, Program Manager
- Sam Beresky, Multi-Media Specialist

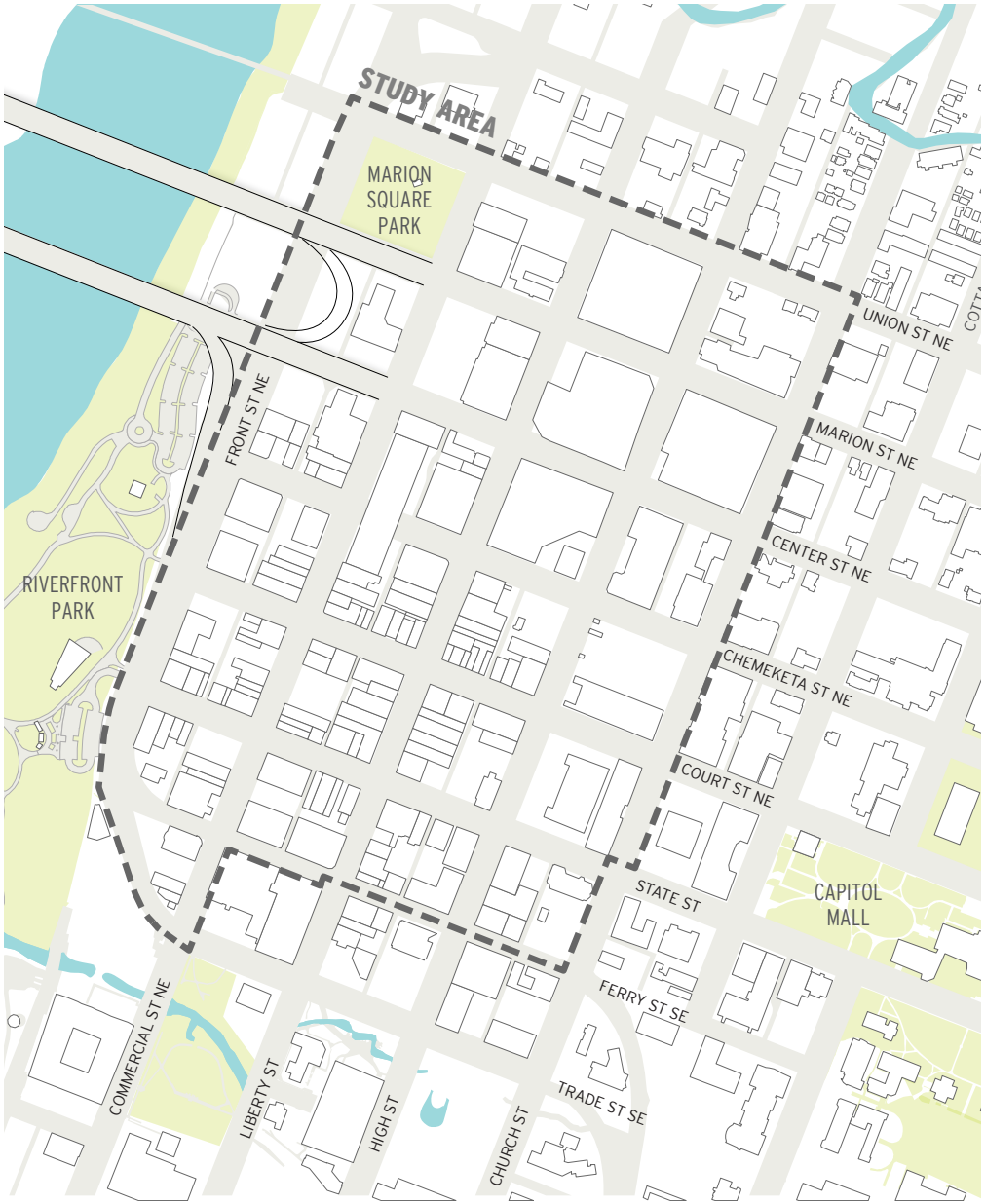
LELAND CONSULTING GROUP
Financial Consultation
- Alisa Pyszka, Principal

DKS ASSOCIATES
Transportation
- Scott Mansur, Senior Transportation Engineer

TABLE OF CONTENTS

1. INTRODUCTION

PROJECT BACKGROUND



In 2011, the City of Salem adopted a Strategic Action Plan that identified streetscape improvements as a top priority to support a livable and economically healthy downtown. In 2016, the City conducted focus groups with major downtown stakeholders which included downtown businesses, residents, and property owners, and found that streetscape improvements were ranked as the highest-impact priority for downtown.

The Downtown Streetscape Plan provides a road map for these needed improvements. Its study area is depicted in the map at left and is bounded by Union Street to the north, Church Street to the east, Ferry / Trade Streets to the south, and Front Street to the west.

As Salem continues to grow and flourish, this plan provides a guide to transform the downtown public realm into a cohesive, attractive, and inviting environment that benefits all downtown users.

HOW THE PLAN IS ORGANIZED

The Downtown Streetscape Project examines a specific portion of downtown Salem's public realm. Other studies, like the Central Salem Mobility Study, address changes to street configurations within curbs, including adding bicycle lanes and changing one-way alignments. Updates to private properties are evaluated through existing development codes and guidelines. This project addresses the sidewalk itself, between the curb and the face of buildings (diagram at right).

This document begins with an Introduction to the benefits of a well-designed streetscape, followed by an overview of Salem's specific character and identity and the existing condition of city sidewalks. The Introduction concludes with a review of the public engagement that guided the streetscape plan.

The second section, Design Concepts, shows the design for downtown sidewalks, including consistent elements, alley entrances, and the different streetscape types that serve different areas. Design Guidelines support these concepts with further detail and Example Plans show how the streetscape designs could be implemented and modified for real-world conditions. The Implementation chapter covers implementation aspirations as well as projects for future consideration. Finally, an Appendix contains various maps that summarize our team's understanding of the condition of downtown streetscapes as a whole and may help guide implementation.

STREETSCAPE BENEFITS

A well-designed streetscape is one of the things that attracts shoppers to downtown retail areas. Streetscapes not only create an ambiance, they provide a context and an identity for an area. They create places to pause and linger and provide safe and pleasant environments for walking and strolling.

Good streetscape design clearly organizes areas for movement, rest, window shopping, dining and other sidewalk activities to serve the diverse users of a downtown. Such streetscapes provide a sense of arrival, and serve a "wayfinding" function - connecting destinations and centers of activity. Streetscape improvements can provide a variety of economic, social and environmental benefits, including but not limited to the following:

- Increased retail activity and retail sales receipts resulting from increased foot traffic (from visitors and a growing population of downtown residents, to nearby workers) and improved visibility/ exposure of downtown businesses.
- New development, and redevelopment, over the long-term, will increase property values. People want to shop, live and work in an attractive environment. Streets with a flourishing retail and business climate will attract private real estate investment in the form of building rehabilitation/redevelopment, infill development and larger-scale new construction projects.
- Improved community livability.
- Improved public health due to increased walking and cycling. People are more likely to walk on sidewalks and bike on streets that offer a pleasant, visually appealing, accessible and safe streetscape environment.
- Plants and trees integrated with streetscape design improve safety by buffering pedestrians from vehicles; can add pollinator and bird habitat, improve stormwater quality, and contribute to the ecological health of an area.

SALEM CHARACTER AND IDENTITY

The City of Salem is defined by its tight-knit and unique community as well as its incredible location. The city is situated in the beautiful Willamette Valley, characterized by its rich, fertile soils, forested hillsides and wet climate that have allowed diverse plant, animal, and human life to grow and thrive throughout history. The area's agriculture, cultivation, and ecological heritage are important facets of Salem's character.

As Travel Salem puts it, Salem is truly "the most Oregon part of Oregon". As the capital city of our state, the city boasts a thriving combination of civic leadership and pride, a strong community of independent businesses, a broad network of advocates for a wide variety of causes, a rich collection of historic places and features, and above all, a diverse community of people from many cultures and walks of life.

Downtown Salem, bordered on the west by the Willamette River, is a central hub of activity surrounded by many destinations, including parks, natural areas, civic centers (like Willamette University and the Capitol Mall), and residential neighborhoods with historic landmarks. Residents of Salem take pride in their downtown and the vibrancy and authenticity of its local culture. Downtown represents the heart of Salem, and provides a venue for the wide range of social, commercial, and recreational activities that residents enjoy.

Downtown Salem within the regional landscape

Destinations and activity centers surrounding downtown Salem

Artwork in the alleys

First Wednesday at 1859 Cider

"We have excellent culture. We have true heart. We have love for one another. We have lovely monuments, familiar faces, interesting artwork, INCREDIBLE BIODIVERSITY, exciting events, popular views, various shopping and dining opportunities and much more!"

- Community Member at Open House #1

Brunch at Wild Pear

EXISTING CONDITIONS

Downtown Sidewalk Experience

The experience of walking in downtown Salem includes wide, expansive streets, many beautiful, human-scaled buildings (some of them historic), and deep awnings that provide weather protection. But the width of the streets creates significant traffic noise and can make pedestrians feel exposed or unsafe, particularly when crossing the street. However, pedestrians can discover many delightful things around downtown like art pieces, murals, shop displays, alleys, making downtown an attractive place to stroll, meet friends, go for a jog, or sit outside a cafe on a sunny day.

Sidewalk Materials and Furnishings

The existing streetscape materials and furnishings consist primarily of simple concrete sidewalks with black metal and wood furnishings. Sometimes, objects in the sidewalk like sandwich board signs, cafe tables, or tree wells create obstructions to the walking area. Sidewalks vary in width, age, and condition. Some areas are paved with tile and brick, relics of a previous streetscape design project that have weathered poorly and need to be replaced. The City has recently completed many bulb-outs and some sidewalks with newer concrete. These areas can receive some minor improvements, but will not be torn up and redeveloped in the near term. Underneath the concrete, there are often complex utilities and vaults, which can add cost and uncertainty to streetscape improvements.

Trees and Plants

Many community members expressed interest in creating and maintaining a healthy, mature tree canopy and planted areas in downtown. Street trees and plants are an intrinsic part of the personality and identity of downtown. Currently, downtown street trees vary in health. There are some mature trees in good health and others are not well-adapted to urban conditions. Tree spacing is inconsistent and varies throughout downtown from as wide apart as 80' to as close together as 15'. Tree wells are often 6' x 6' wide, sometimes obstructing walking area with exposed roots and conflicting with building awnings. Apart from street trees, there is little greenery in the streetscape today.

Remnants of previous streetscape project

Vacant lot downtown and inconsistent tree planting in background

Downtown Salem Retail

Downtown Salem Alley

Crosswalk at Front and State Street

Businesses and Properties

Existing downtown businesses and properties are major contributors to the sidewalk experience. A range of businesses exist throughout downtown; from small, independent retail shops, to mid-size restaurants and cafes, to full-block malls. Community members identified a "heart" of downtown commercial activity centered around the intersection of Liberty and Court, extending out along those streets. This heart offers a variety of services, experiences, and places to meet, creating a pleasant bustle of pedestrian activity. Conversely, sidewalks around the malls and larger retailers often feature blank walls, and are not attractive areas for pedestrians to stroll or linger. Over time, many hope that the vibrant activity around the heart of downtown and other successful areas will grow and spread to other areas, creating a more walkable, thriving downtown.

Gathering and Events

Downtown Salem offers a range of daytime and nighttime events and entertainment. For example, "Go Nuts Downtown" encourages people to visit local businesses to get passport stamps and win prizes; Salem First Wednesdays close downtown alleys to cars, bringing people out in the evening to mingle; and several thriving theaters and venues create nightlife and buzz. The sidewalk can be an integral part of the experience of events and gathering by improving connections from place to place and making space for seating and gathering.

Connecting Destinations

Downtown is centrally located between many destinations. In particular, streetscapes in downtown can enhance pedestrian routes between civic destinations like Willamette University, the Capitol Mall, and Riverfront Park. Existing streetscapes on State and Court Streets do not provide a clear and continuous route between these destinations, and the crosswalk at Front Street is worn and unclear (image at left).

PUBLIC PROCESS

Throughout the public process the design team learned about community desires for the vision of downtown sidewalk areas and sought input on example images. The project team then worked for several months designing streetscape concepts and defining a framework for streetscape improvements. Various public input opportunities led to an iterative development of the Downtown Streetscape Plan.

What We Heard

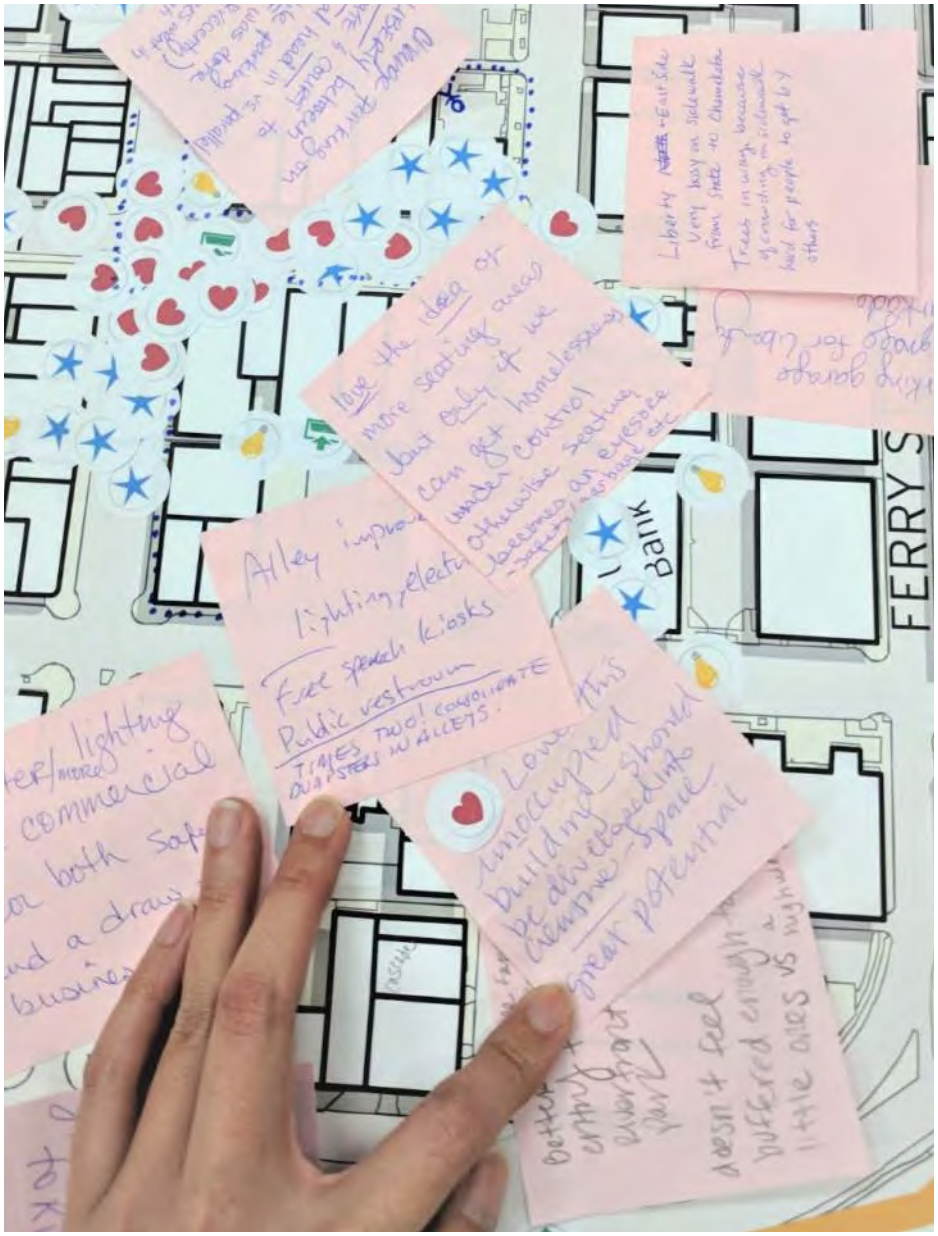
The Downtown Salem Streetscape Plan effort publicly kicked off at an open house on November 30, 2017. The project team shared goals and parameters, learned about existing conditions and how residents use downtown sidewalks and public spaces, and captured ideas from the public for an improved future downtown streetscape. The scope of the Streetscape Plan was the area defined as the curb to the building.

Participation

More than 1200 people learned about the effort and offered some feedback during the process. The first open house drew about 70 participants; the latter three open houses ranged from 40-60 participants. The last open house also attracted many people who had not attended earlier meetings. The complementary online open houses/surveys engaged 240 to 1240 people.

Shared Desire for Improvements to a Loved Downtown

Participation at meetings was higher from residents of Salem than those who owned or operated businesses downtown, but most indicated that they visit downtown at least a couple of times per week, often more. Many participants highlighted the existing positive features of downtown and its businesses and wanted to see downtown thrive. There was interest in improvements that created a palette for local character and consistency that highlighted Salem's businesses and architecture. There was strong interest in adding vegetation, trees, lighting, and amenities to attract visitors of all ages downtown.



Meetings and Other Input Opportunities

The following public involvement and outreach efforts provided opportunities for downtown stakeholders to learn about the project, provide early input, review progress and offer input at key milestones.

Open houses with Presentations

- November 30, 2017 – share project parameters and goals, learn from community
- February 13, 2018 – seek public input on concepts for streetscape improvements
- April 18, 2018 – public review of streetscape framework and plan elements
- November 14, 2018 – public review of revised plan elements based on public feedback and City staff technical review

Online Open Houses or Surveys

- December 2017
- Mid-February to mid-March 2018
- May – September 2018

Walking tour with small group of area stakeholders – February 2018

Focus groups to target conversation related to interest areas – gathering spaces, business, art and signage, materials, trees and landscaping, and connecting places – January-February 2018

Public information and invitations to attend events or provide input through City website, City e-newsletters, postcard mailings to downtown businesses/properties, and postings on social media. City staff also sent emails to various boards, committees, and stakeholders who might be interested in the planning effort. Additionally, people who attended meetings or provided contact information online were added to the list of those receiving email notices.

Presentations at meetings of various community, neighborhood, and business organizations

Direct outreach meetings or visits to a sampling of downtown businesses and property owners – Summer 2018

General Concerns

At every meeting, the design team heard concerns regarding maintenance, bicycle infrastructure, cost, parking and traffic. Participants also raised the desire to find positive solutions for people experiencing homelessness during meetings, as people were concerned about the use of benches and other amenities in the right-of-way and perceptions of safety. Concerned residents were encouraged to participate in separate public discussions through the Downtown Homeless Solutions Task Force.

Support for Downtown Streetscape Plan Framework and Design

The second and third open house confirmed a high level of support for improving the streetscape and pedestrian experience downtown. There was positive reaction to the themes of the plan: knit downtown together, celebrate the landscape and brighten downtown, integrate wayfinding and art, and establish and support social spaces (see full description of themes on page 18). There was positive response to improving alley entrances, but less support for adding certain amenities such as electric outlets for public use. Maintaining existing parking and ensuring that improvements could be maintained remained top concerns.

The fourth and final open house on November 14, 2018 served to share refinements to the framework of the draft plan after additional public input and technical review by City staff.

Concern about the perception of loss of street parking was a key concern heard from the public throughout the process. The streetscape improvements in the plan **do not result in a loss of parking.** Two future projects – midblock landscape projects on Commercial and Liberty Streets and parklets – could affect parking at spot locations. These two future projects remain in the plan as future considerations after further exploration of the trade-offs with nearby businesses. These projects are not the focus of this streetscape plan.

MESSAGES FROM THE COMMUNITY

The design concepts in the following pages were developed in response to the many thoughtful ideas, comments, and questions we heard from the community.

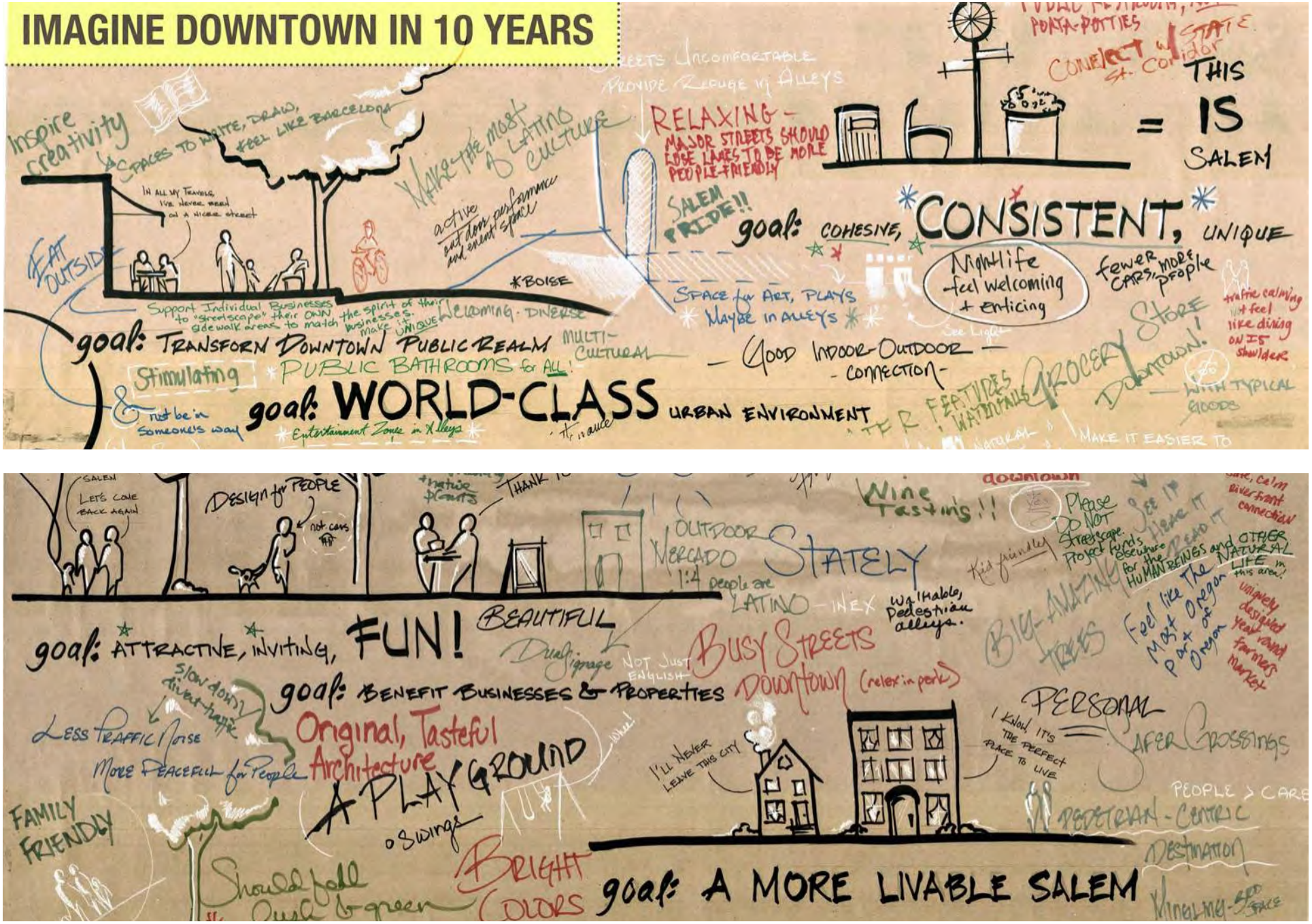
Several key messages emerged from the process; these messages directly informed the concepts for streetscape improvements. The design team consistently heard the following themes:

1. Focus on people, not cars; prioritize the safety, comfort, and experience of pedestrians of all ages and abilities.
2. Clear obstructions in the main thoroughfare of the sidewalk - tree placement, sandwich boards and other obstacles.
3. Incorporate design features for children to enjoy.
4. Integrate traffic calming to counteract wide, loud streets.
5. Add more greenery, lushness, and softness to the streetscape.
6. Provide streetscape amenities that work with the local climate.
7. Highlight local and regional attractions and commerce.
8. Connect to Riverfront Park and the Capitol.
9. Utilize and activate vacant spaces, both buildings and vacant lots or underutilized areas.
10. Celebrate the alleys.
11. Integrate art.
12. Integrate more lighting and different kinds of light.
13. Create space for activities day and night.
14. Ensure efficient utilization of public parking structures and preserve on-street parking for businesses.

"We need more greenery in Salem. We need to find a balance, so we don't lose all of our available parking."

"Thank you for hearing our input at the meetings. The things you presented tonight are beautifully done and tell the visual story well."

"This is my favorite of the various concepts. I think this provides safety and visual upgrades without impacting traffic."



At open house #1, participants expressed what kind of downtown they would like to see in ten years. This helped the design team develop concepts toward this vision.

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2. DESIGN CONCEPTS

This chapter introduces guiding recommendations and design concepts for downtown Salem streetscapes. These recommendations and concepts were based on a careful review of existing conditions, feedback from community meetings, discussions with stakeholders, and other community input. Over time, implementation of these concepts will create consistency and knit the downtown together with a recognizable sense of place. The design concepts are intended to provide a consistent look and feel for all of downtown while allowing specific sidewalks to fulfill different roles. For example, quieter sidewalks fronted by office and residential uses will benefit from wider planting buffers and large canopy trees, while busy sidewalks fronted by retail benefit from places to put tables and chairs. Sidewalks throughout the downtown must serve their context while contributing to a unified whole. The concepts are also flexible, allowing the same look and feel regardless of the available sidewalk width at a given location.

When designing and building a new streetscape, the Design Concepts provide overall guidance about the role of streetscape in downtown, including desired widths and proposed uses of each zone of the sidewalk.

GUIDING RECOMMENDATIONS

Input from a broad range of stakeholders was incorporated and condensed into four guiding recommendations for the downtown streetscape:

KNIT DOWNTOWN TOGETHER

complete a consistent and diverse tree canopy

create a clear, unobstructed walking zone

provide a consistent streetscape with room for creativity

CELEBRATE THE LANDSCAPE AND BRIGHTEN DOWNTOWN

add more planted areas downtown

integrate accent lighting in addition to pedestrian light poles

INTEGRATE WAYFINDING AND ART

use consistent landscape, tree canopy, and other elements to connect destinations

identify spaces for integrated public art, and encourage art on blank surfaces

consider refinements to existing signage

ESTABLISH AND SUPPORT SOCIAL SPACES

provide seating in conversational arrangements

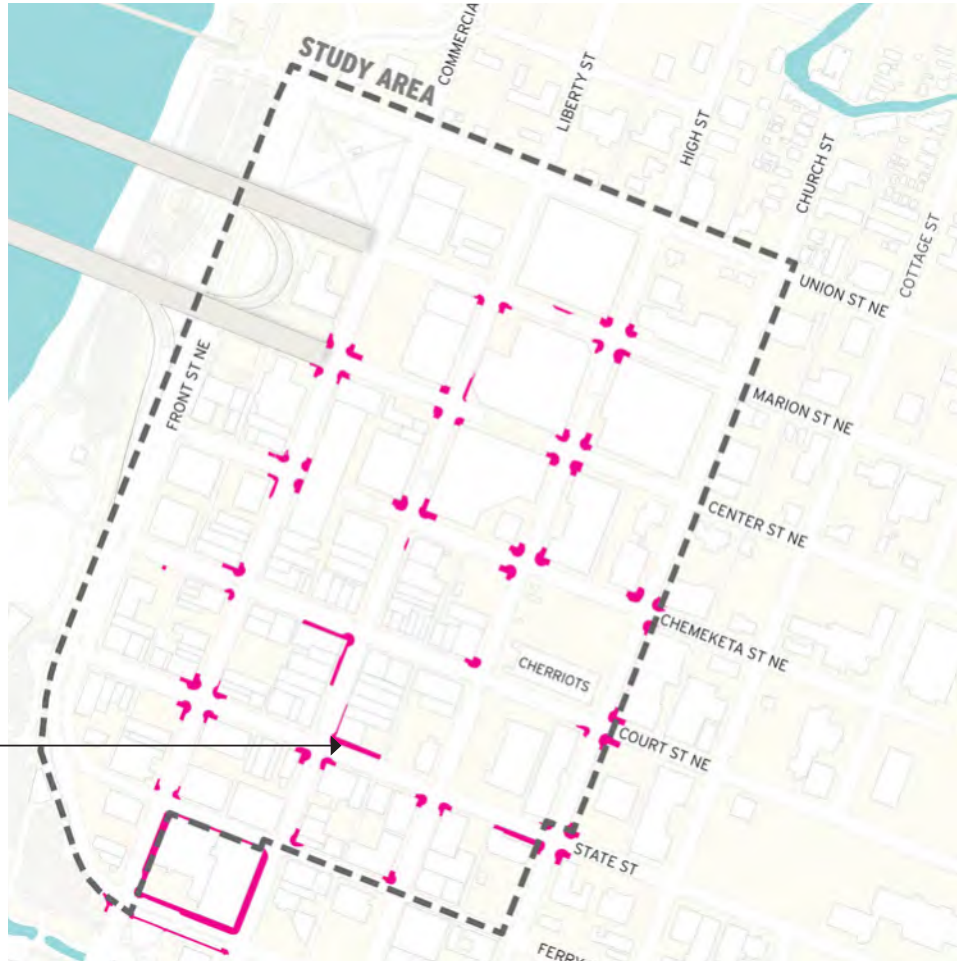
improve alley entrances

encourage parklets as a future project

- **Knit Downtown Together.** Stakeholders wanted to see cohesive (but not necessarily uniform) improvements that allow people and businesses to highlight local character and share their culture. They also wanted to see a consistent and clear walking area free of obstructions, and a plan for streetscape maintenance that keeps downtown looking attractive.
- **Celebrate the Landscape and Brighten Downtown.** Many people wanted to see lush greenery in the streetscape, referencing the regional landscape with low-maintenance, native, and climate-adaptive plantings. These planted areas should be interspersed and integrated with pedestrian-scale lighting, both standard pedestrian light poles and softer accent lighting in furnishings or twinkle lights in trees. Healthy planting and pedestrian scale lighting will add visual delight and softness to the streetscape.
- **Integrate Wayfinding and Art.** Streetscape should help with wayfinding by creating continuity and interest to draw people to and through downtown. Stakeholders appreciate existing art, murals, and wayfinding signage, and want to see continued integration of these elements in the streetscape in a context-specific manner--for example, using blank walls, sky bridges, or planted areas.
- **Establish and Support Social Spaces.** Social spaces can be supported in the sidewalk's furnishing zone, at corners and alley entrances, and, as a future project for consideration; in parklets that make use of parking spaces. In all of these locations, providing seating in conversational arrangements and in locations where it is separated from the clear walking zone, shaded, and buffered by greenery will create comfortable places to invite people to meet and chat.

RECENTLY COMPLETED STREETSCAPES

Sidewalks recently rebuilt using existing streetscape standards will remain for their useful life. These newer sidewalks will not be torn up and redone in the early phases of streescape renovation. These areas are shown in pink on the map below. Recently completed streetscapes can still receive improvements to match other new streetscapes. For example, tree grates can be removed and replaced with plants to create a softer, greener environment.



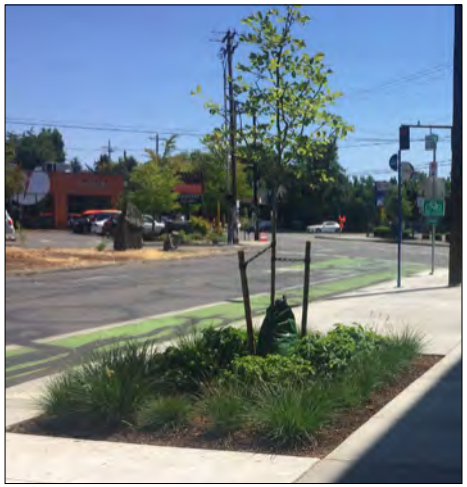
CONSISTENT DESIGN ELEMENTS

Every streetscape includes these elements. This will create consistency and quality across the downtown.

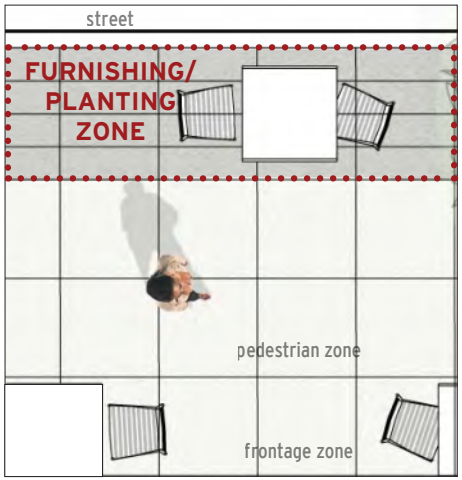
TREES & LOW-MAINTENANCE PLANTS

STANDARD PEDESTRIAN LIGHT POLES
(APPROXIMATELY EVERY 90 FEET)

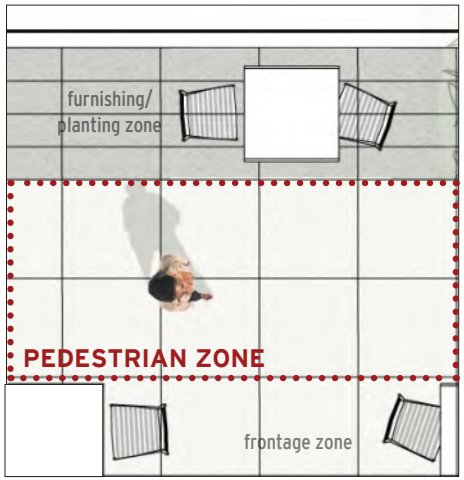
INFRASTRUCTURE TO SUPPORT
PLANTS AND ACCENT LIGHTING



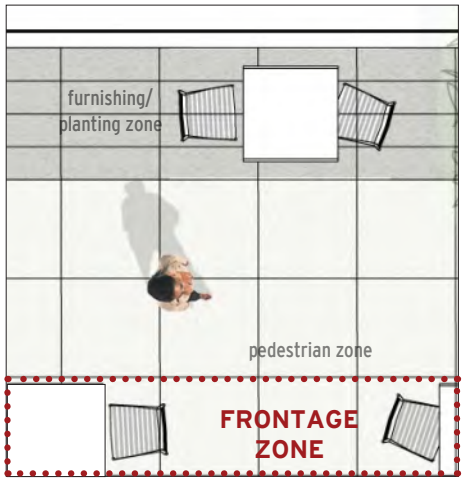
ADEQUATE SPACE AND SOIL FOR
HEALTHY TREES



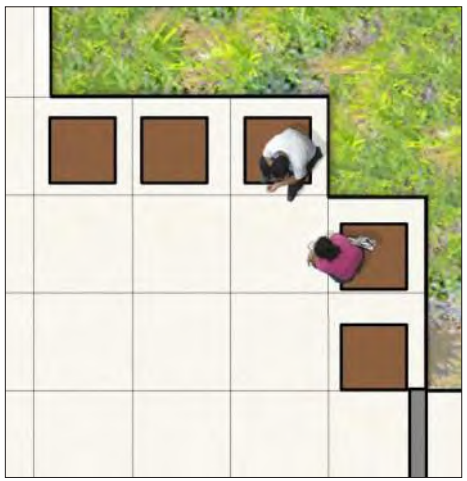
FURNISHING/PLANTING ZONE
(DARK CONCRETE, 1'X3' SCORING GRID)



CONSISTENT PEDESTRIAN ZONE
(SIMPLE CONCRETE, 3'X3' SCORING GRID)



FRONTAGE ZONE
(SIMPLE CONCRETE, 3'X3' SCORING GRID)



SOCIAL SEATING ARRANGEMENTS

CONSISTENT DESIGN ELEMENTS

A high level of quality and consistency in downtown Salem is provided by elements common to every streetscape, regardless of the streetscape type:

- **Trees & Low-Maintenance Plants:** All streetscapes in downtown should include planted areas in the furnishing zone. These should not be smaller than 4'x6' and can be wider and/or longer as needed. Existing tree grates can be removed and planted to achieve consistency. Plants and trees should be low-maintenance, climate-adaptive, and native where feasible. For more detail on trees and plants, see the Design Guidelines section.

- **Standard Pedestrian Light Poles:** Downtown Salem has a standard pedestrian light pole and recommended spacing to achieve even pedestrian light. Each streetscape design in this document incorporates pedestrian lighting spaced at the City standard. Some areas of downtown sidewalks are dark, lit only by street lights and adjacent buildings, and would benefit from streetscape improvements to provide continuous, even lighting at the pedestrian scale. See the Appendix for a map of under lit sidewalks in downtown Salem.

- **Infrastructure to Support Plants and Accent Lighting:** When a sidewalk is replaced, electrical infrastructure should be added under the sidewalk to provide for tree lighting or event use. Similarly, irrigation should be added or upgraded as needed to support new planted areas, hanging baskets and trees.

- **Adequate Space and Soil for Healthy Trees:** A goal of the streetscape design is to create a lush environment with healthy trees. Greater access to soil, nutrients, and water will better serve the downtown tree canopy and structural soil/ silva cell systems should be provided under the furnishing zone to expand the area for tree growth.

- **Consistent Pedestrian Zone**: The pedestrian zone is a 6' wide thoroughfare that provides straight, unbroken access for people. The pedestrian zone is always simple concrete, scored in 3'x3' squares. Two squares (6' width) define the zone that needs to remain clear for pedestrian movement.

- **Furnishing/Planting Zone**: This zone is defined by 1'x3' scoring with darker concrete. The width of the zone may vary depending on location, but its color and scoring remain the same to clearly define which area is available for Furnishing / Planting Zone uses. These uses include trees, plantings, pedestrian light poles, bike racks, seating, trash cans, historic interpretation and any other elements that make the downtown streetscape comfortable and inviting for users. It can also provide space for private uses when space in the Frontage Zone is insufficient.

- **Frontage Zone:** The dimensions of this zone change based on the available width of the sidewalk, but it is consistently simple concrete scored to match the pedestrian zone.

- **Social Seating Arrangements:** A key component of the streetscape plan is to provide places for people to gather and meet neighbors and friends. The orientation and placement of seating should encourage comfortable socializing on every block. Seats should generally face each other and / or the sidewalk with nearby or integrated lighting to provide comfortable places for people to sit day and night. To meet this goal inclusively, seating should have open spaces next to it to serve people in wheelchairs, with strollers, scooters, or other mobility aids.

STREETSCAPE TYPES

There are five streetscape types for downtown Salem that respond to different conditions. Each of the five streetscape types share similar elements to create consistency regardless of the type and to provide a unified design to downtown.
The most prevalent streetscape design standard is **Urban**. It is the baseline for all sidewalks.

Promenade and Civic streetscapes have the characteristics of an Urban streetscape, but add a few extra elements. The Civic streets were differentiated because of their importance in aiding wayfinding between major civic landmarks and because the public highlighted them as the locations of important activity and connections (State and Court Streets). Liberty Street is designated as a Promenade Street with a wider walking zone because the public noted it is a central North-South connector of major destinations, especially where it crosses State, Court and Center Streets.

Parkway streetscapes are located on the North and East perimeter of downtown. They have less need for paved areas for seating and more need for lush landscape and shade trees. These streetscape designs provide for more landscape while using the same materials as the rest of downtown's sidewalks. They cue a pedestrian that they are entering or leaving the urban core.

Front Street is unique in that it is an ODOT-owned highway and its design prioritizes wide planted areas to buffer pedestrians from vehicles as well as provide a lush entry to Riverfront Park.

Alley Entrance improvements are recommended when a new streetscape is designed and constructed, regardless of its type. Not every alley will be improved in the same way, but their design should generally prioritize creating social space, adding plants, and highlighting the alley entrance with lighting or plaques.

Urban

Most streets downtown are improved with this simple, elegant and easily-maintained streetscape.

Promenade

Liberty Street becomes a broad, communal north-south spine through the heart of downtown, connecting destinations with a wide pedestrian walkway.

Civic

State and Court Street are enhanced as lush landscape corridors to create a distinctive pedestrian experience between the Capitol and the River.

Parkway

Streets on the perimeter of downtown provide a wider landscape buffer from higher-speed traffic and create a transition to residential & civic areas.

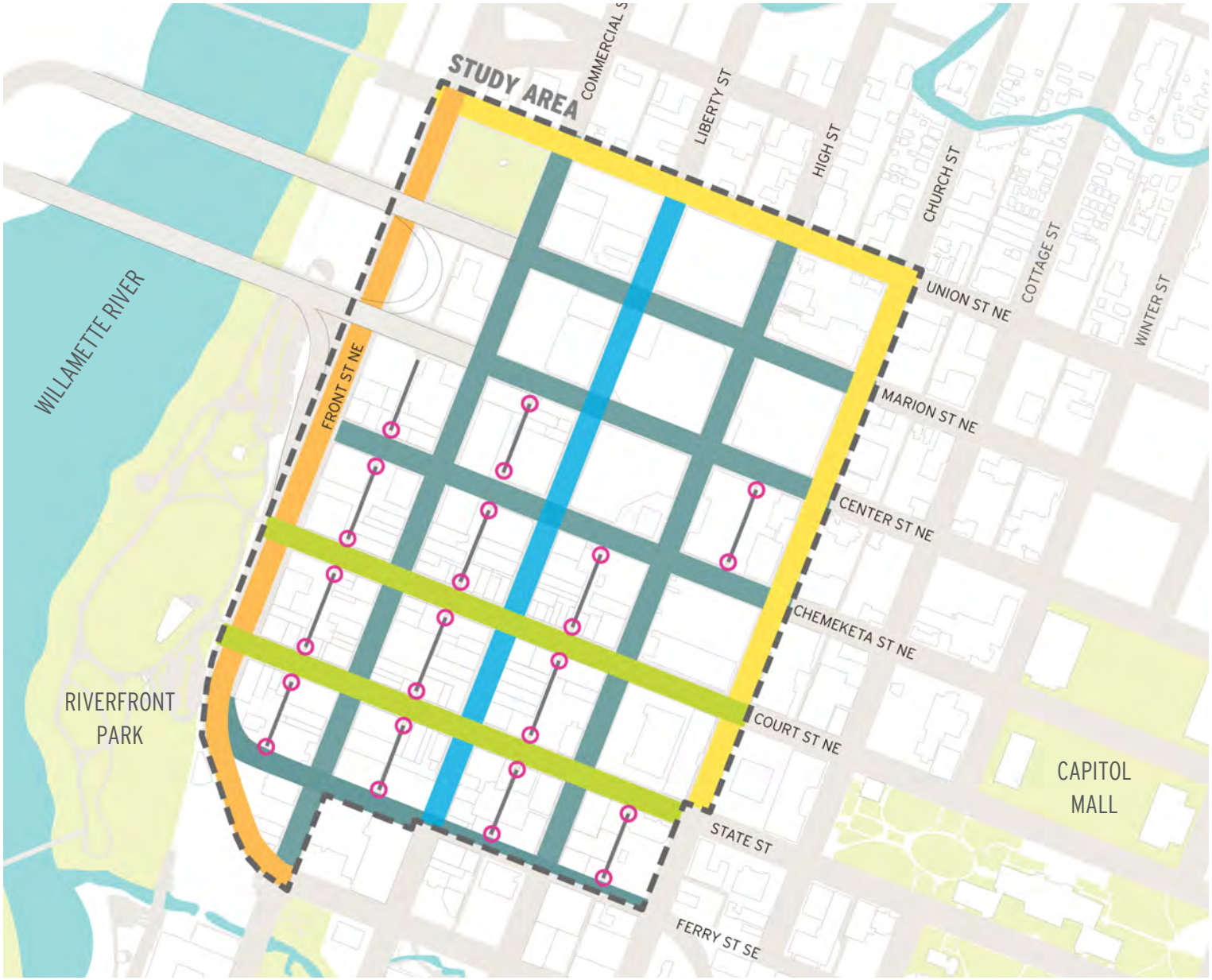
Front

Front Street, an ODOT-owned state highway, presents different conditions than most downtown streets. Wide planted areas should be prioritized between pedestrians and automobiles.

Alley Entrance

STREETSCAPE TYPES

- Promenade
- Civic
- Urban
- Parkway
- Front
- Alley Entrance



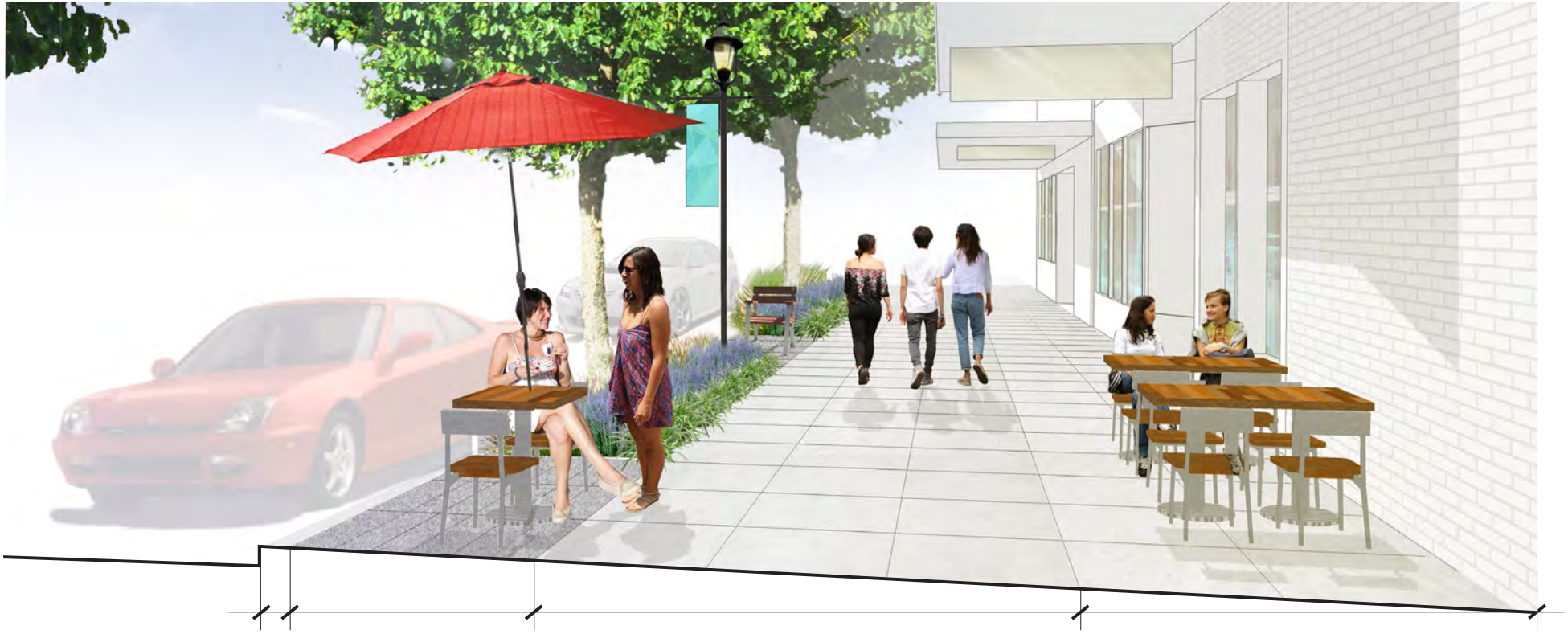
PROMENADE STREETSCAPE

Promenade Street: Liberty

The goal of the Promenade Streetscape is to provide a wide sidewalk that invites people to stroll, window shop, people-watch and gather with friends and family. Trees, shrubs, and grasses in linear planting strips buffer pedestrians from the street. This streetscape provides an especially good opportunity for light pole banners that support downtown milestones, events, and businesses.

The Promenade streetscape design prioritizes a continuous 9' walkway and, like all streetscape designs in this document, provides space for private furnishings both in the Frontage Zone and in the Planting / Furnishing Zone. Where public seating is incorporated into the streetscape, it should allow for conversational seating as much as possible.

PROMENADE STREETSCAPE

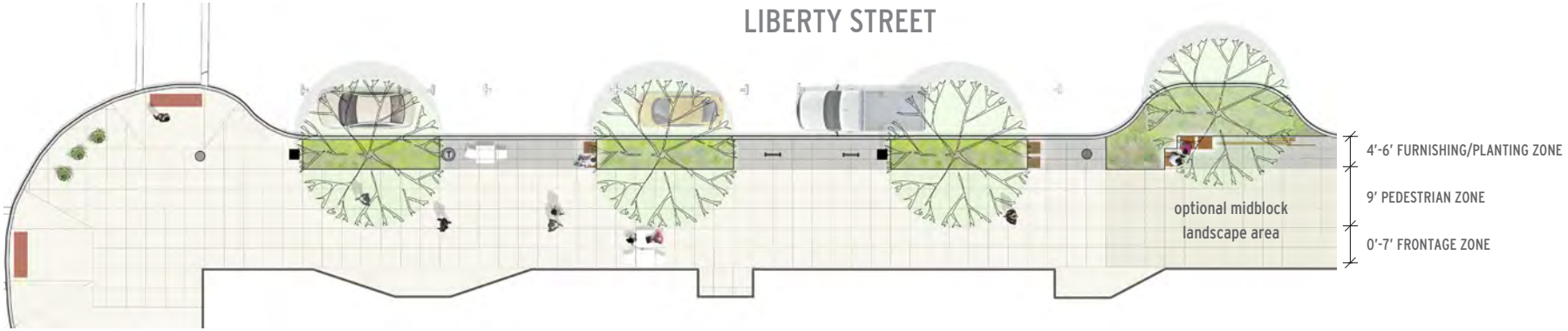


CURB
6"

FURNISHING/PLANTING ZONE
VARIES 4' - 6'

PEDESTRIAN ZONE
9'

FRONTAGE ZONE
VARIES 0' - 7'



This plan shows an example of one half-block, from a corner to the middle of the block.

Sidewalks vary in width across the downtown; consult the sidewalk width adjustment table on page 41 for guidance in scaling this design to a specific sidewalk width.

CIVIC STREETSCAPE

Civic Streets: State and Court

The goal of the Civic Streetscape design is to provide a lush, landscaped connection between the State Capitol / Willamette University and the Riverfront Park.

Trees in the bulb-outs and alley buffers on the Civic Streetscape serve as a consistent wayfinding device between east and west destinations. They are designated "marker trees" in the planting list and are distinguished by a broad canopy and golden fall color. More information about marker trees is available in the planting list within the Design Guidelines.

Planted bulb-outs provide space for large trees and comfortable, buffered seating areas. Seating should be communal, organized to allow people to talk in groups and should generally face the sidewalk.

The Planting / Furnishing Zone in Civic Streetscapes accommodates public furnishings as well as private furnishings when the Frontage Zone is not sufficient. Alley entrance improvements are key to this design and information about them can be found on pages 34 and 35.

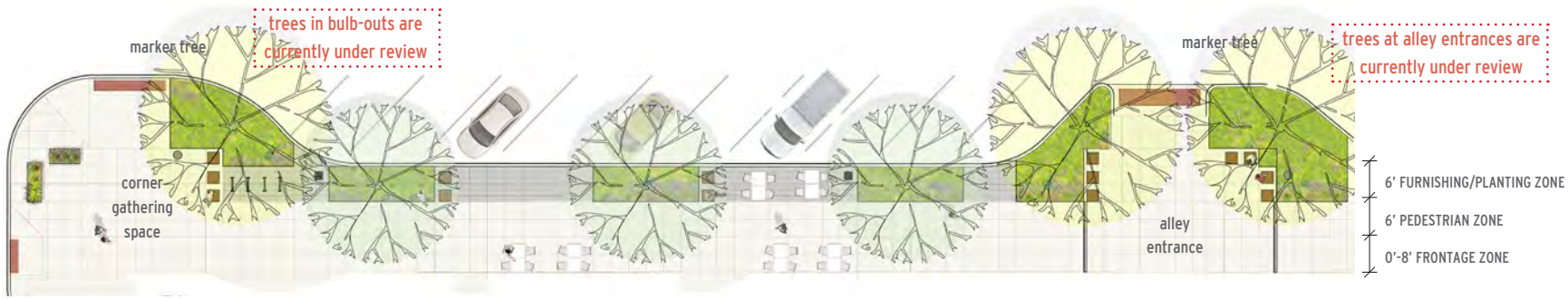
CIVIC STREETSCAPE

CURB
6"

FURNISHING/PLANTING ZONE
6'

PEDESTRIAN ZONE
6'

FRONTAGE ZONE
VARIES 0'-8'



This plan shows an example of one half-block, from a corner to the middle of the block.

Sidewalks vary in width across the downtown; consult the sidewalk width adjustment table on page 41 for guidance in scaling this design to a specific sidewalk width.

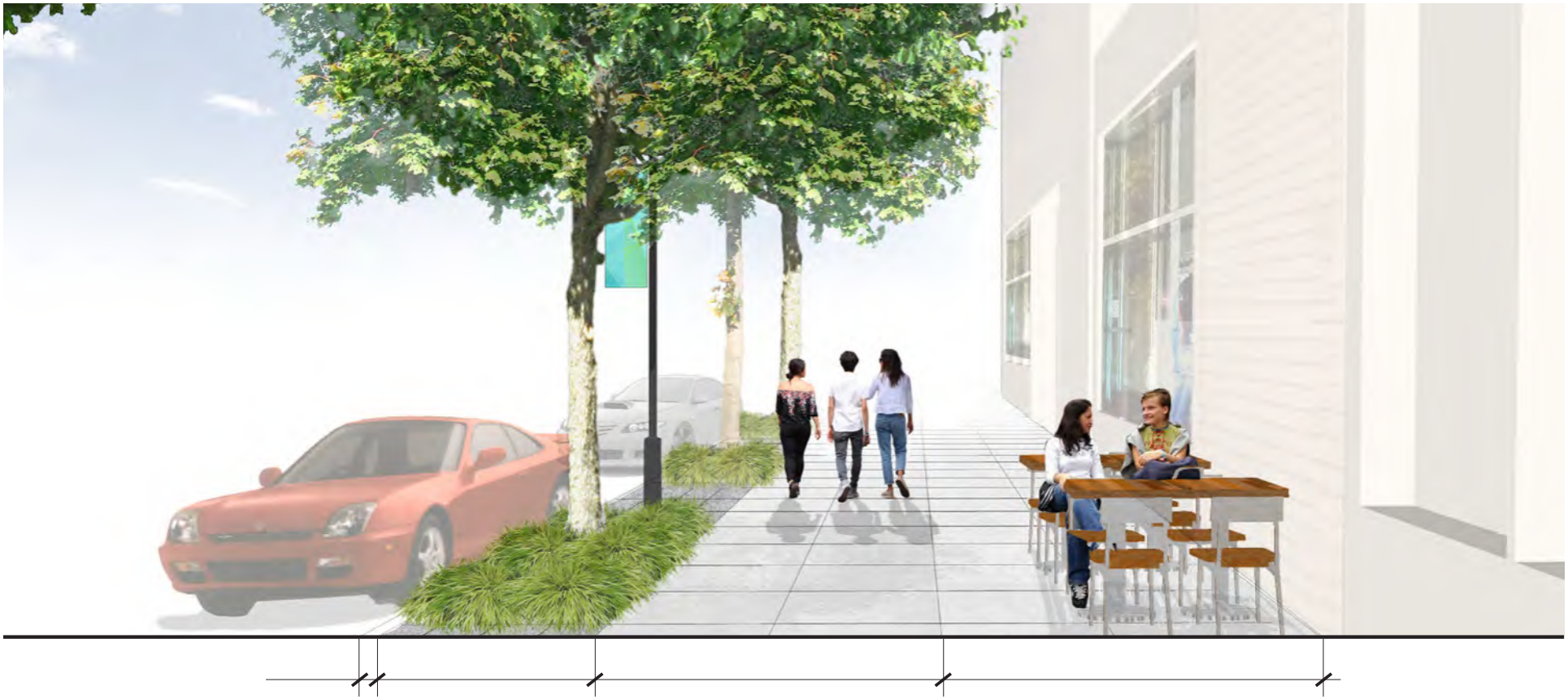
URBAN STREETSCAPE

Urban Streets: Commercial, Marion, Center, Chemeketa, High and Ferry

The goal of the Urban Streetscape is to provide a consistent, clean, and organized walking experience to knit the downtown together. It is the baseline, standard streetscape for downtown and utilizes solely the consistent elements from page 20. People walking on an Urban Streetscape will know that they are in the downtown zone, have a continuous 6' walkway and will be able to transition to other streetscapes seamlessly.

The planting zone accommodates public and private furnishings when the frontage zone is not sufficient. Alley entrance improvements are key to this design and information about them can be found on pages 34 and 35.

URBAN STREETSCAPE

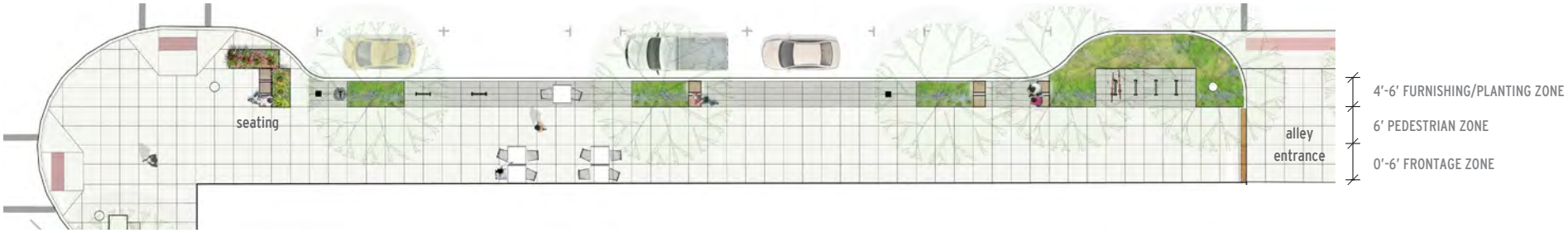


CURB 6"

FURNISHING/PLANTING ZONE VARIES 4' - 6'

PEDESTRIAN ZONE 6'

FRONTAGE ZONE VARIES 0' - 6'



This plan shows an example of one half-block, from a corner to the middle of the block.

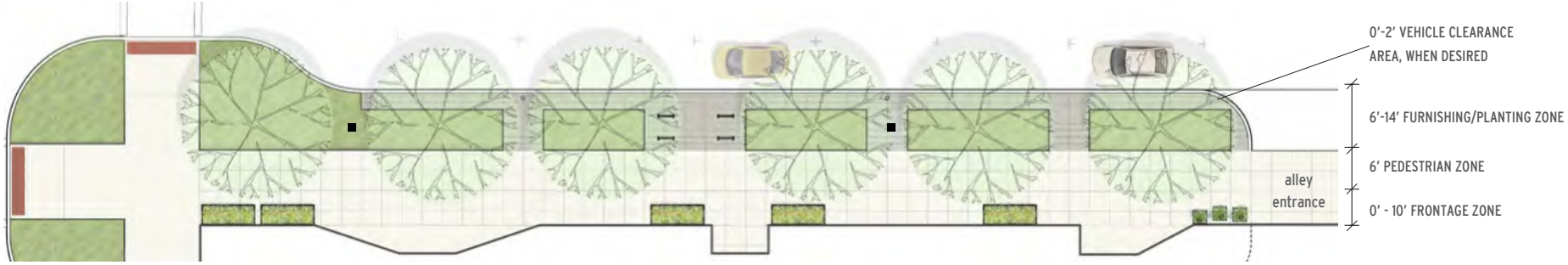
Sidewalks vary in width across the downtown; consult the sidewalk width adjustment table on page 41 for guidance in scaling this design to a specific sidewalk width.

PARKWAY STREETSCAPE

Parkway Streets: Union and Church

These streets serve as transition areas between the State Capitol, residential neighborhoods, and north downtown. The street type features wider landscape/ planting strips with space for broad canopy street trees and opportunities for more landscape.

PARKWAY STREETSCAPE



This plan shows an example of one half-block, from a corner to the middle of the block.

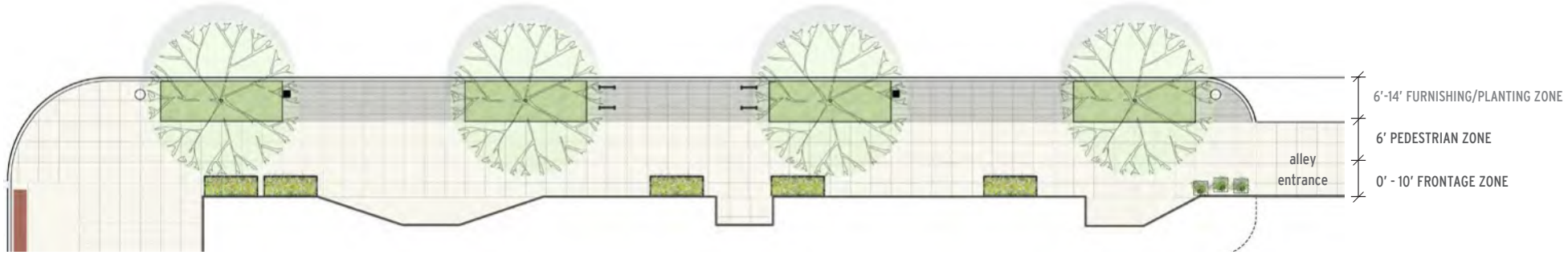
Sidewalks vary in width across the downtown; consult the sidewalk width adjustment table on page 41 for guidance in scaling this design to a specific sidewalk width.

FRONT ST. STREETSCAPE

Front Street

This is an ODOT-owned state highway and presents different conditions than most downtown streets. Because of heavy traffic volumes, it is not anticipated that many people will want to gather along this street. Wide planted areas should be prioritized, along with wider sidewalks. More landscape along Front can help provide a visual buffer and transition zone between downtown and Riverfront Park.

FRONT ST. STREETSCAPE



This plan shows an example of one half-block, from a corner to the middle of the block.

Sidewalks vary in width across the downtown; consult the sidewalk width adjustment table on page 41 for guidance in scaling this design to a specific sidewalk width.

ALLEY ENTRANCES

KEY

Alley

Alley Entrance

Alleys are a signature element of downtown Salem and are increasingly well-used by adjacent businesses and for musical and cultural events. The plan seeks to make the alley entrances more pedestrian-friendly, beautiful and well-landscaped with lighting, seating, plantings, and trees.

A key component of the alley entrances design is to continue the sidewalk's concrete material and scoring across the entrance. When drivers cross this sidewalk, it will alert them that they are entering a pedestrian-oriented zone and will need to pay close attention.

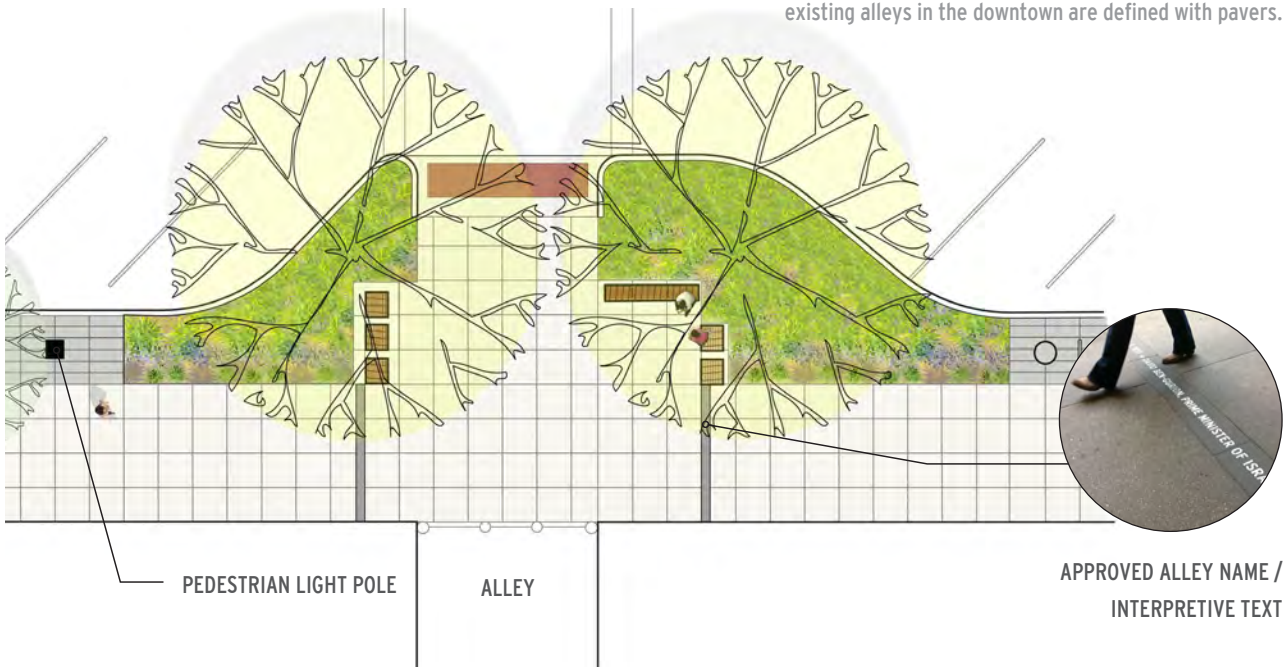
There are opportunities to redesign on-street paved areas not utilized for parking as landscape buffers. No parking spaces are lost in this conversion.

Some of the alleys have historic and contemporary names and there is an ongoing project to display those names. The streetscape design concept includes a location within the pavement at alley entrances for approved alley names.

Alley entrances have to be adjusted to fit different conditions. Sometimes it will be possible to have planted buffers on both sides, sometimes just one side, and sometimes none at all. However alley entrances can always include increased landscape, seating, trees, lights, materials consistent with the rest of the downtown streetscape, and possibly name plaques.

CROSSWALK

This rendering shows a standard painted crosswalk; many existing alleys in the downtown are defined with pavers.



Supporting Community

Alleys are well-used by the Salem community. The streetscape design at alley entrances seeks to support this unique social aspect of Salem life.

Yoga in the alleys.

Rudy's Restaurant on a downtown alley

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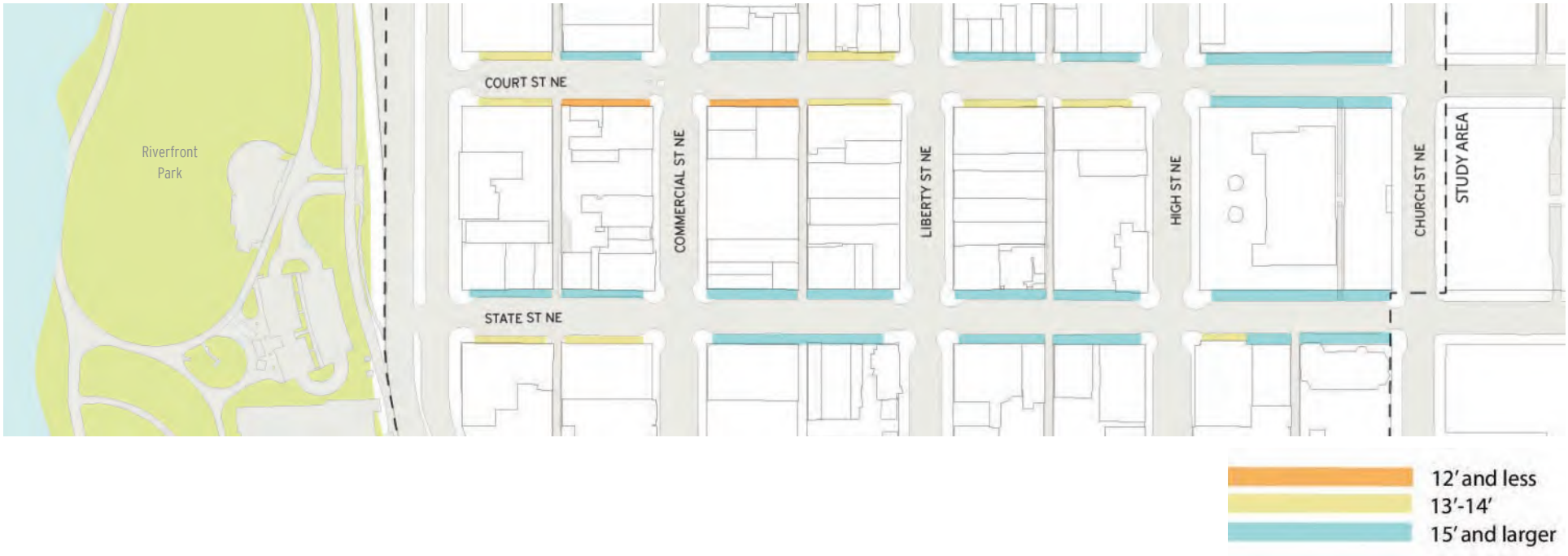
3. DESIGN GUIDELINES

This chapter provides Design Guidelines for all Downtown streetscapes. These include more specific guidance about the placement of furnishings, plant selection, options for preserving existing mature trees, how to scale sidewalk designs to work for different sidewalk widths, and some general thoughts about the ways in which art and building facades impact the sidewalk.

GUIDELINES FOR VARYING SIDEWALK WIDTH

- Salem has a wide range of sidewalk widths, from approximately 8' to approximately 30'
- All sidewalk designs can expand and contract to fit existing conditions
- A clear walking zone is the first priority
- Second priority is a consistent planting / furnishing zone
- The frontage zone is most flexible for adjustment
- Below are examples of three different Civic Streescape designs based on different sidewalk widths

Diverse Sidewalk Widths on Civic Streetscapes



GUIDELINES FOR VARYING SIDEWALK WIDTH

12’ OR LESS

When sidewalks are 12’ or narrower:

- Pedestrian Zone always stays fixed at 6’ wide.
- Furnishing/Planting Zone can be 5’ to 6’ wide.
- Frontage Zone is not possible in these areas.

13’ - 14’

When sidewalks are 13’ to 14’ wide:

- Pedestrian Zone always stays fixed at 6’ wide.
- Furnishing/Planting Zone stays fixed at 6’ wide.
- Frontage Zone can be 1’ to 2’ wide.

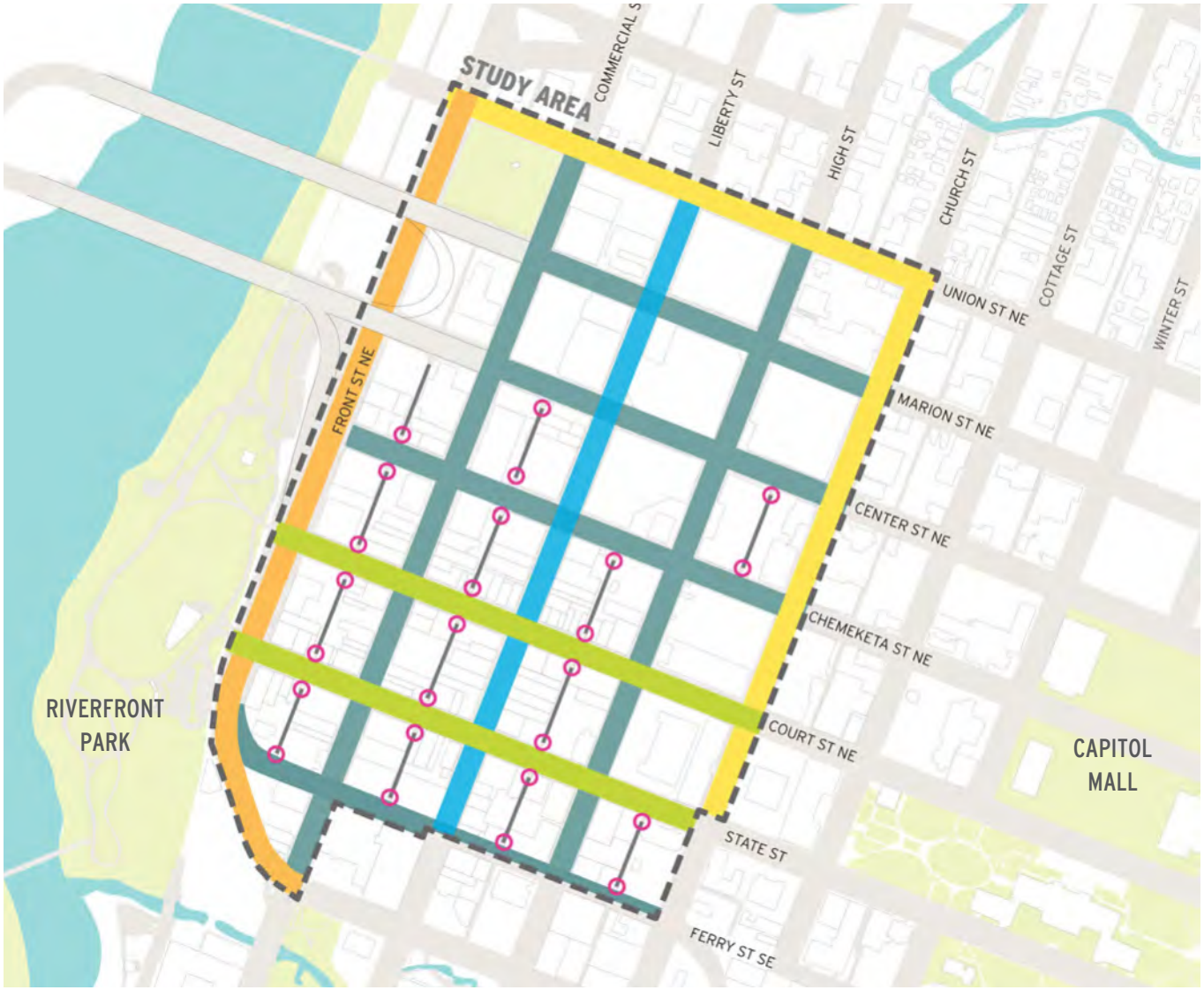
15’ OR MORE

When sidewalks are 15’ or wider:

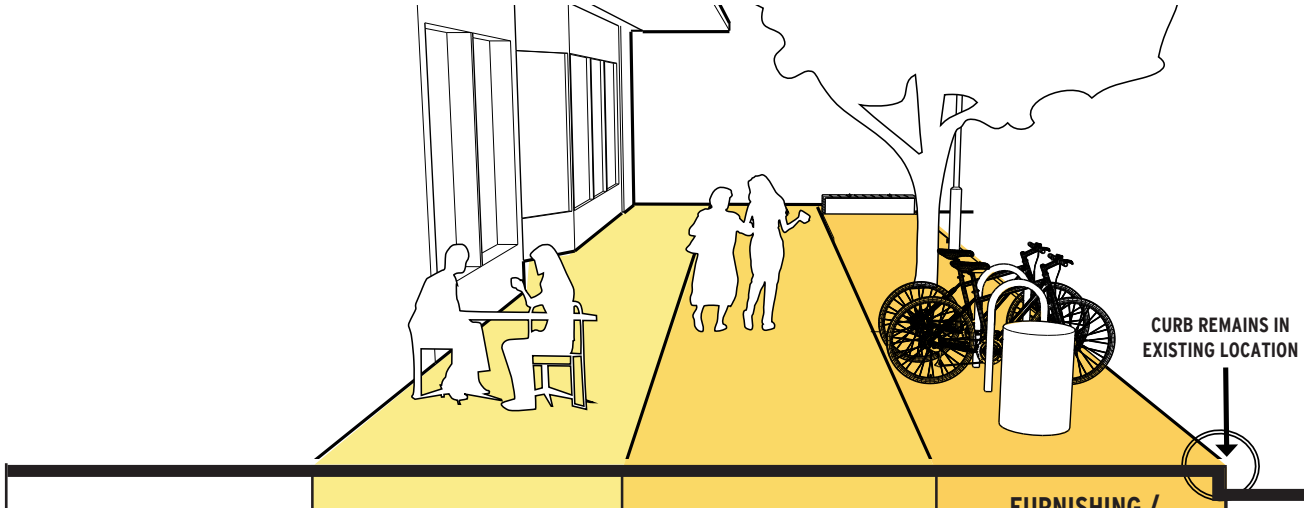
- Pedestrian Zone always stays consistent at 6’ wide.
- Furnishing/Planting Zone stays consistent at 6’ wide.
- Frontage Zone can be 3’ to 8’ wide.

STREETSCAPE FRAMEWORK

- Promenade
- Civic
- Urban
- Parkway
- Front
- Alley Entrance



SIDEWALK WIDTHS TABLE



STREET TYPE:	FRONTAGE ZONE THIS WIDTH CAN BE CHANGED	PEDESTRIAN ZONE THIS WIDTH IS FIXED	FURNISHING / PLANTING ZONE IF NECESSARY, THIS WIDTH CAN ALSO BE CHANGED
PROMENADE	4′	9′	5′
CIVIC - COURT	2′	6′	6′
CIVIC - STATE	6′	6′	6′
URBAN	5′	6′	4′
PARKWAY	6′	6′	8′
FRONT STREET	6′	6′	8′

Since sidewalk widths vary throughout downtown, the suggested design for each streetscape type will be adjusted based on what is possible at each location. The Sidewalk Widths Table at left shows how each streetscape type can be adjusted.

For all streetscape types, curb location remains constant. When sidewalk width does not meet the typical width in the table, the Pedestrian Zone width will always remain fixed. The Furnishing/ Planting Zone is the second priority. The Frontage Zone is the most flexible and should be reduced to fit available sidewalk widths. For very narrow sidewalks, both the Frontage Zone and the Furnishing/Planting Zone may be reduced. On wider sidewalks, the Frontage Zone and the Furnishing/Planting Zone can be wider than the width noted in the table.

LANDSCAPE GUIDELINES

The landscape used in Salem's streetscapes can play a major role in brightening and softening the urban environment as well as celebrating the city's location in the fertile Willamette Valley. Trees, shrubs, and grasses should provide a lush, colorful experience for pedestrians. Landscape areas in the sidewalk are buffers between pedestrians and traffic and their inclusion in the design is especially important to provide safety to more vulnerable sidewalk users like children. From a safety concern, shrubs and grasses should be no higher than 30" for traffic visibility and surveillance.

Landscape design functions as a wayfinding device, indicating to people that they are on a continuous pathway connecting to well-loved and active places. For example, the design for Civic streetscapes relies on a continuous view of colorful trees between the State Capitol and Riverfront Park to draw people between those destinations. Ideally, the shrubs and grasses on specific corridors, like Civic and Promenade Streetscapes, would also be consistent to support pedestrians' intuitive wayfinding.

GOALS FOR THE LANDSCAPE

- Relate to the landscape character of the Willamette Valley
- Create a lush environment
- Create a colorful environment
- Aid in wayfinding
- Create cohesion in a diverse downtown
- Ensure easy maintenance
- Provide an attractive environment year round

PLANT PALETTE

Plant palette is currently under review

SHRUBS

Arctostaphylos 'Sunset' (Sunset Manzanita)
Cistus x corbariensis (White Rockrose)
Cistus x skanbergii (Dwarf Pink Rockrose)
Cornus alba 'Little Rebel' (Little Rebel Red Twig Dogwood)
Cornus sericea 'Kelseyii' (Kelsey Red Twig Dogwood)
Ilex meserveae 'MonNieves' (Scallywag Holly)
Ilex x 'Mondo' (Little Rascal Holly)
Itea virginica 'Sprich' (Little Henry's Sweetspire)
Mahonia nervosa (Cascade Oregon Grape Holly)
Mahonia repens (Creeping Mahonia)
Nandina domestica 'Tuscan Flame' (Tuscan Flame Heavenly Bamboo)
Spiraea japonica ssp. (Japanese Spirea)
Spiraea nipponica 'Snowmound' (Snowmound Spirea)
Viburnum davidii (David Viburnum)

GRASSES

Calamagrostis foliosus (Mendicino Reed Grass)
Carex oshimensis 'Everest' (Sedge)
Carex oshimensis 'Evergold' (Sedge)
Deschampsia flexuosa 'Aurea' ('Tatra Gold') (Crinkled Hair Grass)
Nasella tennuissima (Mexican Feather Grass)
Panicum virgatum 'Haense Herms' (Switch Grass)
Pennisetum alopecuroides (Fountain Grass)

GROUNDCOVERS

Arctostaphylos uva-ursi 'Vancouver Jade' (Kinnikinnick)
Ceanothus 'Centennial' (Centennial Hybrid Wild Lilac)
Cotoneaster dammeri 'Coral Beauty' (Coral Beauty Cotoneaster)
Fragaria chiloensis (Beach Strawberry)
Liriope muscari 'Big Blue' (Lilyturf)
Rubus pentalobus 'Emerald Carpet' (Emerald Carpet Bramble)

Trees

GREEN VASE ZELKOVA

Shrubs

SUNSET MANZANITA

Grasses

EVERGOLD SEDGE

Groundcover

CENTENNIAL HYBRID WILD LILAC

STREET TREE GUIDELINES

SUGGESTED STREET TREES FOR URBAN CONDITIONS

Scanlon Maple – Acer rubrum 'Scanlon'
Scarlet Sentinel Maple – Acer freemanii 'Scarlet Sentinel'
Skyrocket Oak – Quercus robur 'Skyrocket'
Cardinal Royal Mountain Ash – Sorbus aucuparia 'Cardinal Royal'
Lavalle Hawthorn – Crataegus x lavallei
Metro Gold Maple – Acer campestre 'Panacek'
Golden Colonnade Ginkgo – Ginkgo biloba 'Golden Colonnade'
Princeton Sentry Ginkgo – Ginkgo biloba 'Princeton Sentry'
Persian Spire Parrotia – Parrotia persica 'JLColumnar'
Red Vase Parrotia – Parrotia persica 'Inge's Ruby Vase'
Vanessa Parrotia – Parrotia persica 'Vanessa'

SUGGESTED MARKER TREES FOR CIVIC STREETSCAPES

Red Sunset Maple – Acer rubrum 'Franksred'
Green Vase Zelkova – Zelkova serrata 'Green Vase'
Halka or Japanese Zelkova – Zelkova serrata
Jacquemontii Birch – Betula utilis var. jacquemontii
Queen Elizabeth Maple – Acer campestre 'Evelyn'
Autumn Gold Ginkgo – Ginkgo biloba 'Autumn Gold'

The character of downtown streetscapes varies and different types of trees are provided as options to serve the various downtown environments. On streets where the visibility of historic buildings or businesses is a priority, columnar trees with narrow canopies may be chosen. On streets where residential and office uses or parks front the sidewalk, trees with a wider canopy may be chosen to provide more shade, greenery, protection, and comfort to sidewalk users.

The City of Salem has a street tree list that specifies acceptable tree species to plant in the right-of-way. This plan suggests specific trees from the city tree list for specific locations. For example, the Civic streetscapes on State and Court Streets are envisioned to have broad-canopied "Marker Trees" with bright fall color planted in bulb-outs to mark the connection between the Capitol Mall and Riverfront Park. See suggested street tree list at left.

This plan provides options for street tree placement, described below. Pages 46 and 47 include drawings of these options.

Recommended Streetscape Standard:

- This plan's recommended street tree placement is in a 6' wide tree well with flexible length (6', 9', 12') located directly adjacent to the curb. Some existing tree wells may be shifted to meet this recommendation without impacting existing trees.

Recommended Streetscape Standard for Narrower Sidewalks

- On narrow sidewalks, a 4' wide tree well with flexible length will more efficiently use sidewalk space to provide for a consistent Walking Zone and Frontage Zone.

Tree Wells Existing Condition:

- The existing tree wells downtown are 6'x6' located 1' from the curb. Trees in new streetscapes may be located in this way if there is a desire to match existing conditions or if preserving existing trees requires it. If placing trees in this way results in the loss of useable Frontage Zone, the Furnishing / Planting Zone may accommodate business seating uses.

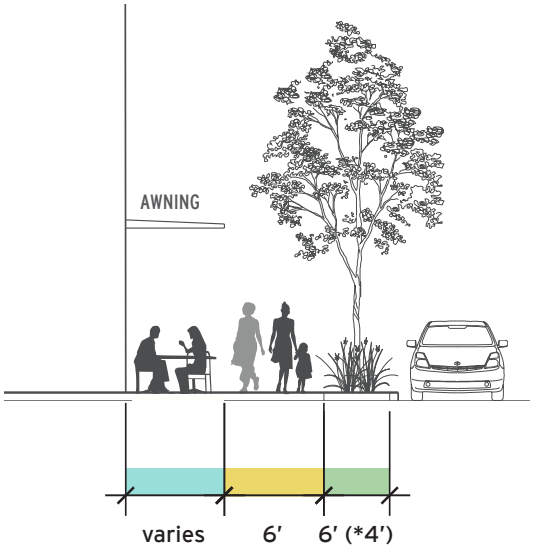
STREET TREE GUIDELINES: CIVIC STREETSCAPES

The Civic Streetscape includes strategies to meet the public's goals to Tie Downtown Together, Integrate Wayfinding and Art, Celebrate the Landscape and Brighten Downtown. In the fall, the Civic Streetscape design includes "Marker Trees," which include bright fall color. A continuous line of consistent, colorful foliage frames views between the park to the west and civic uses to the east, aids wayfinding, ties downtown together, and brightens the urban environment.

Suggested Marker Trees for Civic Streetscapes

Red Sunset Maple – Acer rubrum 'Franksred'
Green Vase Zelkova – Zelkova serrata 'Green Vase'
Halka or Japanese Zelkova – Zelkova serrata
Jacquemontii Birch – Betula utilis var. jacquemontii
Queen Elizabeth Maple – Acer campestre 'Evelyn'
Autumn Gold Ginkgo – Ginkgo biloba 'Autumn Gold'

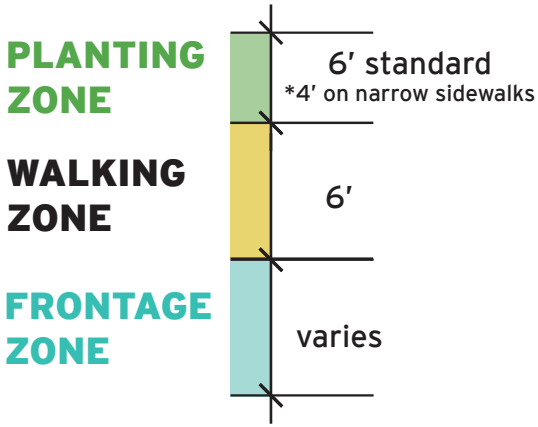
RECOMMENDED STREET TREE PLACEMENT

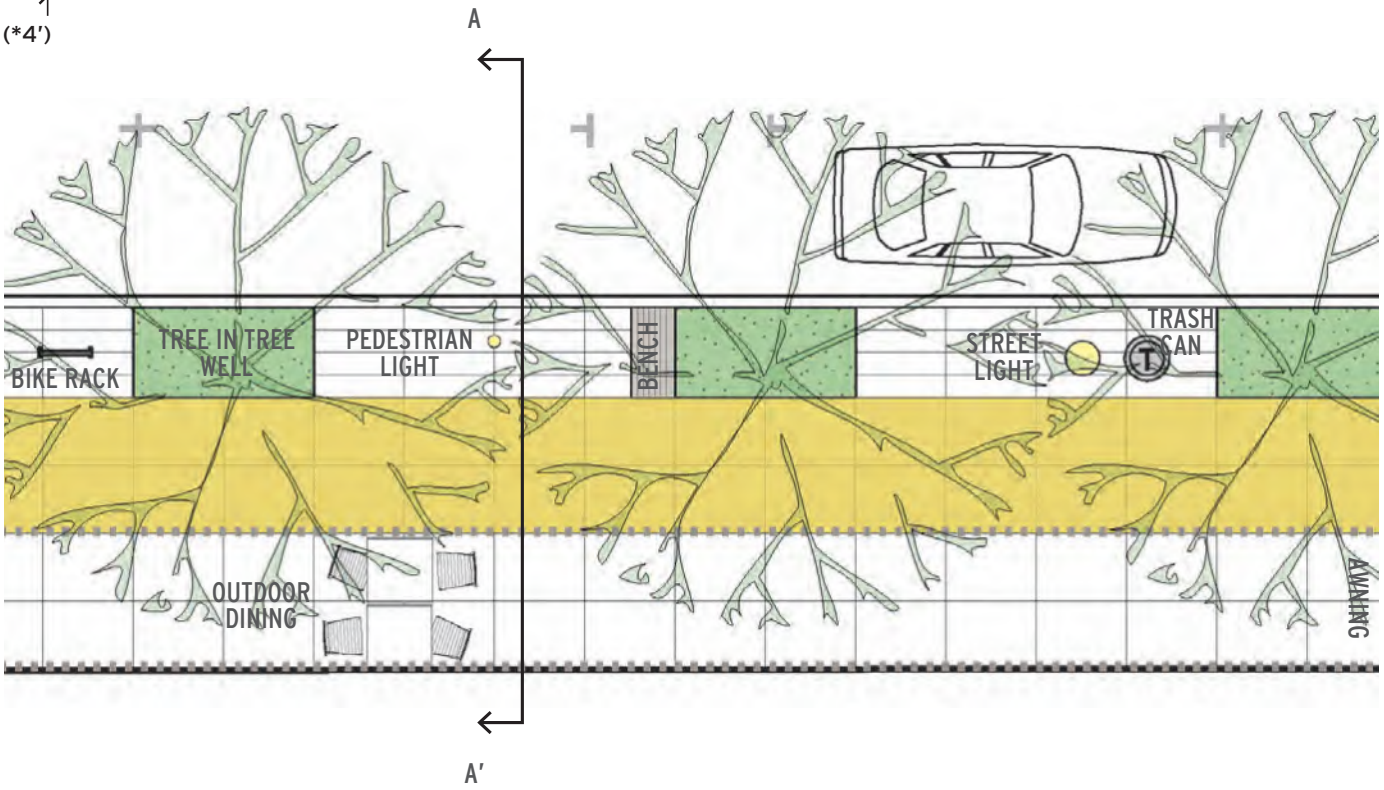


SECTION A-A'

WHEN THE STREETSCAPE STANDARD CAN BE USED

The Streetscape Plan proposes that street trees be planted in wells adjacent to the curb in 6' wide tree wells (*or 4' on narrower sidewalks). This allows for a consistent walking zone, provides more space in the frontage zone, and keeps tree canopies separated from buildings and awnings. When existing trees on a block are to be saved and they are currently in 6'x6' wells placed 1' from the curb, one option is to shift the 6'x6' tree grate closer to the curb to match the streetscape standard if this can be done without impacting the tree.

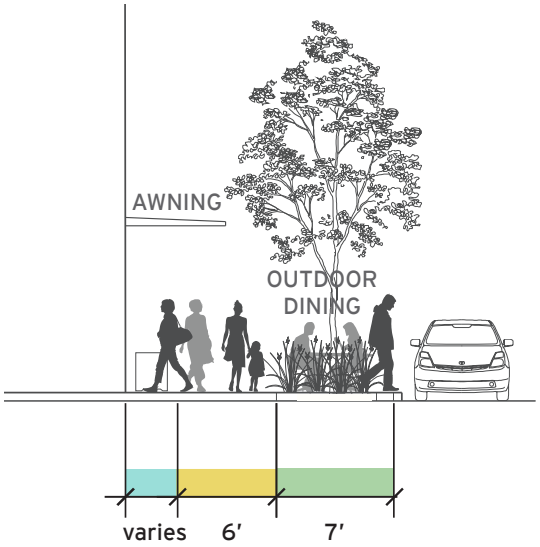




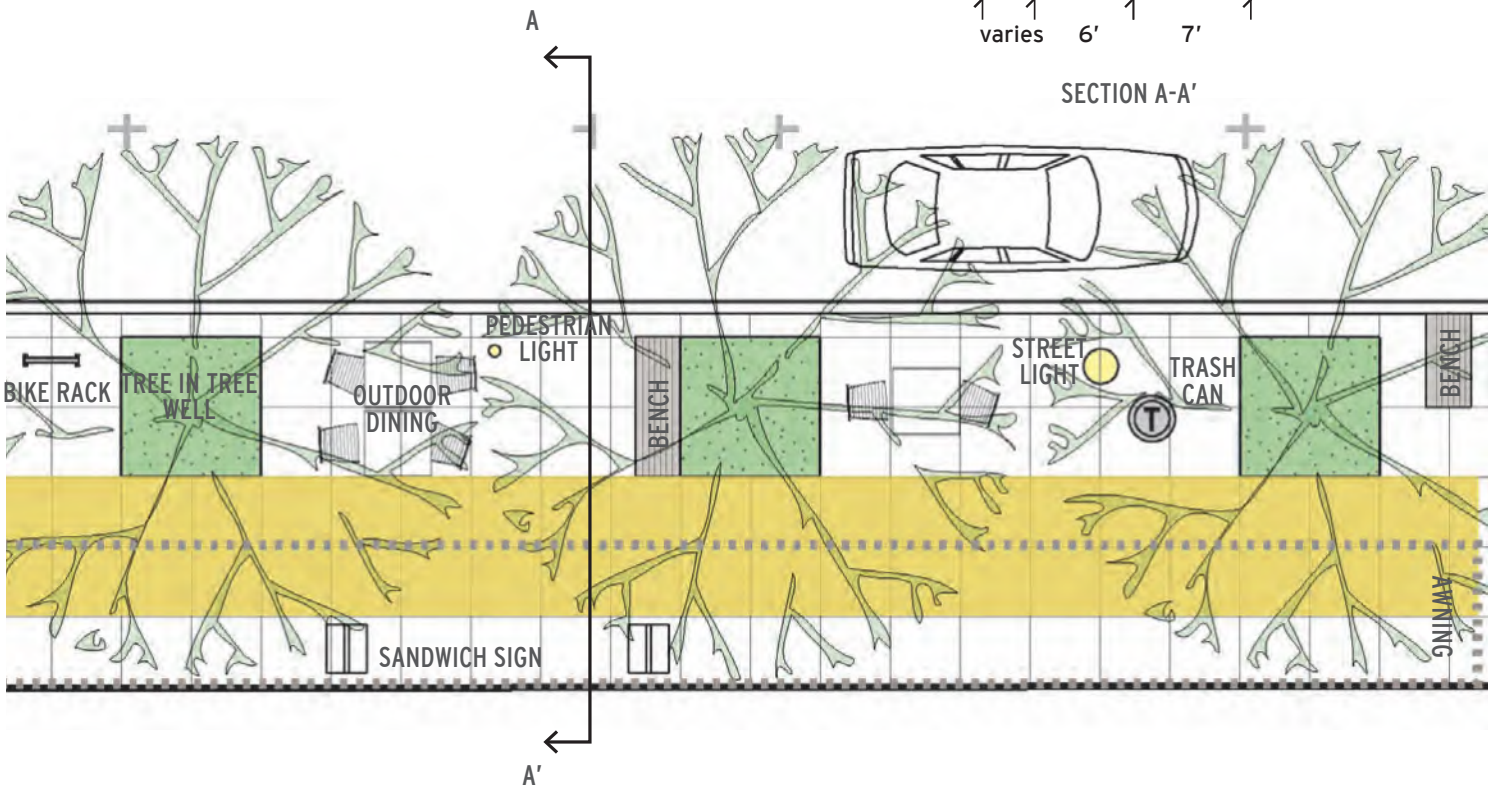
ALTERNATE STREET TREE PLACEMENT

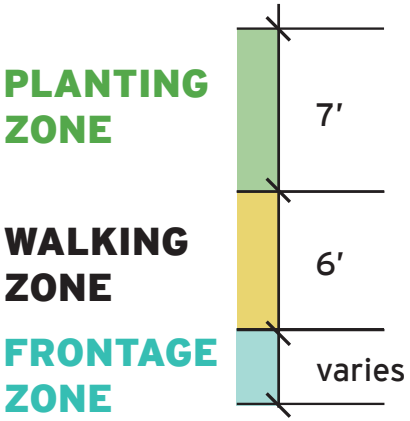
WHEN EXISTING TREE WELLS MUST BE USED

When trees are to be preserved and their 6'x6' tree wells cannot be moved closer to the curb, the sidewalk zones can be shifted to accommodate the tree wells' existing location. Note that for many sidewalks downtown, this shift will mean outdoor dining could not fit at the building edge and designers may need to explore accomodating tables and chairs in the Planting / Furnishing Zone.



SECTION A-A'





OTHER STREETSCAPE ELEMENTS

STREET FURNITURE

Furnishings should be organized to allow people to talk in groups and activate the sidewalk. People are most often comfortable sitting on a sidewalk when they can monitor their environment. In wider furnishing zones, seats can face the sidewalk and planted areas can buffer people from the street. Where there isn't room for plantings behind seating, people will most likely be comfortable oriented with their back to a tree planter, the sidewalk to one side, and the street to the other. The Promenade Streetscape section shows an example of this orientation. Note that the design of street furnishings will be chosen in a process separate from this plan.

Other street furniture, like trash cans, are most often useful at corners and midblock. This preserves space along business frontages to use the planting / furnishing zone for seating if necessary. When private furnishings are located in the Planting / Furnishing Zone, they should occupy no more than 50% of the paved area to reserve space for public seating. Pedestrian light spacing is set by City of Salem code and should generally be spaced evenly with street lights to achieve a consistent light level.

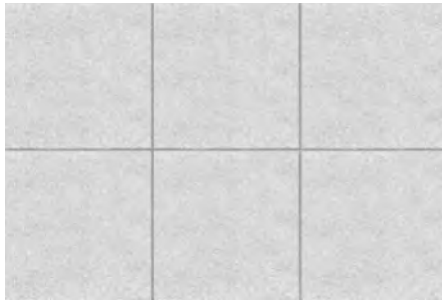
FACADES AND THE FRONTAGE ZONE

This streetscape plan's focus is the sidewalk – everything between the building and the curb – and excludes private property. However, building facades and business uses on the sidewalk contribute markedly to the vitality of the streetscape. A sign of a healthy downtown is activity: storefronts that create interest, draw people to the area, and encourage walking, shopping, eating, and gathering. Even with an exceptional streetscape, a street may remain unattractive to pedestrians without activity to entice them to continue their journey throughout downtown. In this way, building frontages are an important partner to a successful streetscape. Designs in this document provide opportunities for the sidewalk to support adjacent uses. Again, changes to building facades are not part of this plan's scope.

CONCRETE

Plain, light-colored concrete with 3x3 score joints matches the standard currently used in downtown for continuity. 1x3 score joints and darker concrete designate the planting / furnishing zone and aid in organization of streetscape furnishings. There is no change in concrete color between the walking zone and the frontage zone, as the frontage zone dimensions and uses change often, but score lines let people know which area is designated for business use and what must remain clear for walking use. The walking zone is 6' wide (two 3' squares) on most streetscapes and 9' wide (three 3' squares) on the Promenade Streetscape. Any area between the walking zone and the property line is designated as frontage zone. Pages 25-33 show illustrations of concrete in each zone for each streetscape type.

FURNISHING/PLANTING ZONE,
DARK CONCRETE, 1'X3' SCORING GRID



FRONTAGE ZONE AND PEDESTRIAN ZONE,
SIMPLE CONCRETE, 3'X3' SCORING GRID

OTHER STREETSCAPE ELEMENTS

ART PLACEMENT

The Salem Public Art Commission (SPAC) is an active participant in identifying and placement of art downtown. The Commission was instrumental in selecting and placing murals in downtown, which are not allowed on historic buildings. SPAC will play a key role in working with artists for art selection and art placement locations in the future.

Public art can strategically support streetscape design through two recommended strategies:

1. Locate tall, vertical art pieces to signify the Civic corridor and gateways to the downtown. The places recommended for this are along the Civic Streetscapes (State and Court) and where they cross Liberty and High Street.

   High Street was identified as a place where people appreciate the artistic bike racks on the sidewalk and recommended adding more public art to support an interesting walk on this pedestrian scale street.

2. Use murals to improve the blank walls on the internally-focused mall buildings and continue the practice of incorporating quality mural art in downtown Salem.

4. IMPLEMENTATION

This chapter contains information about implementation of the streetscape plan and conceptual streetscape example plans utilizing the Design Concepts and Design Guidelines in the report. Conceptual streetscape example plans are for demonstration purposes only, are based on GIS data, and have not been field-verified.

IMPLEMENTATION CONSIDERATIONS

The Streetscape improvements detailed in this report will be built incrementally over time according to available public capital improvement funding and will be coordinated with new development proposals in downtown.

The design concepts, guidelines, and example plans should be used as a resource early in any project that impacts downtown sidewalks. This includes projects outside streetscape capital improvements managed by the City of Salem such as private development, infrastructure upgrades, street tree replacement, property owner proposals for seating in the public ROW and others. Consistent application of the design concepts across all sidewalk projects will ensure that improvements are cohesive and support the overall vision for streetscape throughout downtown Salem. We recommend that improvements be phased and funded in a cohesive, block-by-block way that shows methodical completion of a larger vision for downtown; rather than piecemeal, opportunistic 'patches' that don't result in continuous improvements. At the same time, City staff should consider an equitable spread of block improvements across downtown to avoid the perception of favoring one particular section of downtown. The improvements should also be accompanied by ongoing outreach to businesses and property owners to review proposed designs and mitigate construction impacts.

The plant palette proposed for Salem's streetscapes is intentionally flexible while being designed to meet aesthetic and maintenance goals. To ensure the long-term durability of improvements, City staff should develop a detailed maintenance plan for planted areas.

The streetscape designs in this document are flexible and future streetscape designers and engineers should expect to prepare a detailed site survey and modify a sidewalk design as needed to fit existing conditions, in a collaborative effort with City staff. In each case, adherence to the guiding recommendations of the plan should be the main goal; see page 18. The conceptual streetscape example plans on the following pages show how designs can be modified to existing conditions in a variety of ways.

EXAMPLE PLAN LOCATIONS

A ALLEY ENTRANCE
Chemeketa between High and Liberty

B CIVIC STREETSCAPE
Court between Commercial and Front

C PROMENADE CORNER
Gray Building at Liberty and Court (NW corner)

A ALLEY ENTRANCE

CHEMEKETA ST. BETWEEN HIGH ST. AND LIBERTY ST, SOUTH SIDE

Existing Street View

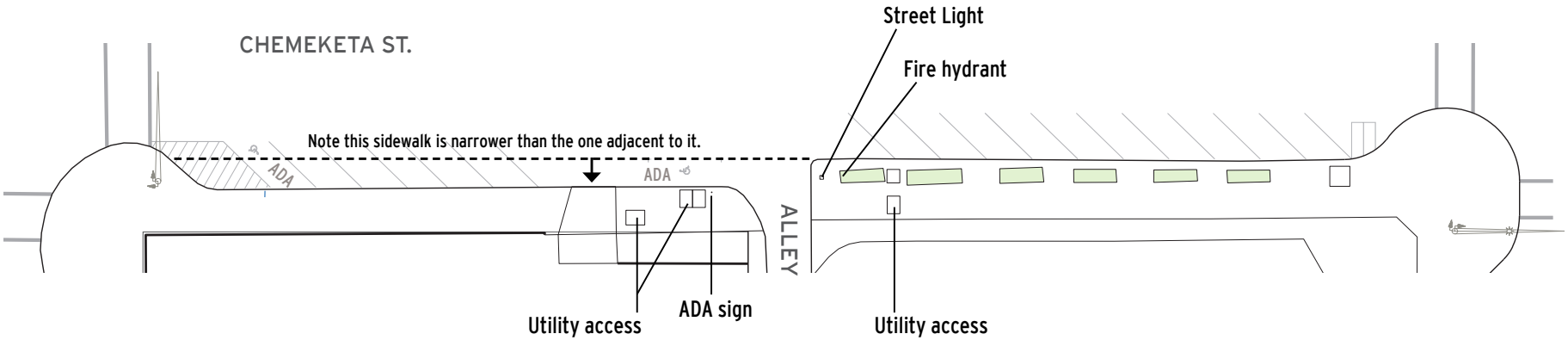
An example of changes to the alley located at Chemeketa St between Liberty and High Street is located on these two pages. Elements such as fire hydrants, utilities and ADA parking spaces have been taken into consideration.

Fire hydrants are not assumed to be an impediment to alley entrance bulb outs. Fire hydrants should be relocated to the bump out near the travel lane with no obstructions so that they are accessible to fire trucks parked in the travel lane.

Alley entrances would often occur in conjunction with streetscape improvements along a block. In this example, the curb to the west of the alley entrance would be moved north to align with the curbs to the east and west. The width of traffic lanes would not change, but the currently unused portion of the roadway would be utilized to restripe parking. This adds space to a sidewalk that was unnecessarily narrow and allows it to match its neighboring half-block.

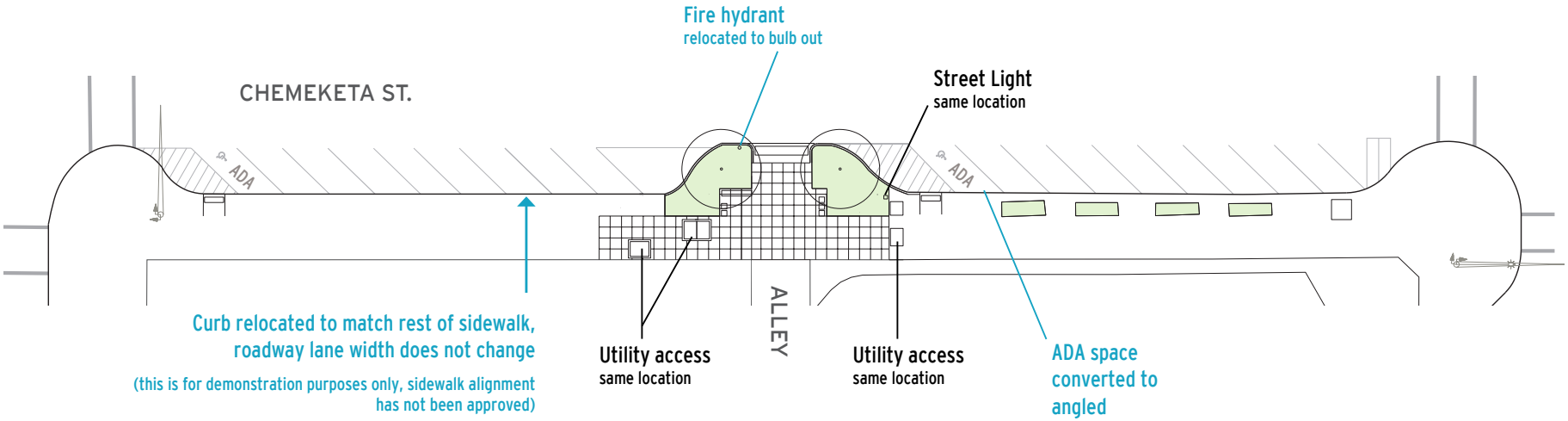
The example plan shows the ADA parking spot reoriented as angled parking for a more efficient use of space and improved sidewalk access.

The new alley entrance design carries the sidewalk scoring across the alley driveway to signal pedestrian priority and moves the curb drop to the north edge of the bump out. The alley entrance design adds seating in a communal arrangement around the alley entrance and large landscape areas to buffer people sitting in the entrance and provide growing space for new trees. The alley entrance could also incorporate historic information or the names of alleys.



EXISTING CONDITION

See photo on previous page



EXAMPLE ALLEY IMPROVEMENT

This plan is based on GIS data and a survey is needed to accurately locate curbs, parking spaces, fire hydrants, etc. This plan is for demonstration purposes only. As a demonstration plan, it should be used to show how streetscape concepts can be integrated into existing conditions. To construct this improvement, the City of Salem will need a field-verified survey to develop construction documents.

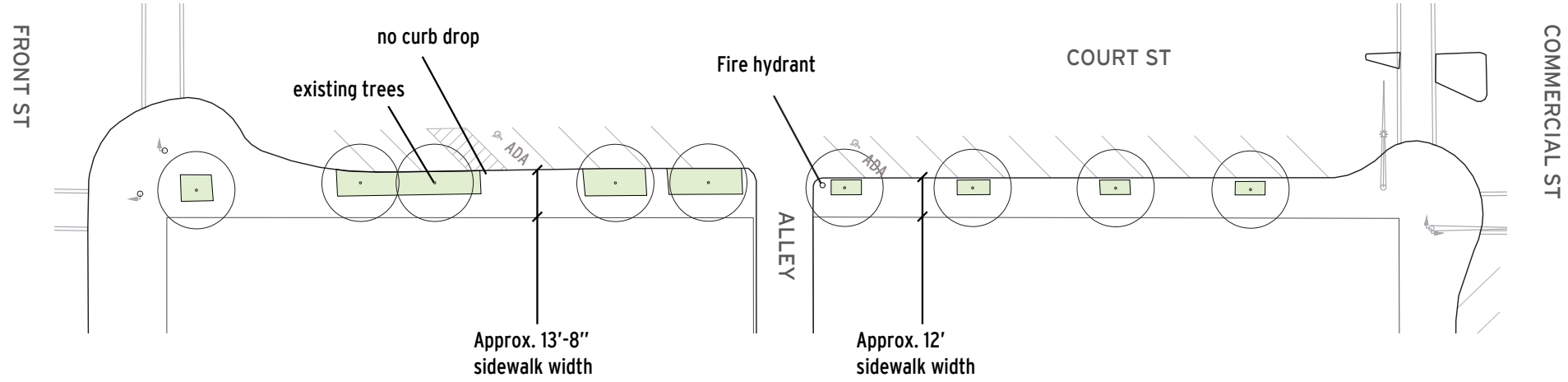
B CIVIC STREETSCAPE

COURT ST. BETWEEN COMMERCIAL ST. AND FRONT ST.

One of the guiding principles of the streetscape plan is to provide beautiful sidewalk improvements that are lush and green. One way to accomplish this is to retain existing trees.

An example of potential changes to Court St can be found on the following page. This sketch explores how the design of the Civic Streetscape can be implemented flexibly to retain some existing trees and remove others to achieve the design goals. The example shows new trees on the East side of the alley, spaced to current standards as one option for tree placement. To the West of the alley, the example shows retaining three existing trees in larger planter beds for increased tree health and a softer urban environment. It replaces two existing trees with large-canopy Marker Trees and seating at the corner and alley entrance, as another option. The resulting streetscape features a total of ten trees versus the existing nine trees.

The width of sidewalks is different to either side of the alley at this location and this example shows how to mediate between changing sidewalk widths to provide a consistent walking zone. Here, the walking zone is always 6' wide, the planting / furnishing zone is 6' wide, and, when there is more width available to the west side of the alley, this additional width becomes the frontage zone.



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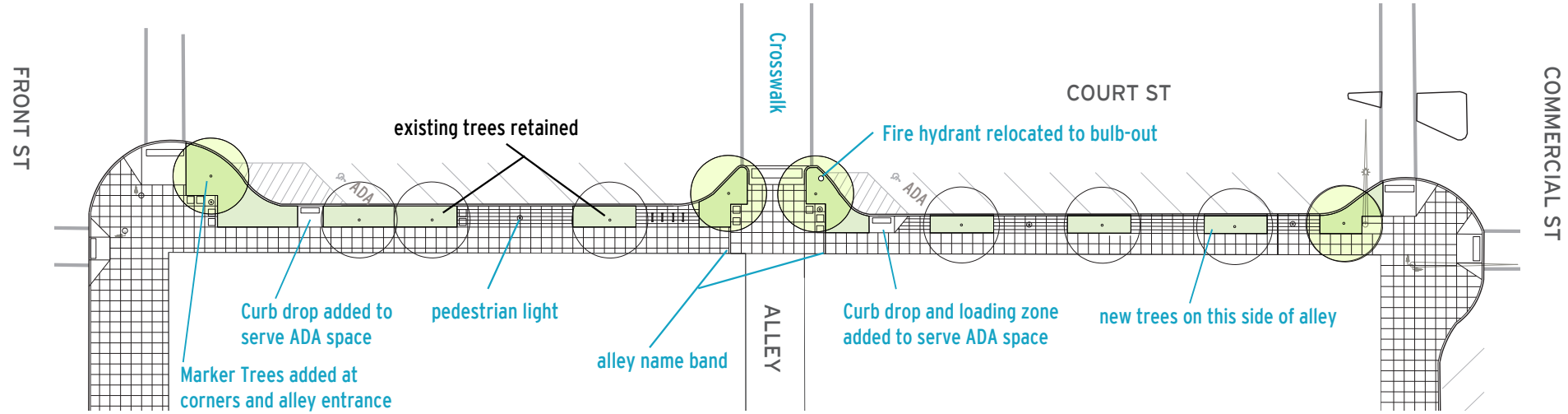


EXAMPLE CIVIC STREETSCAPE DESIGN

This plan is based on GIS data and a survey is needed to accurately locate curbs, parking spaces, fire hydrants, etc. This plan is for demonstration purposes only. As a demonstration plan, it should be used to show how streetscape concepts can be integrated into existing conditions. To construct this improvement, the City of Salem will need a field-verified survey to develop construction documents.

C PROMENADE CORNER

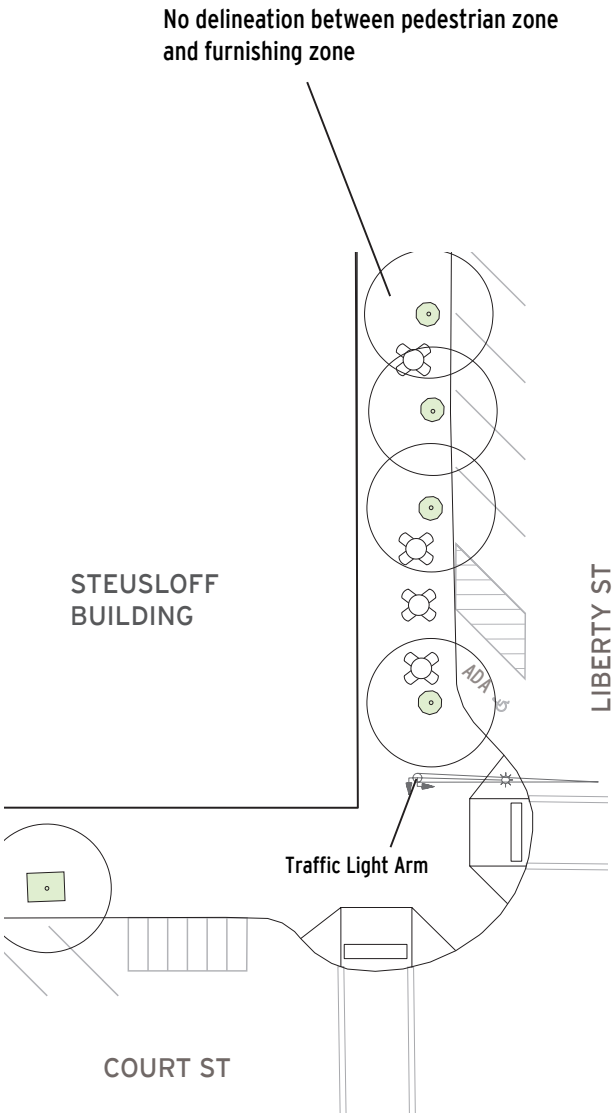
STEUSLOFF BUILDING, INTERSECTION OF LIBERTY ST. AND COURT ST.

Existing Street View

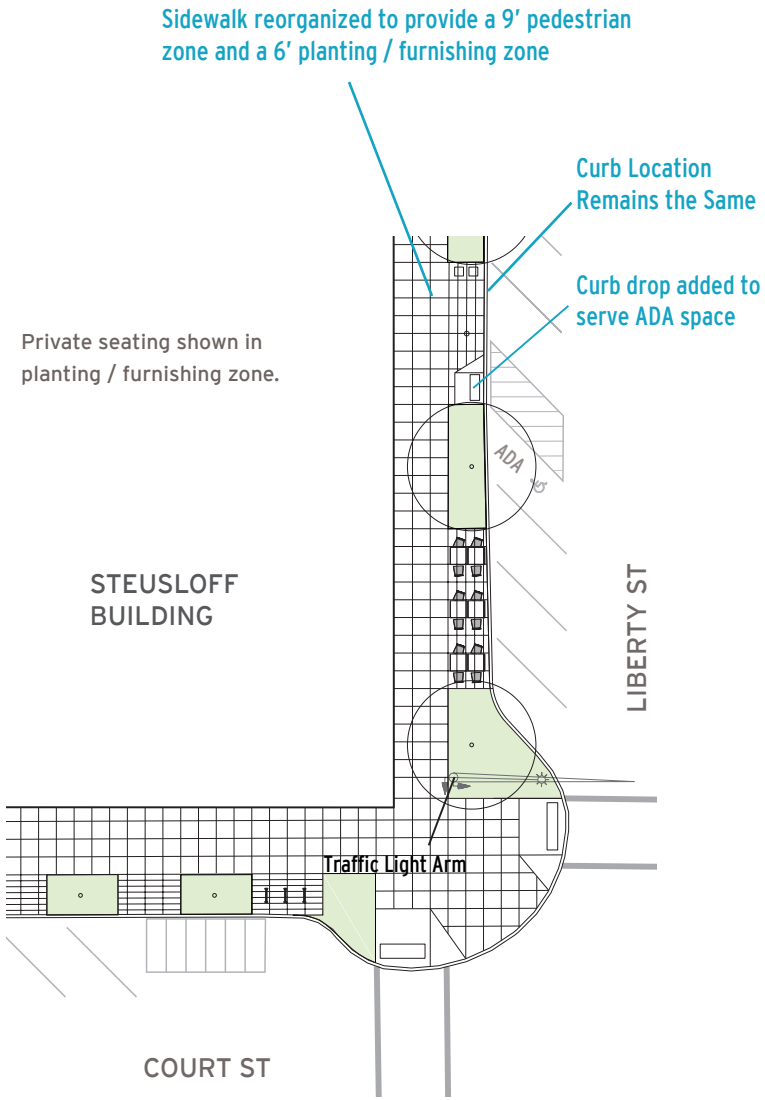
The sketch on the following page shows the Promenade Streetscape in front of the Steusloff Building at the corner of Court and Liberty Streets. This corner currently supports active sidewalk dining.

In this example, this dining space is preserved while the sidewalk is reorganized to create a clear pedestrian zone for walking and space for organized public furnishings like bike racks, seats, light posts, signage, etc. The darker concrete and tighter scoring in the furnishing zone makes the distinction between zones clear.

Outdoor dining should be accommodated in the frontage zone first and, if the frontage zone is not sufficient or more space for dining is desired, in the planting / furnishing zone. At least 50% of the paved surface of the planting / furnishing zone should be reserved for public use to ensure there is space for even distribution of lighting, seating, bike racks, and other amenities that serve downtown users who do not patronize a specific business.



EXISTING CONDITION



EXAMPLE PROMENADE STREETSCAPE DESIGN

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This plan is based on GIS data and a survey is needed to accurately locate curbs, parking spaces, fire hydrants, etc. This plan is for demonstration purposes only. As a demonstration plan, it should be used to show how streetscape concepts can be integrated into existing conditions. To construct this improvement, the City of Salem will need a field-verified survey to develop construction documents.

5. FUTURE PROJECTS

The following pages include projects that are not intended to be implemented in the Downtown Streetscape Plan, but provide options to improve the vitality of downtown sidewalks in the future.

FUTURE PROJECTS FOR CONSIDERATION

MIDBLOCK LANDSCAPE AREAS

Midblock landscape areas meet the guiding principles of Celebrate the Landscape and Establish Social Spaces. They can also aid in calming traffic, another desire the public expressed during outreach.

While this plan does not explore narrowing roadways, roads can *feel* narrower by adding large trees adjacent to the roadway. Large trees can reduce the perceptual street width and result in people driving at slower speeds. Midblock landscape areas would either remove a parking space or make use of unused asphalt as conditions allow. An example of a midblock landscape area design is included in example sketches.

The following pages show some areas to consider on N-S streets (Commercial and Liberty), which would benefit most from midblock landscape's greenery and social space. Of the initial locations identified, many were chosen to support areas with a large number of pedestrians users, while those on Commercial north of Center Street were chosen to serve an area which has low street parking demand and high traffic calming demand.

FUTURE PROJECTS FOR CONSIDERATION

MIDBLOCK LANDSCAPE EXAMPLE: EXISTING COMMERCIAL ST. BETWEEN STATE ST. AND COURT ST.

In some instances, it may be beneficial to replace a parking space or another paved roadway surface with landscape. These landscape areas can visually narrow the roadway to calm traffic and provide green landscape buffers between sidewalk users and the traffic.

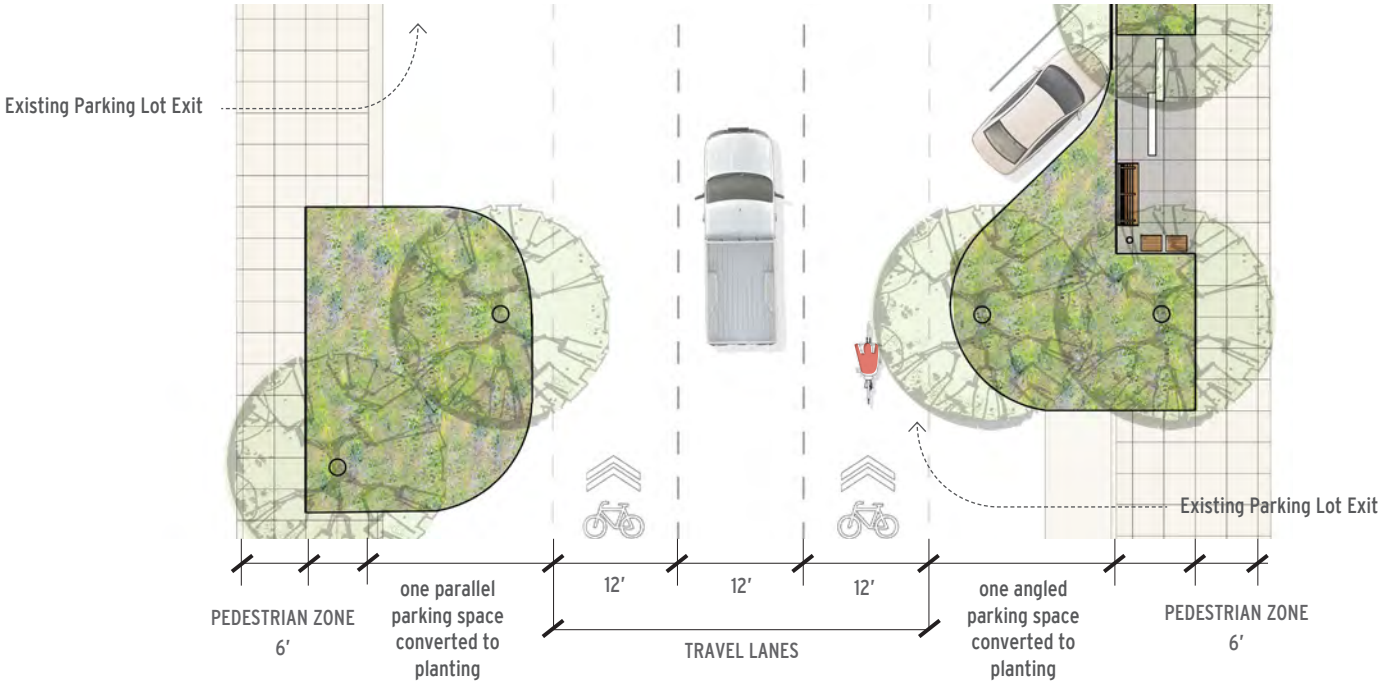
Midblock landscape areas can be designed to include accent lighting, public art and signage, historic interpretation, or can support business needs, depending on adjacent uses.

The example drawing on page 61 shows how an existing location may be redesigned to provide landscape areas approximately across the street from each other. Two parking spaces are converted to landscape areas. In this case, one space is parallel and one is angled. The parallel space is converted to simple landscape and incorporates an existing tree as well as providing planting space for a new tree nearer the roadway. The angled space also incorporates some unused asphalt adjacent to it and an existing street tree. It provides planting area for a new tree nearer the roadway as well as buffered seating, a lamp post, and an opportunity for historic interpretation in the sidewalk.

The width of parking stalls on Commercial Street at this location allows landscape areas to project 15' into the roadway while leaving a 2' buffer between the planted area and the beginning of traffic lanes.

FUTURE PROJECTS FOR CONSIDERATION

MIDBLOCK LANDSCAPE EXAMPLE: PERSPECTIVE VIEW OF POTENTIAL IMPROVEMENTS



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FUTURE PROJECTS FOR CONSIDERATION

FRONT STREET CROSSINGS

Part of the guiding recommendation to Knit Together the Downtown includes better connecting people to the major downtown amenity that is Riverfront Park. There are two Front Street crossings between downtown and the park that could be improved: State Street and Court Street. Front Street is a State Highway and ODOT must review and approve any changes to crossings. These two street crossings between downtown and the park would benefit from adding civic Marker Trees to the median in a way that frames the street and provides traffic calming. Denser planting at the base of the shelters will provide a more continuous buffer and especially enhance safety for children crossing the street. Restriping the crosswalks and repainting the shelter a bright color will provide a more welcoming gateway to the park and incorporating plantings that match the streetscape design will better connect this crossing to downtown. Uplighting the brightened structure and replacing bollards with integrated light bollards would serve to highlight these crossings at night, making them more visible to walkers and drivers. Finally, integrating art into the pavement or along the walls of the shelter would provide a more engaging, beautiful, and fun civic crossing between these important locations.

FUTURE PROJECTS FOR CONSIDERATION

FESTIVAL STREETS

During public engagement, participants provided ideas about locations for potential future festival streets in downtown Salem. These locations were:

1. The westernmost block of State Street to serve as a connection between a downtown festival and the Riverfront Park;

2. High Street between State and Ferry Streets to support theater events;

3. Chemeketa between Commercial/Church where Wednesday Farmers' Markets already occur.

The designs in this streetscape plan were developed with the potential for festival streets in mind. Adding power beneath the sidewalks supports the opportunity for festival street events and the recommended conversational layout of furnishings on the sidewalk specifically supports groups. In Salem, the high utilization of alleys makes them a natural partner to a festival street and celebrating their entrances can better link them to festival street functions.

FUTURE PROJECTS FOR CONSIDERATION

PARKLETS

Parklets provide an opportunity to increase outdoor dining, public seating, bike parking, and more. A parklet generally replaces 1-2 parking spaces and can be oriented for parallel or angled parking spaces; examples of each are included in the images at right.

Participants at Open Houses favored parklets in both temporary and permanent applications. There are several styles of parklets; they can vary from single-day constructions, like the ones deployed for PARKing Day events, to seasonal constructions that provide outdoor seating only in the summertime, to permanent, durable pockets of public space. Cities with quality parklets often develop programs to permit them and work closely with local businesses and organizations on their construction and management.

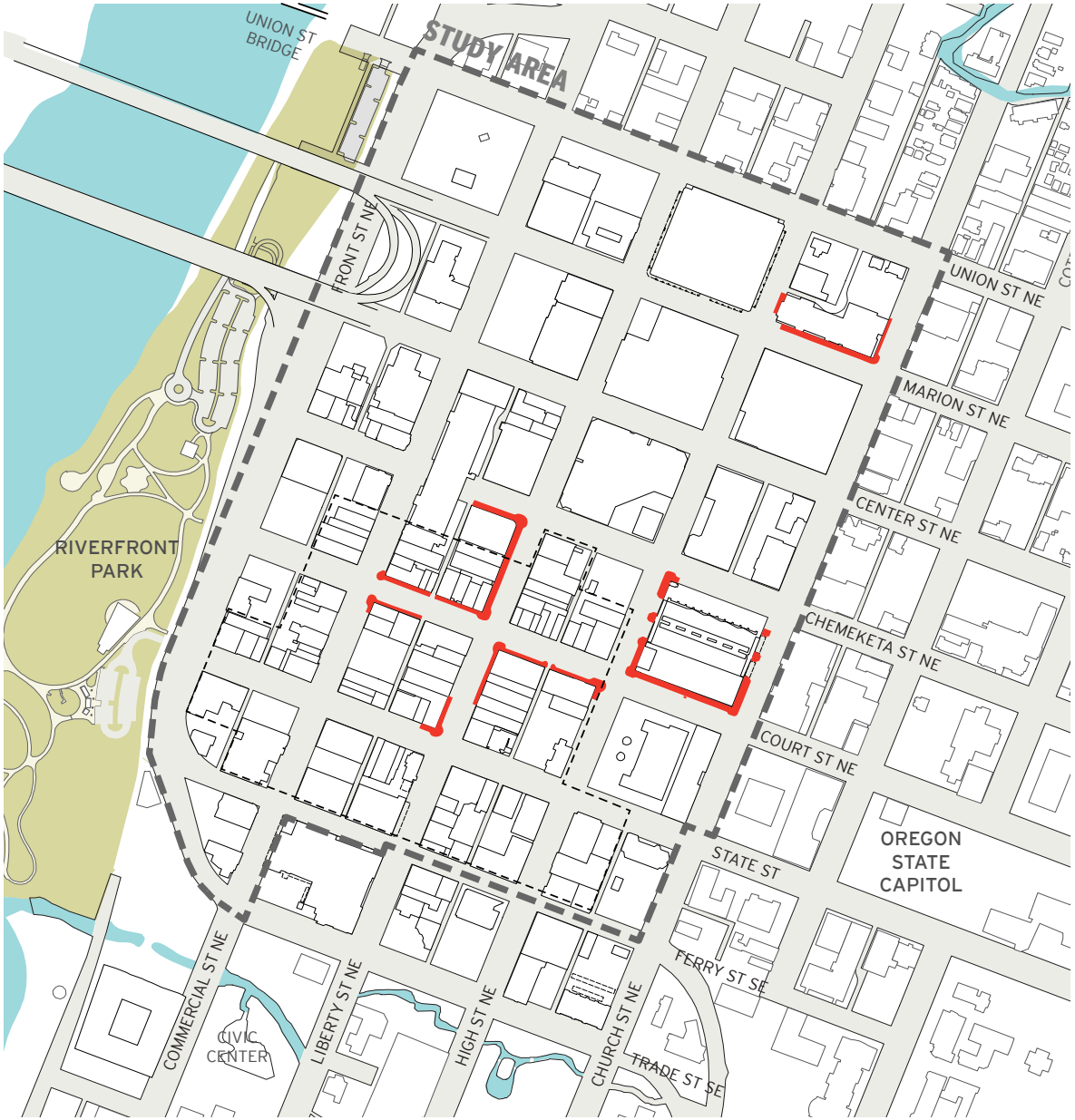
6. APPENDIX

SIDEWALK CONDITION ANALYSIS

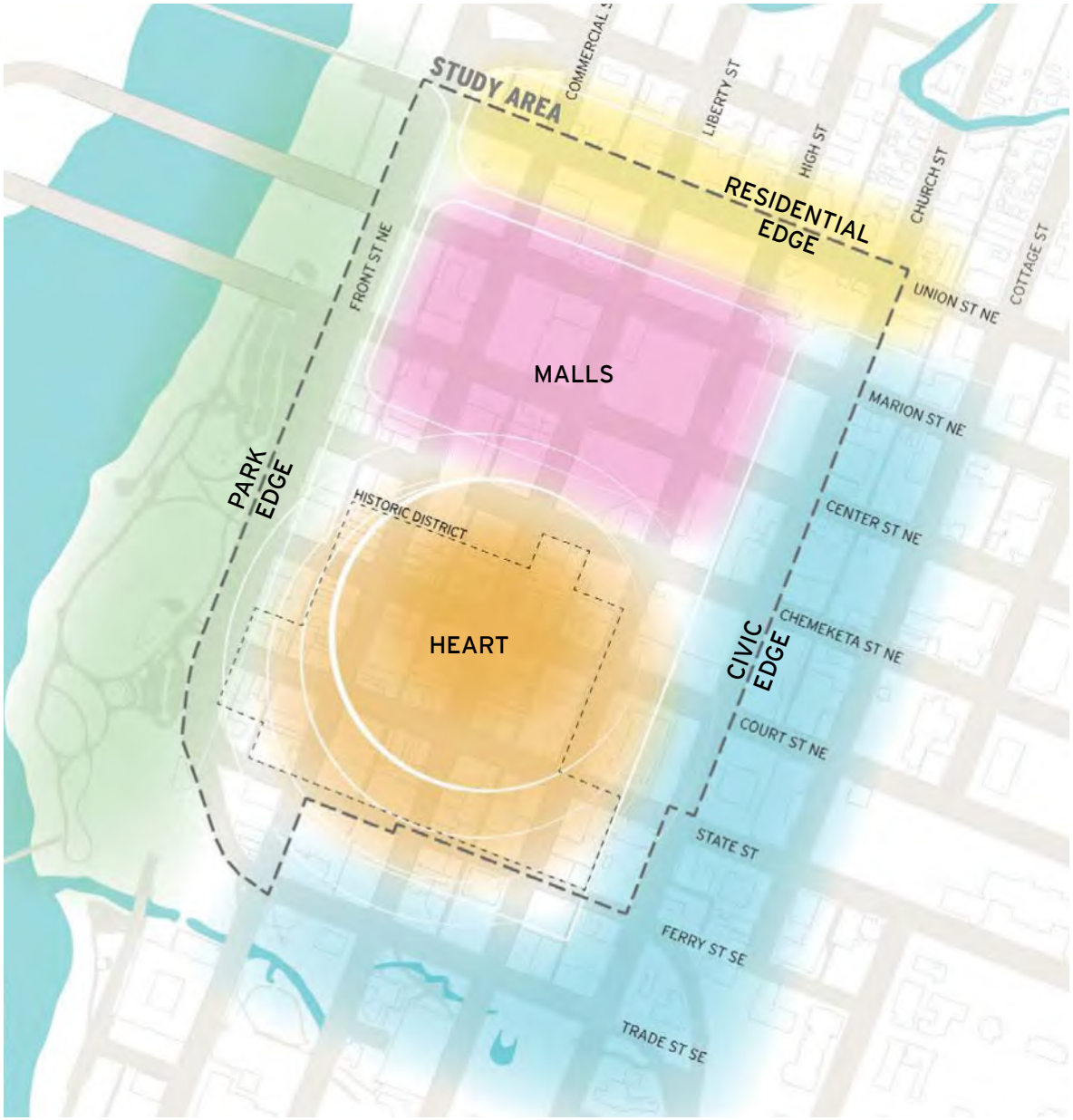
KEY

Aging URA Sidewalk Improvements (tile and brick)

Previous sidewalk improvements were constructed using tiles which are difficult to repair and replace. These improvements are aging, negatively impact the downtown environment, and would especially benefit from replacement with a new sidewalk made from more easily maintainable materials.



DOWNTOWN CHARACTER AREAS



Public engagement led to the identification of different character areas in downtown. Participants identified the heart of dowtown within the Historic District around Court, State, and Liberty streets. They also identified a significant zone of larger mall development. The edge of downtown near the Riverfront Park is a distinct character zone, as was the civic edge between downtown and the State Capitol. Finally, there is a quieter, residential edge to the north of the study area.

While all streetscapes have a baseline of consistent materials, infrastructure, layout, and construction; the streetscape designs respond to the different character areas identified during public engagement. For example, the edges of downtown include wider landscape strips in areas that don't need as much hardscape for outdoor dining, but would benefit from additional softness and buffering from the roadway. The streetscapes that bisect intersections that the public identified as the heart of downtown (State, Court and Liberty) include distinct design elements to aid in wayfinding and connecting to these important destinations.

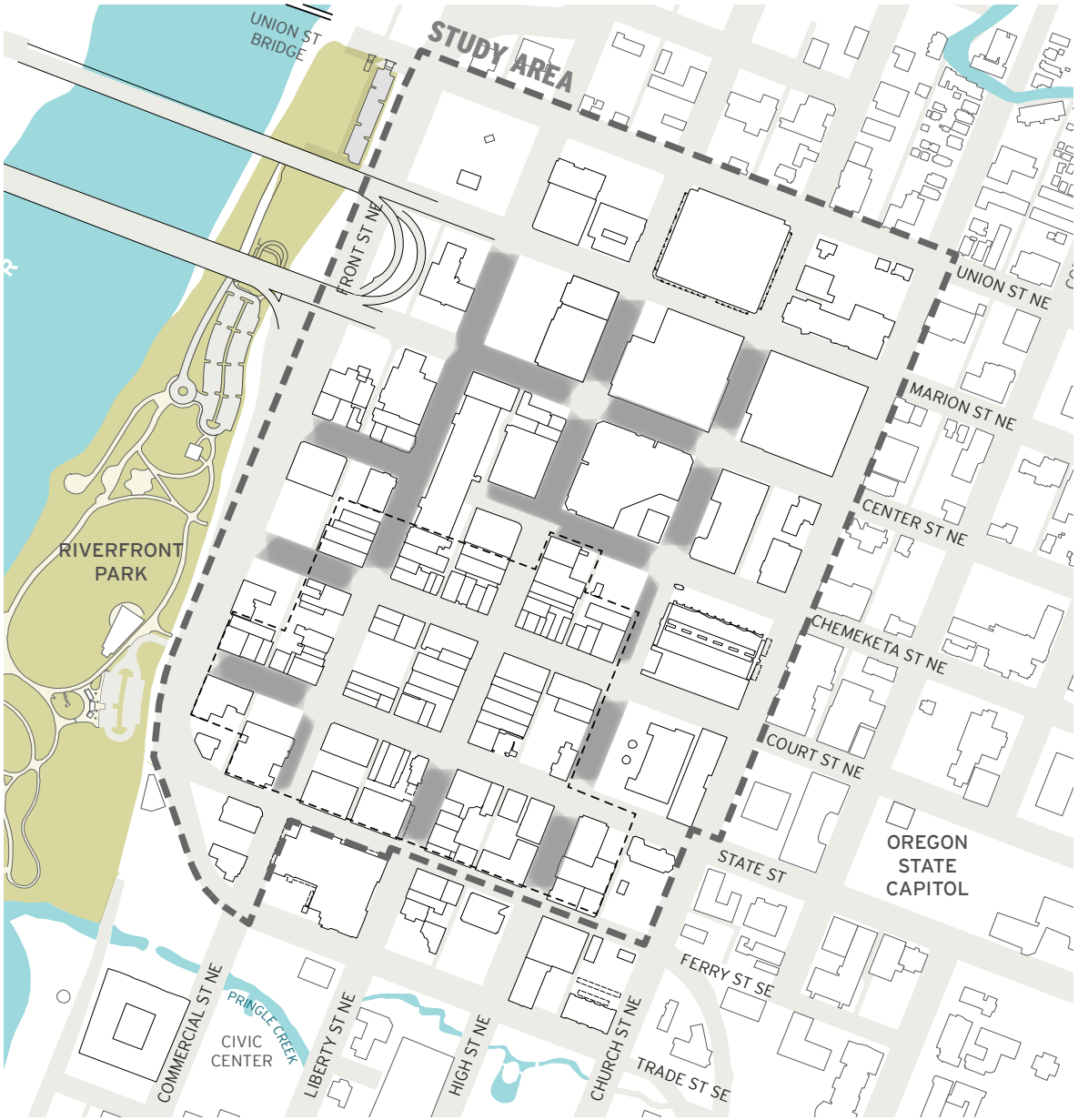
SIDEWALK LIGHTING ANALYSIS

KEY

Area with insufficient sidewalk light

The City of Salem surveyed streets with insufficient light and this analysis could aid in prioritizing streets to improve with the new streetscape design, which includes improved electrical infrastructure and pedestrian lighting. In our analysis of these under lit streets, sidewalk light is often provided by adjacent buildings and, should private businesses discontinue lighting their storefronts, the public's ability to access well-lit sidewalks would diminish.

Every streetscape project in downtown Salem should include electrical infrastructure upgrades to provide the opportunity for consistent lighting and the possibility for tree lighting during winter months and holiday seasons.



CIVIC WAYFINDING - TREE LIGHTS

The Civic Streetscape includes strategies at different times of year to meet the public's goals to Tie Downtown Together, Integrate Wayfinding and Art, Celebrate the Landscape and Brighten Downtown. In the dark, rainy days of winter, new electrical infrastructure and a consistent tree canopy will allow State and Court to light up trees for the holidays, drawing people between the east and west of downtown, contributing to wayfinding, and brightening the urban environment.

TREE CANOPY ANALYSIS

KEY

No Tree Canopy

Tree Canopy

Trees support a healthy ecosystem, reduce building energy use, help manage stormwater, and provide a beautiful and comfortable downtown environment. The City of Salem currently has many gaps in its downtown tree canopy as well as existing trees of widely different sizes, species, types, and levels of health.

The streetscape plan provides for an even, healthy tree canopy by providing structural soil for root systems to expand throughout the planting / furnishing zone of the sidewalk and recommending species that thrive in the Pacific Northwest urban environment.

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DOWNTOWN STREETSCAPE PLAN

CITY OF Salem
AT YOUR SERVICE