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**503-588-6173**

## DECISION OF THE PLANNING ADMINISTRATOR

**PARTITION TENTATIVE PLAN / CLASS 2 DRIVEWAY APPROACH PERMIT  
CASE NO.: PAR-DAP25-08**

**APPLICATION NO.: 25-102089-PLN**

**NOTICE OF DECISION DATE:** June 16, 2025

**REQUEST:** A consolidated application for a Tentative Partition Plan and Class 2 Driveway Approach Permit to divide a property into three parcels. The subject property is 22.8-acres in size, zoned IC (Industrial Commercial) and located at 1940 Hyacinth Street NE - 97301 (Marion County Assessor's Map and Tax Lot Number 073W12B00/ 2300/1500/5900).

**APPLICANT:** Phelan Development Company, LLC (Jeffrey Phelan)

**LOCATION:** 1940 Hyacinth St NE, Salem OR 97301

**CRITERIA:** Salem Revised Code (SRC) Chapters 205.005(d) – Partition Tentative Plan; 804.025(d) – Class 2 Driveway Approach Permit

**FINDINGS:** The findings are in the attached Decision dated June 16, 2025.

**DECISION:** The **Planning Administrator APPROVED** Partition Tentative Plan / Class 2 Driveway Approach Permit Case No. PAR-DAP25-08 subject to the following conditions of approval:

- Condition 1:** If the development approved under REP-SPR-DAP23-04 is sought, the applicant shall seek and receive approval for Class 2 Adjustments to eliminate the vehicle use area setback on both sides of each interior property line or seek a modification to the Site Plan Review prior to building permits being approved.
- Condition 2:** Prior to final plat approval, required right-of-way dedications and required easements shall be free and clear of encumbrances and liens unless an adjustment to SRC 200.050(d) is approved.
- Condition 3:** Prior to final plat approval, provide an engineered stormwater design pursuant to SRC 71 and the Public Works Design Standards to accommodate new impervious surfaces in public and private street rights-of-ways.
- Condition 4:** Prior to final plat approval or delayed pursuant to an improvement agreement per SRC 205.035(c)(7)(B), construct stormwater facilities pursuant to SRC 71 and the Public Works Design Standards to accommodate new impervious surfaces in public and private street rights-of-ways.

- Condition 5:** At time of development on each lot, provide an engineered stormwater design pursuant to SRC 71 and the Public Works Design Standards to accommodate new impervious surfaces for the development activity proposed.
- Condition 6:** Prior to final plat approval or delayed pursuant to an improvement agreement per SRC 205.035(c)(7)(B), construct a 12-inch public water main in Hyacinth Street NE along the development frontage. The main shall be designed and constructed in accordance with the Public Works Design Standards.
- Condition 7:** Prior to final plat approval or delayed pursuant to an improvement agreement per SRC 205.035(c)(7)(B), construct a 16-inch public water main in Salem Industrial Drive NE from Hyacinth Street NE to the southwestern property boundary as proposed on the preliminary plans. The main shall be designed and constructed in accordance with the Public Works Design Standards.
- Condition 8:** Prior to final plat approval or delayed pursuant to an improvement agreement per SRC 205.035(c)(7)(B), construct a 12-inch public water main in the proposed private street to provide public water service to each parcel as proposed on the preliminary plans. The main shall be designed and constructed in accordance with the Public Works Design Standards, to serve each parcel.
- Condition 9:** Prior to final plat approval or delayed pursuant to an improvement agreement per SRC 205.035(c)(7)(B), construct an 8-inch public sanitary sewer main in an easement through private property and the proposed private street to provide sanitary sewer service to each parcel as proposed on the preliminary plans. The main shall be designed and constructed in accordance with the Public Works Design Standards, to serve each parcel.
- Condition 10:** On the final plat, all necessary (existing and proposed) access and utility easements must be shown and recorded.
- Condition 11:** On the final plat, dedicate easements for existing and proposed public infrastructure on the site to meet current Public Works Design Standards for easement with width.
- Condition 12:** On the final plat, dedicate an Open Channel Drainage Easement along Claggett Creek Reservoir on the subject property. In accordance with PWDS, the easement widths shall be either the 100-year floodway, 15 feet from the channel centerline, or 10 feet from the recognized bank, whichever is greater. Additional provisions for access and maintenance easements, including a driveway drop, may be required with the development of Parcel 3 to allow for access to the berm between the two ponds and Claggett Creek.
- Condition 13:** On the final plat, convey land for dedication to equal a half-width right-of-way of 48 feet on the development side of Hyacinth Street NE, including sufficient right-of-way to accommodate public infrastructure at the property corners as proposed

on the preliminary plans.

**Condition 14:** Prior to final plat approval or delayed pursuant to improvement agreement per SRC 205.035(c)(7)(B), construct improvements along Hyacinth Street NE, including a modified improvement along Hyacinth to accommodate railroad tapers, and relocated sidewalk and streetscape improvements.

Upgrade the existing traffic signal and intersection signing and striping to current standards to accommodate traffic movements to and from the south leg of the intersection:

1. For the southbound direction, install and rewire the signal for a Flashing Yellow Arrow signal head and install one additional standard signal for the through-right movement.
2. For the eastbound and northbound movements, replace and rewire the two 5-section "Doghouse" signal heads with Flashing Yellow Arrow signal heads and install one additional standard signal head for each direction for the through-right movements.
3. The existing turn movement signs on the traffic signal mast arm for the southbound direction shall be removed.
4. The "RIGHT TURN ONLY ARROW" pavement markings for the southbound direction shall be modified to a "THROUGH-RIGHT ARROW".

**Condition 15:** On the final plat, convey land for dedication for the full right-of-way width of 60 feet for Salem Industrial Drive NE, including sufficient right-of-way to accommodate public infrastructure at the property corners, from its existing terminus to the southwestern property boundary as proposed on the preliminary plans.

**Condition 16:** Prior to final plat approval or delayed pursuant to improvement agreement per SRC 205.035(c)(7)(B), extend Salem Industrial Drive NE as a full street improvement to collector street standards as specified in the City Street Design Standards and consistent with the provisions of SRC Chapter 803 to the southwestern property boundary as proposed on the preliminary plans.

**Condition 17:** Prior to final plat approval or delayed pursuant to improvement agreement per SRC 205.035(c)(7)(B), along the length of Salem Industrial Drive NE within the site, provide sidewalks and streetlights and provide pavement markings to establish two 11-foot travel lanes, one 12-foot center turn lane, and two 6-foot bike lanes as proposed on the preliminary plans.

**Condition 18:** Prior to final plat approval, dedicate a public access easement for the proposed private street as proposed on the preliminary plans.

**Condition 19:** Prior to final plat or delayed pursuant to improvement agreement per SRC

205.035(c)(7)(B), construct the new internal private street to local street standards as specified in the City Street Design Standards and consistent with the provisions in SRC Chapter 803 except as otherwise approved by an Alternative Street Standard in this decision as proposed on the preliminary plans.

- Condition 20:** At the time of development of Parcel 1, the applicant shall either complete a sidewalk connection to Salem Industrial Drive NE on the northern boundary of the private street or provide a safe pedestrian crossing(s) across the private street.
- Condition 21:** At time of development on each parcel, provide street trees to the maximum extent feasible along the development frontage of Hyacinth Street NE, Salem Industrial Drive NE, and the private street
- Condition 22:** On the final plat, provide a 10-foot-wide public utility easement along the frontage of Hyacinth Street NE, the southeast side of Salem Industrial Drive NE, and the north side of the proposed private street.
- Condition 23:** The applicant shall design and construct one transit stop along Hyacinth Street NE in a location approved by Cherriots and the Public Works Department in conjunction with the boundary street improvements along Hyacinth Street NE.
- Condition 24:** Existing unused driveway approaches to Hyacinth Street NE shall be permanently closed as part of the street improvement as proposed on the preliminary plans.
- Condition 25:** Prior to submittal of building permits for any lot within the partition, the developer shall provide a final report from a geotechnical engineer that describes construction monitoring activities for all site earthwork and addresses the geotechnical considerations for each individual building lot.

The rights granted by the attached decision must be exercised, or an extension granted, by the following expiration dates, or this approval shall be null and void:

Partition Tentative Plan:	<u>July 2, 2027</u>
Class 2 Driveway Approach Permit:	<u>July 2, 2029</u>
Application Deemed Complete:	<u>April 9, 2025</u>
Notice of Decision Mailing Date:	<u>June 16, 2025</u>
Decision Effective Date:	<u>July 2, 2025</u>
State Mandate Date:	<u>August 7, 2025</u>

**Case Manager:** Jacob Brown, [jrbrown@cityofsalem.net](mailto:jrbrown@cityofsalem.net), 503-540-2347

This decision is final unless written appeal and associated fee (if applicable) from an aggrieved party is filed with the City of Salem Planning Division, in person at 440 Church St SE, Salem OR 97312, by mail P.O. Box 14300 Salem, OR 97309, or by email at [planning@cityofsalem.net](mailto:planning@cityofsalem.net), no later than 5:00 p.m., Tuesday, July 1, 2025. The notice of appeal must contain the information required by SRC 300.1020 and must state where the decision failed to conform to the provisions of

the applicable code section, SRC Chapters 205 and 804. The appeal fee must be paid at the time of filing. If the appeal is untimely and/or lacks the proper fee, the appeal will be rejected. The Planning Commission will review the appeal at a public hearing. After the hearing, the Planning Commission may amend, rescind, or affirm the action, or refer the matter to staff for additional information.

The complete case file, including findings, conclusions and conditions of approval, if any, is available for review by contacting the case manager, or at the Planning Desk in the Permit Application Center, 440 Church St SE, Salem, during regular business hours.

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

# BEFORE THE PLANNING ADMINISTRATOR OF THE CITY OF SALEM

## DECISION

IN THE MATTER OF APPROVAL OF	)	FINDINGS & ORDER
PARTITION TENTATIVE PLAN,	)	
CLASS 2 DRIVEWAY	)	
APPROACH PERMIT,	)	
CASE NO. PAR-DAP25-08	)	
1940 HYACINTH ST NE	)	JUNE 16, 2025

In the matter of the applications for a Tentative Partition Plan and Class 2 Driveway Approach Permit, submitted by the applicant's representative by AKS Engineering and Forestry LLC, on behalf of the applicant, Phelan Development Company, LLC, and the property owner, CRP Pdc Salem Hyacinth Street Owner, LLC, the Planning Administrator, having received and reviewed evidence and the application materials, makes the following findings and adopts the following order as set forth herein.

## REQUEST

**Summary:** A partition to divide a property into three parcels.

**Request:** A consolidated application for a Tentative Partition Plan and Class 2 Driveway Approach Permit to divide a property into three parcels. The subject property is 22.8-acres in size, zoned IC (Industrial Commercial) and located at 1940 Hyacinth Street NE - 97301 (Marion County Assessors Map and Tax Lot Number 073W12B00/ 2300/1500/5900).

A vicinity map indicating the subject property and surrounding area is included herein as **Attachment A**.

## PROCEDURAL FINDINGS

### 1. Background

On January 23, 2025, a consolidated application for a Partition Tentative Plan and Class 2 Driveway Approach Permit was filed proposing to divide the subject property into three parcels with a proposed internal local private street to be constructed south from Salem Industrial Drive NE to provide primary access for each of the proposed parcels. After additional information was provided, the application was deemed complete for processing on April 9, 2025. The 120-day state mandated decision deadline for this consolidated application is August 7, 2025.

The applicant's proposed development plans are included as **Attachments B** and the applicant's written statement addressing the approval criteria applications can be found in the record, accessible online as indicated in Section 3 below.

## SUBSTANTIVE FINDINGS

### 2. Proposal

The tentative partition plan proposes to divide the 22.8-acre property into three parcels: Parcel 1 will be 7.47 acres, Parcel 2 will be 4.26 acres, and Parcel 3 will be 11.09 acres with all

resulting parcels having access from the proposed private street extending from Salem Industrial Drive NE. The subject property are currently undeveloped however, under Replat, Class 3 Site Plan Review, and Class 2 Driveway Approach Permit Case REP-SPR-DAP23-04, for the development of a heavy vehicle and trailer storage lot was proposed across the subject property and has building permits currently under review for the associated development. The three parcels within the tentative partition plan are proposed as follows:

### **PROPOSED PARCEL 1**

Parcel Size: 7.47 acres  
Parcel Dimensions: Irregular shaped parcel with approximately 360 feet in width and 505 feet in depth

### **PROPOSED PARCEL 2**

Parcel Size: 4.26 acres  
Parcel Dimensions: Approximately 374 feet in width and 505 feet in depth

### **PROPOSED PARCEL 3**

Parcel Size: 2.77 acres  
Parcel Dimensions: Irregular shaped parcel with approximately 323 feet in width and 430 feet in depth

The applicant proposes a new driveway approach connecting a proposed private street to the extension of Salem Industrial Drive NE. Vehicular access to the proposed development will be taken from the private street extending from Salem Industrial Drive NE, which will be improved to accommodate the development, requiring a Class 2 Driveway Approach Permit for the modified driveway.

## **3. Summary of Record**

The following items are submitted to the record and are available: 1) all materials and testimony submitted by the applicant, including any applicable professional studies such as traffic impact analysis, geologic assessments, stormwater reports, and; 2) materials, testimony, and comments from public agencies, City Departments, neighborhood associations, and the public. All application materials are available on the City's online Permit Application Center at <https://permits.cityofsalem.net>. You may use the search function without registering and enter the permit number listed here: 25 102089.

## **4. Existing Conditions**

### **Site and Vicinity**

The subject property consists of one tax lot, 993,168 square feet (22.8 acres) in size. The site is an interior lot with frontage along both Hyacinth Street NE to the northeast and Salem Industrial Drive NE to the west. Hyacinth Street NE is classified as a Major Arterial street while

Salem Industrial Drive NE is classified as a Collector street according to the Salem Transportation System Plan (TSP).

### Salem Area Comprehensive Plan (SACP) Designation

The subject property is designated “Industrial Commercial” on the Salem Area Comprehensive Plan (SACP) Map. The surrounding properties are designated as follows:

<b>Comprehensive Plan Map Designations of Surrounding Properties</b>	
<b>North</b>	Across Hyacinth Street NE, Industrial
<b>East</b>	Industrial Commercial and Industrial
<b>South</b>	Parks, Open Space, Outdoor Recreation
<b>West</b>	Industrial Commercial and Industrial

### Zoning Map Designation

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

<b>Zoning of Surrounding Properties</b>	
<b>North</b>	Across Hyacinth Street NE, IG (Industrial General)
<b>East</b>	IC (Commercial Industrial) and IG (Industrial General)
<b>South</b>	PA (Public Amusement)
<b>West</b>	IC (Commercial Industrial) and IG (Industrial General)

### Relationship to Urban Service Area

The subject property is located inside of the Urban Service Area. The Urban Service Area is that territory within City where all required public facilities (streets, water, sewer, storm water, and parks) necessary to serve development are already in place or fully committed to be extended.

### Infrastructure

The existing conditions of streets abutting the subject property are described in the following table:

<b>Streets</b>			
<b>Street Name</b>		<b>Right-of-way Width</b>	<b>Improvement Width</b>
<b>Hyacinth Street NE (Major Arterial)</b>	Standard:	96-feet	68-feet
	Existing Condition:	86-feet	40-46-feet
<b>Salem Industrial Drive NE (Collector)</b>	Standard:	60-feet	34-feet
	Existing Condition:	To be extended	To be extended



The existing conditions of public utilities available to serve the subject property are described in the following table:

Utilities	
Type	Existing Conditions
Water	Water Service Level: G-0
	1. A 10-inch water main is located in Hyacinth Street NE.
Sanitary Sewer	3. A 60-inch sanitary sewer interceptor main is located on the subject property in an easement.
Storm Drainage	5. 18- and 21-inch storm mains are located in Hyacinth Street NE.
	6. A 15-inch storm main is located in Salem Industrial Drive NE.

## 5. Neighborhood Association Comments and Public Comments

The subject property is located within the boundaries of the Northgate Neighborhood Association.

Applicant Neighborhood Association Contact: SRC 300.310 requires an applicant to contact the neighborhood association(s) whose boundaries include, and are adjacent to, property subject to specific land use application requests. Pursuant to SRC 300.310(b)(1), land use applications included in this proposed consolidated land use application request require neighborhood association contact. On January 15, 2025, the applicant's representative contacted the neighborhood association to provide details about the proposal in accordance with the requirements of the SRC.

Neighborhood Association Comment: Notice of the application was provided to the Neighborhood Association pursuant to SRC 300.620(b)(2)(B)(v), which requires notice to be sent to any City-recognized neighborhood association whose boundaries include, or are adjacent to, the subject property. As of the date of completion of this decision, no comments have been received from the neighborhood association.

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

Public Comment: Notice was also provided, pursuant to SRC 300.520(b)(1)(B)(iii), (vi), & (vii), to all property owners and tenants within 250 feet of the subject property. As of the date of completion of this decision, no comments have been received from the public.

## 6. City Department Comments

Development Services Division: Reviewed the proposal and provided a memo with findings that have been incorporated herein by reference. The memo in full can be found in the record, accessible online as indicated above.

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

Fire Department: Reviewed the proposal and indicated *items including fire department access and water supply will be required at the time of development.*

## 7. Public Agency Comments

Salem Electric: Reviewed the proposal and provided a comment indicating that Salem Electric will provide Electric Service according to the rates and policies at the time of construction.

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

## **DECISION CRITERIA FINDINGS**

### 8. Analysis of Tentative Partition Plan Approval Criteria

SRC 205.005(d) sets forth the following criteria that must be met before approval can be granted to a tentative partition plan. The following subsections are organized with approval criteria shown in ***bold italic***, followed by findings of fact evaluating the proposal for conformance with the criteria. Lack of compliance with the following approval criteria is grounds for denial of the tentative plan or for the issuance of conditions of approval to satisfy the criteria.

***SRC 205.005(d)(1): The tentative partition plan complies with the standards of this Chapter and with all applicable provisions of the UDC, including, but not limited to the following:***

***(A) Lot standards, including, but not limited to, standards for lot area, lot width and depth, lot frontage, and designation of front and rear lot lines.***

**Finding:** The Salem Revised Code (SRC), which includes the Unified Development Code (UDC), implements the Salem Area Comprehensive Plan land use goals, and governs development of property within the city limits. The subject property is zoned IC (Industrial Commercial). The following is an analysis of the applicable standards of the IC zone, and other applicable provisions of the UDC specific to the proposed tentative partition plan, as required by this approval criterion. The proposed partition meets all applicable provisions of the UDC as detailed below.

### ***SRC Chapter 205 – Land Division and Reconfiguration***

The intent of SRC Chapter 205 is to provide for orderly land development through the application of appropriate standards and regulations. The partition process reviews development for compliance with City standards and requirements contained in the UDC, the Salem Transportation System Plan (TSP), and the Water, Sewer, and Storm Drain System Master Plans. A second review occurs for the created parcels at the time of site plan review/building permit review to assure compliance with the UDC. Compliance with conditions of approval to satisfy the UDC is checked prior to City staff signing the final partition plat.

**Finding:** The applicant shall provide the required field survey and partition plat per Statute and Code requirements outlined in the *Oregon Revised Statutes* (ORS) and SRC. If said documents do not comply with the requirements outlined in ORS and SRC, and as per SRC Chapter 205, the approval of the partition plat by the City Surveyor may be delayed or denied based on the non-compliant violation. It is recommended the applicant request a pre-plat review meeting between the City Surveyor and the applicant's project surveyor to ensure compliance with ORS 672.005(2)(g)&(h), 672.007(2)(b), 672.045(2), 672.060(4), *Oregon Administrative Rules* 850-020-0015(4)&(10), 820-020-0020(2), and 820-020-0045(5).

## **ZONING AND DEVELOPMENT STANDARDS**

### ***SRC Chapter 551 – IC (Industrial Commercial) Zone***

#### ▪ ***Lot Standards:***

Lot size and dimension standards within the IC zone are established in SRC 511.010(b), Table 551-2. A summary of the standards applicable to existing development on the subject property.

Requirement	Minimum Standard
Lot Area (All uses)	None
Lot Width (All uses)	None
Lot Depth (All uses)	None
Street Frontage (All uses)	Min. 16 feet

**Finding:** As shown on the tentative partition plan (**Attachment B**), proposed parcels measure 7.47, 4.26, 11.09 acres in size with varying lot dimensions. As indicated by the applicant, each parcel will be served via the private street extending from Salem Industrial Drive NE with each parcel having a minimum 16-foot frontage along the private street. The proposed parcels meet the applicable lot area, width, depth, and street frontage standards.

The proposed parcels within the partition are of sufficient size and dimension to permit future development of uses allowed within the zone.

#### ▪ ***Setbacks:***

Setbacks for all uses within the IC zone are established in 551.010(b), Table 551-3.

Requirement	Standard	
Abutting Street	Buildings	5 feet
	Vehicle Use Areas	Per SRC 806

Interior Front, Side, and Rear	Buildings	Zone-to-zone, Table 552-4
	Vehicle Use Areas	Zone-to-zone, Table 552-4

**Finding:** The subject property is currently vacant however, under Replat, Class 3 Site Plan Review, and Class 2 Driveway Approach Permit Case REP-SPR-DAP23-04, the development of a heavy vehicle and trailer storage lot was proposed across the subject property and has building permits currently under review for the associated development.

The proposed partition will create property lines through the proposed heavy vehicle and trailer storage lot which Industrial Commercial (IC) zone requires a minimum five-foot setback for all vehicle use areas along interior property lines per SRC 551.010 (b) Table 551-3 & Table 551-4. If the development under REP-SPR-DAP23-04 will be sought, a minimum of a Class 2 Adjustment will be required to eliminate the vehicle use area setback on both sides of each interior property line. The applicant's provided written statement identifies that the proposed partition is to "establish three parcels suitable for future industrial/commercial development as well as to install shared access and utility facilities for the resultant parcels" which indicates the development under the referenced SPR will not be continued. If the development is not sought, the following condition is applied to the subject partition to require the adjustments to eliminate vehicle use area setbacks along interior property lines for development associated with REP-SPR-DAP23-04.

**Condition 1:** If the development approved under REP-SPR-DAP23-04 is sought, the applicant shall seek and receive approval for Class 2 Adjustments to eliminate the vehicle use area setback on both sides of each interior property line or seek a modification to the Site Plan Review prior to building permits being approved.

Future development other than that is proposed under REP-SPR-DAP23-04 will require Site Plan Review approval. As conditioned, this standard is met.

▪ ***Lot Coverage:***

Maximum lot coverage requirements within the IC zone are established under SRC 551.010(d), Table 551-5. There is no maximum lot coverage and the maximum height for all buildings and accessory structures is 70 feet.

**Finding:** The existing development is not proposed to be modified under this proposal as such the maximum height standard is not applicable.

***(B) City Infrastructure Standards.***

**Finding:** The Development Services division reviewed the proposal for compliance with the City's public facility plans as they pertain to provision of water, sewer, and storm drainage facilities. While SRC Chapter 205 does not require submission of utility construction plans prior to tentative partition plan approval, it is the responsibility of the applicant to design and construct adequate City water, sewer, and storm drainage facilities to serve the proposed

development prior to final plat approval without impeding service to the surrounding area. A summary of the existing and required City infrastructure improvements are as follows:

### ***SRC Chapter 200 – Urban Growth Management***

SRC Chapter 200 (Urban Growth Management) requires issuance of an Urban Growth Preliminary Declaration (UGA) prior to development of property located outside the City's Urban Service Area.

**Finding:** The subject property is located inside the Urban Service Area and adequate facilities are available. No Urban Growth Area permit is required.

#### **▪ *Acquisition of property, easements, and right-of-way:***

SRC 200.050(d) requires that right-of-way dedicated to the City be free of encumbrances and liens.

**Finding:** As described in the analysis of SRC Chapter 803 below, right-of-way dedication is required for the extension of Salem Industrial Drive NE and along Hyacinth Street NE. There are existing overhead powerlines, and underground gas lines along Hyacinth Street NE. Based on the information provided, it is unclear whether or not these facilities are located in an existing easement on the subject property. As a condition of approval, the applicant shall ensure required right-of-way is unencumbered, obtain quitclaims from private utility owners where there are conflicts, or receive an adjustment to this standard per SRC 200.050(d).

**Condition 2:** Prior to final plat approval, required right-of-way dedications and required easements shall be free and clear of encumbrances and liens unless an adjustment to SRC 200.050(d) is approved.

### ***SRC Chapter 71 – Stormwater***

The proposed development is subject to SRC Chapter 71 and the revised Public Works Design Standards (PWDS) as adopted in Administrative Rule 109, Division 004.

**Finding:** Pursuant to SRC 71.080, land divisions are required to provide stormwater flow control facilities and treatment facilities that are sized to serve the entire land division under fully developed. As shown on the applicant's preliminary utility plan, a GSI facility is proposed to be constructed for the new private street; separate facilities are proposed to accommodate the right-of-way improvements along Hyacinth Street NE; and each lot will be provided an individual stormwater facility at time of development. For new impervious surface on public and private streets, the applicant shall provide an engineered stormwater design prior to final plat and construct any necessary improvements. At time of development on each parcel, a stormwater design will be provided for the development proposed. To comply with SRC Chapter 71 relating to the provision of green stormwater infrastructure, the following conditions apply:

- Condition 3:** Prior to final plat approval, provide an engineered stormwater design pursuant to SRC 71 and the Public Works Design Standards to accommodate new impervious surfaces in public and private street rights-of-ways.
- Condition 4:** Prior to final plat approval or delayed pursuant to an improvement agreement per SRC 205.035(c)(7)(B), construct stormwater facilities pursuant to SRC 71 and the Public Works Design Standards to accommodate new impervious surfaces in public and private street rights-of-ways.
- Condition 5:** At time of development on each lot, provide an engineered stormwater design pursuant to SRC 71 and the Public Works Design Standards to accommodate new impervious surfaces for the development activity proposed.

### ***SRC Chapter 802 – Public Improvements***

#### ***▪ Development to be served by City utilities***

SRC 802.015 requires development to be served by City utilities designed and constructed according to all applicable provisions of the Salem Revised Code and Public Works Design Standards (PWDS). Specifications for required public improvements are found in the comments provided by the Development Services Infrastructure memo (**Attachment C**) and included in the following analysis of the partition approval criteria.

**Finding:** Private water, sewer, and storm services shall be constructed to serve each parcel. Construction of facilities in the right-of-way is required prior to final plat except as authorized in an improvement agreement per SRC 205.035(c)(7)(B). All public and private City infrastructure proposed to be located in the public right-of-way shall be constructed or secured per SRC 205.035(c)(7)(B) prior to final plat approval.

In summary, the partition tentative plan will be served adequately by City water, sewer, and stormwater infrastructure upon completion of the conditions described in the analysis provided for each utility type.

**Water –** The subject property is located within the G-0 water service level. There is an existing 10-inch main located in Hyacinth Street SE. The Salem Water System Master Plan calls for this water main to be upgraded to a 12-inch along the property frontage, with the City completing the final connection for this project across the railroad. The Salem Water System Master Plan calls for a new 16-inch water main to be constructed from Hyacinth Street NE, south through Salem Industrial Drive NE. The applicant's civil plans indicate a new 12-inch water main will be constructed from Salem Industrial Drive NE south through the proposed private street to serve the individual parcels. To ensure that adequate water is provided to serve the property, the following conditions apply:

- Condition 6:** Prior to final plat approval or delayed pursuant to an improvement agreement per SRC 205.035(c)(7)(B), construct a 12-inch public water main in Hyacinth Street NE along the development frontage. The main shall be designed and constructed in accordance with the Public Works Design Standards.

**Condition 7:** Prior to final plat approval or delayed pursuant to an improvement agreement per SRC 205.035(c)(7)(B), construct a 16-inch public water main in Salem Industrial Drive NE from Hyacinth Street NE to the southwestern property boundary as proposed on the preliminary plans. The main shall be designed and constructed in accordance with the Public Works Design Standards.

**Condition 8:** Prior to final plat approval or delayed pursuant to an improvement agreement per SRC 205.035(c)(7)(B), construct a 12-inch public water main in the proposed private street to provide public water service to each parcel as proposed on the preliminary plans. The main shall be designed and constructed in accordance with the Public Works Design Standards, to serve each parcel.

**Sanitary Sewer –** The applicant's preliminary civil plans indicate an 8" public sewer main will be extended from a manhole on the existing 60" sewer main, in an easement, through private property and to the private street providing service to each of the proposed parcels.

**Condition 9:** Prior to final plat approval or delayed pursuant to an improvement agreement per SRC 205.035(c)(7)(B), construct an 8-inch public sanitary sewer main in an easement through private property and the proposed private street to provide sanitary sewer service to each parcel as proposed on the preliminary plans. The main shall be designed and constructed in accordance with the Public Works Design Standards, to serve each parcel.

**Stormwater –** There are existing public stormwater mains in the vicinity of the subject property and additional stormwater mains are not required to be constructed as a condition of approval.

As conditioned, the proposed partition conforms to the public improvement standards of SRC Chapter 802.

### ***Easements***

SRC 802.020 requires the conveyance or dedication of easements for City utilities as a condition of development approval.

**Finding:** Any easements needed to serve the proposed parcels with City infrastructure shall be shown on the final plat. The applicant's preliminary civil plans indicate a 12" public water main will be extended from Salem Industrial Drive NE south through the proposed private street and the plans indicate an 8" public sewer main will be extended from a manhole on the existing 60" sewer main, through private property and to the private street. The Public Works Design Standards (PWDS) require a 20-foot easement for public water mains between 12-48" diameter and public sewer mains between 8-21" diameter on private property. All necessary easements to current standards established in the PWDS shall be shown and recorded on the final plat. There is an existing 60" public sewer main on the subject property. As a condition of approval, the applicant shall dedicate an easement for existing public infrastructure on the site to current standards established in the PWDS Section 1.8 (Easements). For a 60" public sewer main, PWDS requires an easement width of 25 feet. To ensure compliance with SRC 802.020

and the PWDS relating to the provision of easements for public infrastructure, the following conditions apply:

**Condition 10:** On the final plat, all necessary (existing and proposed) access and utility easements must be shown and recorded.

**Condition 11:** On the final plat, dedicate easements for existing and proposed public infrastructure on the site to meet current Public Works Design Standards for easement with width.

▪ ***Watercourses:***

SRC 802.030 requires dedication of public improvement and maintenance easements for watercourses.

**Finding:** A portion of the Claggett Creek/Claggett Creek Natural Area runs along the southwestern property boundary. Pursuant to SRC 802.030(b) and the PWDS 1.8(d), open channel drainage easements shall be dedicated along the creek, including the Claggett Creek Reservoir, allowing for access and maintenance by City crews. According to PWDS 1.8(d) and SRC 802.030(b), open channel easement widths shall be either the 100-year floodway, 15 feet from the channel centerline, or 10 feet from the recognized bank, whichever is greater. Additional provisions for access and maintenance easements may be required with the development of Parcel 3 to allow for access to the berm between the two ponds and Claggett Creek.

**Condition 12:** On the final plat, dedicate an Open Channel Drainage Easement along Claggett Creek Reservoir on the subject property. In accordance with PWDS, the easement widths shall be either the 100-year floodway, 15 feet from the channel centerline, or 10 feet from the recognized bank, whichever is greater. Additional provisions for access and maintenance easements, including a driveway drop, may be required with the development of Parcel 3 to allow for access to the berm between the two ponds and Claggett Creek.

As conditioned, the proposal meets the requirements of SRC Chapter 802.

***SRC Chapter 803 – Street and Right-of-Way Improvements***

▪ ***Boundary Street Improvements***

Pursuant to SRC 803.025, except as otherwise provided in this chapter, right-of-way width and pavement width for streets and alleys shall conform to the standards set forth in Table 803-1 (Right-of-way Width) and Table 803-2 (Pavement Width). In addition, SRC 803.040 requires dedication of right-of-way for, and construction or improvement of, boundary streets up to one-half of the right-of-way and improvement width specified in SRC 803.025 as a condition of approval for partition applications.



**Finding:** The subject property has frontage on Hyacinth Street NE and Salem Industrial Drive NE. Pursuant to SRC 803.040, boundary street improvements are warranted along each frontage. Findings and conditions of approval for each street frontage are provided in the following analysis:

**Hyacinth Street NE** – Hyacinth Street NE abuts the subject property and is classified as a major arterial street according to the Salem Transportation System Plan (TSP). Hyacinth Street NE does not meet the current right-of-way width and improvement width standards for a major arterial street. The ultimate right-of-way width for a major arterial street is 96 feet according to SRC 803.025 Table 803-1 (Right-of-way Width) and the ultimate improvement width for a major arterial is 68 feet according to SRC 803.025 Table 803-2 (Pavement Width). As a condition of approval per SRC 803.040(a)(2), the applicant shall dedicate 48-feet from the centerline of Hyacinth Street NE and shall construct improvements along Hyacinth Street NE, including signal modifications at the intersection of Hyacinth Street and Salem Industrial Drive which were previously conditioned with REP-SPR-DAP23-04, a modified improvement along Hyacinth to accommodate railroad tapers, and relocated sidewalk and streetscape improvements.

**Condition 13:** On the final plat, convey land for dedication to equal a half-width right-of-way of 48 feet on the development side of Hyacinth Street NE, including sufficient right-of-way to accommodate public infrastructure at the property corners as proposed on the preliminary plans.

**Condition 14:** Prior to final plat approval or delayed pursuant to improvement agreement per SRC 205.035(c)(7)(B), construct improvements along Hyacinth Street NE, including a modified improvement along Hyacinth to accommodate railroad tapers, and relocated sidewalk and streetscape improvements.

Upgrade the existing traffic signal and intersection signing and striping to current standards to accommodate traffic movements to and from the south leg of the intersection:

1. For the southbound direction, install and rewire the signal for a Flashing Yellow Arrow signal head and install one additional standard signal for the through-right movement.
2. For the eastbound and northbound movements, replace and rewire the two 5-section “Doghouse” signal heads with Flashing Yellow Arrow signal heads and install one additional standard signal head for each direction for the through-right movements.
3. The existing turn movement signs on the traffic signal mast arm for the southbound direction shall be removed.
4. The “RIGHT TURN ONLY ARROW” pavement markings for the southbound direction shall be modified to a “THROUGH-RIGHT ARROW”.

**Salem Industrial Drive NE** – Salem Industrial Drive NE abuts the subject property and is classified as a collector street according to the Salem Transportation System Plan (TSP). Salem Industrial Drive NE is required to be extended from its existing terminus to the southwestern property boundary. The ultimate right-of-way width for a collector street is 60 feet according to SRC 803.025 Table 803-1 (Right-of-way Width) and the ultimate improvement width for a collector street is 34 feet according to SRC 803.025 Table 803-2 (Pavement Width). As a condition of approval per SRC 803.040(a)(2), the applicant shall dedicate 60-feet of right-of-way and extend Salem Industrial Drive NE as a full street improvement to the southwestern property boundary.

**Condition 15:** On the final plat, convey land for dedication for the full right-of-way width of 60 feet for Salem Industrial Drive NE, including sufficient right-of-way to accommodate public infrastructure at the property corners, from its existing terminus to the southwestern property boundary as proposed on the preliminary plans.

**Condition 16:** Prior to final plat approval or delayed pursuant to improvement agreement per SRC 205.035(c)(7)(B), extend Salem Industrial Drive NE as a full street improvement to collector street standards as specified in the City Street Design Standards and consistent with the provisions of SRC Chapter 803 to the southwestern property boundary as proposed on the preliminary plans.

There is a portion of Salem Industrial Drive SE abutting the subject property which has already been constructed with an adequate improvement width and right-of-way; however, lacks sidewalks, street trees, streetlights, and pavement markings. As a condition of approval, the applicant shall provide the required street scape improvements and pavement markings to ensure safe and efficient access is provided to the development site for all modes of transportation. Along the existing portion of Salem Industrial Drive NE, curb line sidewalks are permitted as the existing right-of-way width and improvement width does not allow for property line sidewalks with adequate width for planter strips for street trees per SRC 803.035(l)(2)(B).

**Condition 17:** Prior to final plat approval or delayed pursuant to improvement agreement per SRC 205.035(c)(7)(B), along the length of Salem Industrial Drive NE within the site, provide sidewalks and streetlights and provide pavement markings to establish two 11-foot travel lanes, one 12-foot center turn lane, and two 6-foot bike lanes as proposed on the preliminary plans.

▪ ***Street Standards – New Internal Streets:***

All new public and private streets shall be improved pursuant to the standards outlined in SRC 803.030 and 803.035.

**Finding:** The applicant's site plan shows new internal local private street to be constructed south from Salem Industrial Drive NE to provide primary access for each of the proposed parcels. The private street has a proposed improvement width of 40 feet terminating in a hammerhead turnaround designed in compliance with requirements of the International Fire Code. Street trees are proposed on both sides of the private street, curblin sidewalk and streetlights are proposed on the southern side of the street. Sidewalk along the northern

boundary of the private street may be impacted by future development of Parcel 1. An Alternative Street Standard to remove the sidewalk requirement along the northern boundary of the private street is approved pursuant to SRC 803.065(a)(1). At the time of future development of proposed Parcel 1, additional sidewalk may be required along the northern boundary of the private street connecting to Salem Industrial Drive NE, or a safe pedestrian crossing(s) shall be provided across the private street connecting development of Parcel 1 with the sidewalk on the southern side of the private street.

**Condition 18:** Prior to final plat approval, dedicate a public access easement for the proposed private street as proposed on the preliminary plans.

**Condition 19:** Prior to final plat or delayed pursuant to improvement agreement per SRC 205.035(c)(7)(B), construct the new internal private street to local street standards as specified in the City Street Design Standards and consistent with the provisions in SRC Chapter 803 except as otherwise approved by an Alternative Street Standard in this decision as proposed on the preliminary plans.

**Condition 20:** At the time of development of Parcel 1, the applicant shall either complete a sidewalk connection to Salem Industrial Drive NE on the northern boundary of the private street or provide a safe pedestrian crossing(s) across the private street.

▪ ***Street Spacing and Connectivity***

All new public and private streets shall have a maximum 600-foot spacing according to SRC 803.030(a). Street spacing may be increased under certain circumstances, listed in SRC 803.030(b).

**Finding:** The subject property abuts Claggett Creek Natural Area along its southwestern boundary, including Claggett Creek and a pond. Development will not be occurring in this natural area. Union Pacific Railroad right-of-way abuts the western property boundary and provides a physical barrier to street connectivity. It is not practical to require public or private streets to be extended further through the subject property to provide future connectivity, because of the physical constraints present on abutting properties prevent further development. An Alternative Street Standard for block spacing and connectivity is approved pursuant to SRC 803.065(a)(1).

▪ ***Sidewalks***

Street Standards require that all streets be improved with sidewalks. These standards also require that sidewalks shall be located parallel to and one foot from the adjacent right-of-way (SRC 803.035(l)(2)(A)) and that sidewalks be five feet in width (SRC 803.035(l)(2)(C)).

**Finding:** The existing sidewalk along the Hyacinth Street NE frontage does not meet the standards established in SRC Chapter 803.035. As conditioned, the sidewalk will need to be reconstructed so it is located parallel to and on foot from the new dedicated right-of-way line along Hyacinth Street NE. Additionally, along Salem Industrial Drive NE, sidewalks have been required as part of the boundary street improvement.

▪ ***Street Trees***

Pursuant to SRC 803.035(k) and SRC 86.015(e), anyone undertaking development along public streets shall plant new street trees to the maximum extent feasible.

**Finding:** As described in the findings above, boundary street improvements are warranted along Hyacinth Street NE which result in construction of a new landscape planter strip, and new public and private streets will be constructed to serve the proposed parcels. Street trees shall be required along the frontage of each parcel at the time of development.

**Condition 21:** At time of development on each parcel, provide street trees to the maximum extent feasible along the development frontage of Hyacinth Street NE, Salem Industrial Drive NE, and the private street.

▪ ***Public Utility Easements***

SRC 803.035(n) requires dedication of a 10-foot Public Utility Easements (PUE) along all street rights-of-way.

**Finding:** As a condition of approval, the applicant shall dedicate a 10-foot-wide PUE along the street frontages of Hyacinth Street NE, Salem Industrial Drive NE, and the proposed private street.

**Condition 22:** On the final plat, provide a 10-foot-wide public utility easement along the frontage of Hyacinth Street NE, the southeast side of Salem Industrial Drive NE, and the north side of the proposed private street.

▪ ***Transit Facilities:***

SRC 803.035(r) requires transit stops conforming to the applicable standards of the Salem Area Mass Transit District be constructed and right-of-way dedication, when necessary to accommodate the transit stop, shall be provided when a transit stop is identified as being needed by the Transit District in connection with a proposed development.

**Finding:** Cherriots submitted comments indicating that there is an existing transit stop located along the frontage of the subject property. Relocation and reconstruction of the existing transit stop must be completed as part of the half street improvements for Hyacinth Street NE. Pursuant to SRC 803.035(r), the applicant shall relocate and reconstruct the transit stop in conjunction with the boundary street improvements along Hyacinth Street NE.

**Condition 23:** The applicant shall design and construct one transit stop along Hyacinth Street NE in a location approved by Cherriots and the Public Works Department in conjunction with the boundary street improvements along Hyacinth Street NE.

Additional comments received from Cherriots indicated a concern that an existing power pole on Hyacinth Street NE is to remain in its current location with the new sidewalk diverging around it. At the time of public construction plan review, the applicant is required to

demonstrate that the relocated sidewalk complies with all applicable Public Works Design Standards and is in compliance with all applicable pedestrian accessibility standards.

### ***SRC Chapter 804 – Driveway Approaches***

SRC 804 establishes development standards for driveway approaches providing access from the public right-of-way to private property in order to provide safe and efficient vehicular access to development sites.

**Finding:** The applicant proposed a new driveway approach for the proposed private street connection to the extension of Salem Industrial Drive SE and has applied for a Class 2 Driveway Approach Permit; findings for which are provided in this decision. As described in the findings below, the proposal meets the approval criteria for a Class 2 Driveway Approach Permit.

Per SRC 804.035(c)(1), driveway approaches to an arterial street shall only provide access to a permitted parking or vehicular use area. Existing unused driveway approaches to Hyacinth Street NE which do not provide access to parking or vehicular use areas, and which do not provide access to a site controlled by a franchised utility service provider or a governmental entity are required to be permanently closed as part of the street improvement.

**Condition 24:** Existing unused driveway approaches to Hyacinth Street NE shall be permanently closed as part of the street improvement as proposed on the preliminary plans.

***Any special development standards, including, but not limited to, floodplain development, special setbacks, geological or geotechnical analysis, and vision clearance.***

**Finding:** A summary of the existing and required improvements related to natural resources and other special development standards are as follows:

### ***SRC Chapter 601 – Floodplain***

Development in the floodplain shall be regulated to preserve and maintain the capability to the floodplain to convey the flow water discharges and to minimize danger to life and property.

**Finding:** The areas immediately surrounding the Claggett Creek Natural Area are designated on the Federal Emergency Management Agency (FEMA) floodplain maps as a Zone “AE” floodplain. It does not appear any development will occur in the mapped floodplain area. Development within the floodplain requires a floodplain development permit at time of Building Permit and is subject to the requirements of SRC Chapter 601, including elevation of new structures to a minimum of one foot above the base flood elevation. Compliance with the construction standards in SRC Chapter 601 will be determined at time of Building Permit for each structure within the partition.

### ***SRC Chapter 808 – Preservation of Trees and Vegetation***

SRC Chapter 808 (Preservation of Trees and Vegetation) requires tree conservation plans in conjunction with development proposals involving the creation of lots or parcels to be used for single family uses, two family uses, three family uses, four family uses, or cottage clusters.

**Finding:** The previously approved development is not a residential use, and does not fall within the uses requiring a Tree Conservation Plan in conjunction with the Partition; therefore, a tree conservation plan is not required with this proposal.

### ***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. SRC Chapter 809 establishes requirements for notification of DSL when an application for development is received in an area designated as a wetland on the official wetlands map.

**Finding:** The Salem-Keizer Local Wetland Inventory shows that there are wetland channels and/or hydric soils mapped on the property and a wetland delineation report (WD #2023-0019) was previously conducted for the subject property by the Department of State Lands indicating that there are wetlands present on the site. Wetland notice was sent to the Oregon Department of State Lands pursuant to SRC 809.025. The applicant should contact the Oregon Department of State Lands to verify if any permits are required for development or construction in the vicinity of the mapped wetland area(s), including any work in the public right-of-way.

### ***SRC Chapter 810 – Landslide Hazards***

The City's landslide hazard ordinance (SRC Chapter 810) establishes standards and requirements for the development of land within areas of identified landslide hazard susceptibility.

**Finding:** According to the City's adopted landslide hazard susceptibility maps and SRC Chapter 810 (Landslide Hazards), there are mapped 2-3-point landslide hazard areas on the subject property. The proposed partition adds 2 activity points resulting in a total of 5 points. Therefore, the proposed development is classified as a moderate landslide risk and requires a geological assessment. A Geotechnical Engineering Report, prepared by Geotech Solutions Inc. and dated March 11, 2022, was submitted to the City of Salem. This assessment demonstrates the subject property could be developed, with the recommendations specified in the report, without increasing the potential for slope hazard on the site or adjacent properties.

**Condition 25:** Prior to submittal of building permits for any lot within the partition, the developer shall provide a final report from a geotechnical engineer that describes construction monitoring activities for all site earthwork and addresses the geotechnical considerations for each individual building lot.

***SRC 205.005(d)(2): The tentative partition plan does not impede the future use or development of the property or adjacent land.***

**Finding:** Claggett Creek Natural Area along the southwestern boundary and railroad right-of-way to the east provide barriers to future street connectivity with adjacent land. The tentative partition expands access through the subject property with the extension of Salem Industrial Drive NE and a new private street, providing future development opportunities, and does not otherwise impede future access to developable adjacent land. This approval criterion is met.

***SRC 205.005(d)(3): Development within the tentative partition plan can be adequately served by City infrastructure.***

**Finding:** The Development Services Division reviewed the proposal and determined that water, sewer, and storm infrastructure are available and appear to be adequate to serve the parcels within the proposed partition, subject to the conditions of approval established in this decision. This approval criterion is met.

***SRC 205.005(d)(4): The street system in and adjacent to the tentative partition plan conforms to the Salem Transportation System Plan.***

**Finding:** As described in the findings above, the subject property is located adjacent to Hyacinth Street NE, which is classified as a major arterial street under the City's Transportation System Plan (TSP), and Salem Industrial Drive NE which is classified as a collector street. The conditions of approval established with the partition decision will require dedication and improvements along these boundary streets. A new private street will be constructed from Salem Industrial Drive NE providing connectivity to the proposed parcels. This criterion is met.

***SRC 205.005(d)(5): When the tentative partition plan is for property located more than 300 feet from an available sewer main, and the property will not connect to City water and sewer:***

***(A)The property is zoned residential;***

***(B)The property has received a favorable site evaluation from the county sanitarian for the installation of an on-site sewage disposal system; and***

***(C)The proposed parcels are at least five acres in size and, except for flag lots, have no dimension that is less than 100 feet.***

**Finding:** The site is served by available public water and sewer; therefore, this criterion is not applicable.

## **9. Analysis of Class 2 Driveway Approach Permit Criteria**

SRC 804.025(d) provides that an application for a Class 2 Driveway Approach Permit shall be granted if the following criteria are met. The following subsections are organized with approval criteria, followed by findings of fact upon which the decision is based. Lack of compliance with the following criteria is grounds for denial or for the issuance of conditions of approval to satisfy the criteria.

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

**Finding:** The applicant proposes a new driveway approach connecting a proposed private street to the extension of Salem Industrial Drive NE. The proposed driveway approach has been reviewed against the development standards in SRC Chapter 804 for driveway approaches accessing onto a collector street and serving a commercial use. The proposed driveway approach meets the development standards of the chapter. This criterion is met.

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

**Finding:** Development Services has reviewed the proposal and determined that no site conditions existing prohibiting the location of the proposed driveway. This criterion is met.

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

**Finding:** The subject property has frontage on Hyacinth Street NE, a major arterial, and Salem Industrial Drive NE, a collector street. The proposed driveway approach is to Salem Industrial Drive NE, no driveways are proposed accessing onto an arterial street. This 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.***

**Finding:** One proposed driveway is located with access to the lowest classification of street abutting the subject property, Salem Industrial Drive NE. This criterion is met.

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

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

**Finding:** No evidence has been submitted to indicate that the proposed driveway will create traffic hazards or unsafe turning movements. Additionally, Development Services 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 criterion is met.

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

**Finding:** Development Services' 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 criterion is met.

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



**Finding:** The property has frontage along Hyacinth Street NE, a major arterial, and Salem Industrial Drive NE, a collector street. The applicant is proposing a driveway approach to the lower classification of street (Salem Industrial Drive NE) which meets the spacing requirements of SRC Chapter 803. By complying with the requirements of this chapter the applicant has minimized impacts to the functionality of adjacent streets and intersections. This 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.***

**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. This criterion is met.

## **10. Conclusion**

Based upon review of SRC Chapters 205 and 804, the applicable standards of the Salem Revised Code, the findings contained herein, and due consideration of comments received, the application complies with the requirements for an affirmative decision.

### **IT IS HEREBY ORDERED**

Final approval of Tentative Partition Plan and Class 2 Driveway Approach Permit, Case No. PAR-DAP25-08, is hereby **APPROVED** subject to SRC Chapters 205 and 804, the applicable standards of the Salem Revised Code, conformance with the approved site plan included as **Attachment B**, and the following conditions of approval:

- Condition 1:** If the development approved under REP-SPR-DAP23-04 is sought, the applicant shall seek and receive approval for Class 2 Adjustments to eliminate the vehicle use area setback on both sides of each interior property line or seek a modification to the Site Plan Review prior to building permits being approved.
- Condition 2:** Prior to final plat approval, required right-of-way dedications and required easements shall be free and clear of encumbrances and liens unless an adjustment to SRC 200.050(d) is approved.
- Condition 3:** Prior to final plat approval, provide an engineered stormwater design pursuant to SRC 71 and the Public Works Design Standards to accommodate new impervious surfaces in public and private street rights-of-ways.
- Condition 4:** Prior to final plat approval or delayed pursuant to an improvement agreement per SRC 205.035(c)(7)(B), construct stormwater facilities pursuant to SRC 71 and the Public Works Design Standards to accommodate new impervious surfaces in public and private street rights-of-ways.

- Condition 5:** At time of development on each lot, provide an engineered stormwater design pursuant to SRC 71 and the Public Works Design Standards to accommodate new impervious surfaces for the development activity proposed.
- Condition 6:** Prior to final plat approval or delayed pursuant to an improvement agreement per SRC 205.035(c)(7)(B), construct a 12-inch public water main in Hyacinth Street NE along the development frontage. The main shall be designed and constructed in accordance with the Public Works Design Standards.
- Condition 7:** Prior to final plat approval or delayed pursuant to an improvement agreement per SRC 205.035(c)(7)(B), construct a 16-inch public water main in Salem Industrial Drive NE from Hyacinth Street NE to the southwestern property boundary as proposed on the preliminary plans. The main shall be designed and constructed in accordance with the Public Works Design Standards.
- Condition 8:** Prior to final plat approval or delayed pursuant to an improvement agreement per SRC 205.035(c)(7)(B), construct a 12-inch public water main in the proposed private street to provide public water service to each parcel as proposed on the preliminary plans. The main shall be designed and constructed in accordance with the Public Works Design Standards, to serve each parcel.
- Condition 9:** Prior to final plat approval or delayed pursuant to an improvement agreement per SRC 205.035(c)(7)(B), construct an 8-inch public sanitary sewer main in an easement through private property and the proposed private street to provide sanitary sewer service to each parcel as proposed on the preliminary plans. The main shall be designed and constructed in accordance with the Public Works Design Standards, to serve each parcel.
- Condition 10:** On the final plat, all necessary (existing and proposed) access and utility easements must be shown and recorded.
- Condition 11:** On the final plat, dedicate easements for existing and proposed public infrastructure on the site to meet current Public Works Design Standards for easement with width.
- Condition 12:** On the final plat, dedicate an Open Channel Drainage Easement along Claggett Creek Reservoir on the subject property. In accordance with PWDS, the easement widths shall be either the 100-year floodway, 15 feet from the channel centerline, or 10 feet from the recognized bank, whichever is greater. Additional provisions for access and maintenance easements, including a driveway drop, may be required with the

development of Parcel 3 to allow for access to the berm between the two ponds and Claggett Creek.

**Condition 13:** On the final plat, convey land for dedication to equal a half-width right-of-way of 48 feet on the development side of Hyacinth Street NE, including sufficient right-of-way to accommodate public infrastructure at the property corners as proposed on the preliminary plans.

**Condition 14:** Prior to final plat approval or delayed pursuant to improvement agreement per SRC 205.035(c)(7)(B), construct improvements along Hyacinth Street NE, including a modified improvement along Hyacinth to accommodate railroad tapers, and relocated sidewalk and streetscape improvements.

Upgrade the existing traffic signal and intersection signing and striping to current standards to accommodate traffic movements to and from the south leg of the intersection:

1. For the southbound direction, install and rewire the signal for a Flashing Yellow Arrow signal head and install one additional standard signal for the through-right movement.
2. For the eastbound and northbound movements, replace and rewire the two 5-section "Doghouse" signal heads with Flashing Yellow Arrow signal heads and install one additional standard signal head for each direction for the through-right movements.
3. The existing turn movement signs on the traffic signal mast arm for the southbound direction shall be removed.
4. The "RIGHT TURN ONLY ARROW" pavement markings for the southbound direction shall be modified to a "THROUGH-RIGHT ARROW".

**Condition 15:** On the final plat, convey land for dedication for the full right-of-way width of 60 feet for Salem Industrial Drive NE, including sufficient right-of-way to accommodate public infrastructure at the property corners, from its existing terminus to the southwestern property boundary as proposed on the preliminary plans.

**Condition 16:** Prior to final plat approval or delayed pursuant to improvement agreement per SRC 205.035(c)(7)(B), extend Salem Industrial Drive NE as a full street improvement to collector street standards as specified in the City Street Design Standards and consistent with the provisions of SRC Chapter 803 to the southwestern property boundary as proposed on the preliminary plans.

**Condition 17:** Prior to final plat approval or delayed pursuant to improvement agreement per SRC 205.035(c)(7)(B), along the length of Salem Industrial Drive NE within the site, provide sidewalks and streetlights and provide pavement markings to establish two 11-foot travel lanes, one 12-foot center turn lane, and two 6-foot bike lanes as proposed on the preliminary plans.

- Condition 18:** Prior to final plat approval, dedicate a public access easement for the proposed private street as proposed on the preliminary plans.
- Condition 19:** Prior to final plat or delayed pursuant to improvement agreement per SRC 205.035(c)(7)(B), construct the new internal private street to local street standards as specified in the City Street Design Standards and consistent with the provisions in SRC Chapter 803 except as otherwise approved by an Alternative Street Standard in this decision as proposed on the preliminary plans.
- Condition 20:** At the time of development of Parcel 1, the applicant shall either complete a sidewalk connection to Salem Industrial Drive NE on the northern boundary of the private street or provide a safe pedestrian crossing(s) across the private street.
- Condition 21:** At time of development on each parcel, provide street trees to the maximum extent feasible along the development frontage of Hyacinth Street NE, Salem Industrial Drive NE, and the private street
- Condition 22:** On the final plat, provide a 10-foot-wide public utility easement along the frontage of Hyacinth Street NE, the southeast side of Salem Industrial Drive NE, and the north side of the proposed private street.
- Condition 23:** The applicant shall design and construct one transit stop along Hyacinth Street NE in a location approved by Cherriots and the Public Works Department in conjunction with the boundary street improvements along Hyacinth Street NE.
- Condition 24:** Existing unused driveway approaches to Hyacinth Street NE shall be permanently closed as part of the street improvement as proposed on the preliminary plans.
- Condition 25:** Prior to submittal of building permits for any lot within the partition, the developer shall provide a final report from a geotechnical engineer that describes construction monitoring activities for all site earthwork and addresses the geotechnical considerations for each individual building lot.



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Jacob Brown, Planner II



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Aaron Panko, Infrastructure Planner III

On behalf of Lisa Anderson-Ogilvie, AICP  
Planning Administrator

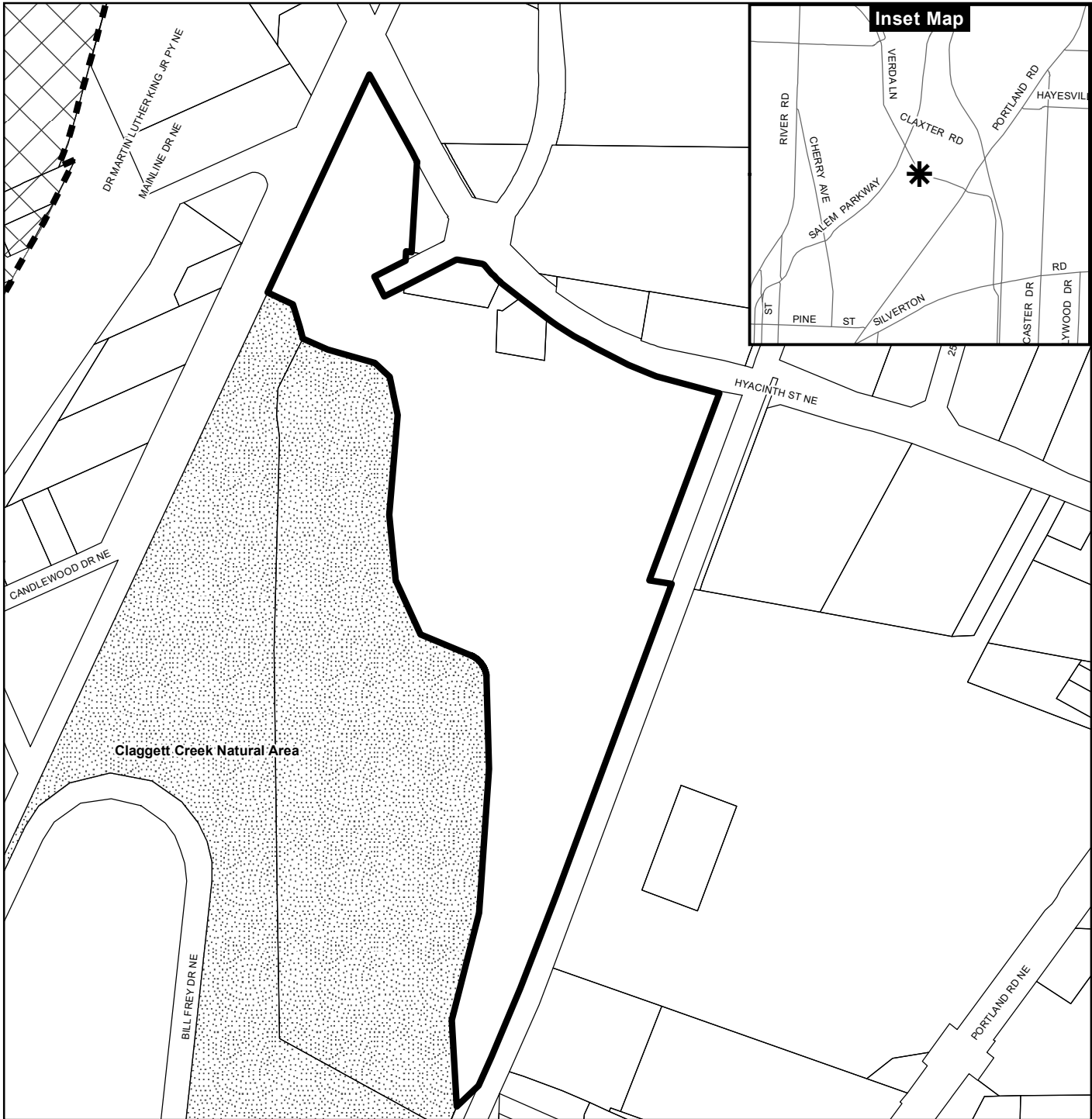
Attachments:

- A. Vicinity Map
- B. Tentative Partition Plan
- C. Cherriots Comments

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

# Vicinity Map

## 1940 Hyacinth Street NE



### Legend

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

0 100 200 400 Feet



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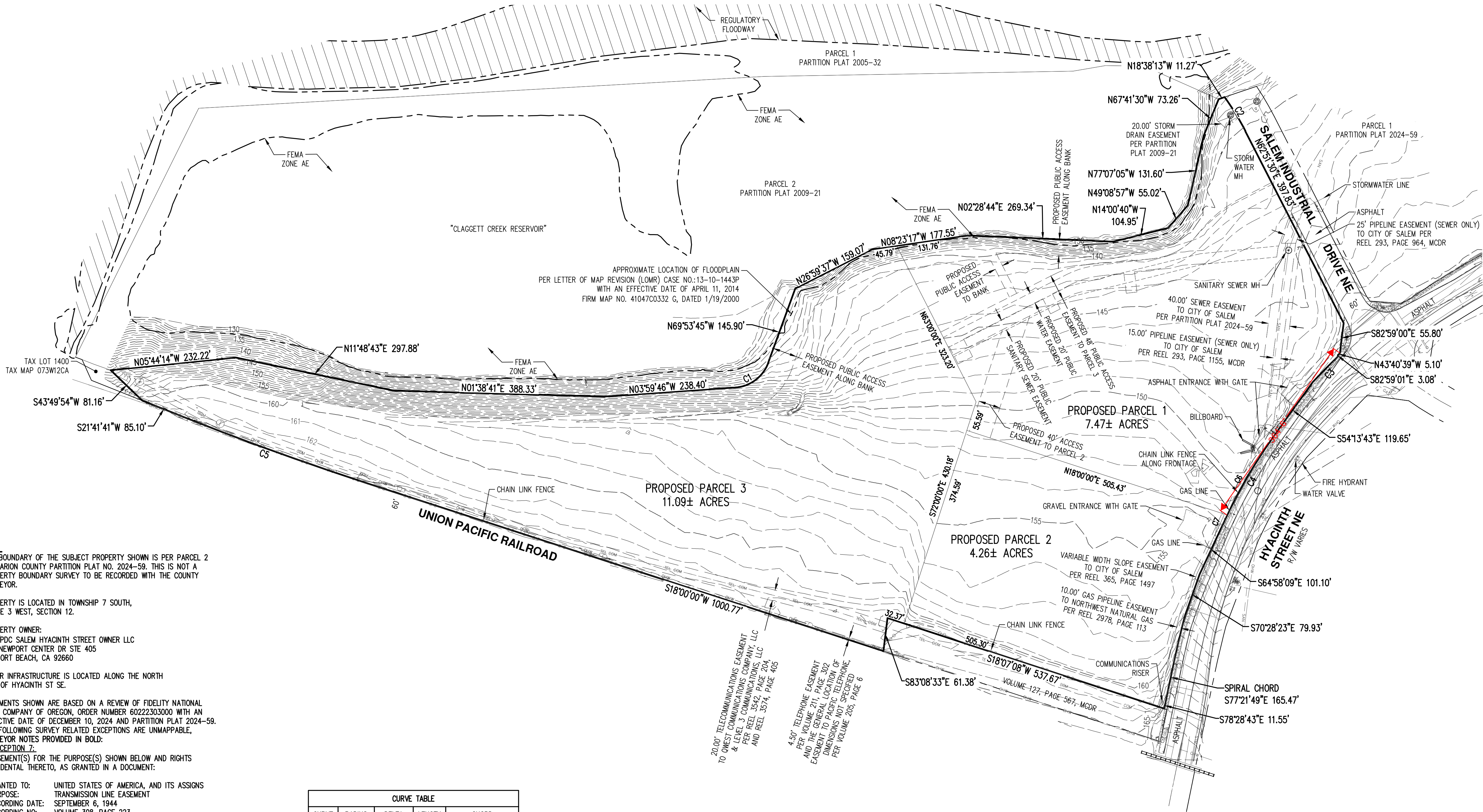
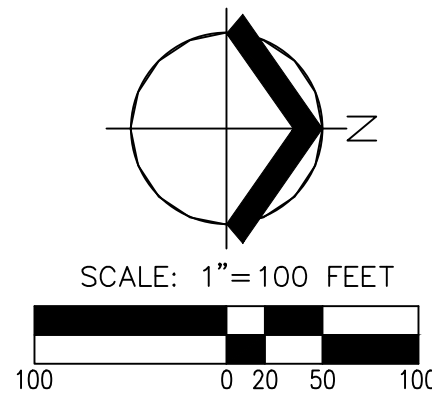
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NOTES:

- THE BOUNDARY OF THE SUBJECT PROPERTY SHOWN IS PER PARCEL 2 OF MARION COUNTY PARTITION PLAT NO. 2024-59. THIS IS NOT A PROPERTY BOUNDARY SURVEY TO BE RECORDED WITH THE COUNTY SURVEYOR.
- PROPERTY IS LOCATED IN TOWNSHIP 7 SOUTH, RANGE 3 WEST, SECTION 12.
- PROPERTY OWNER:  
CRP/PDC SALEM HYACINTH STREET OWNER LLC  
450 NEWPORT CENTER DR STE 405  
NEWPORT BEACH, CA 92660
- WATER INFRASTRUCTURE IS LOCATED ALONG THE NORTH SIDE OF HYACINTH ST SE.
- EASEMENTS SHOWN ARE BASED ON A REVIEW OF FIDELITY NATIONAL TITLE COMPANY OF OREGON, ORDER NUMBER 60222303000 WITH AN EFFECTIVE DATE OF DECEMBER 10, 2024 AND PARTITION PLAT 2024-59. THE FOLLOWING SURVEY RELATED EXCEPTIONS ARE UNMAPPABLE, SURVEYOR NOTES PROVIDED IN BOLD:  
**\*EXCEPTION 7:**  
EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:

GRANTED TO: UNITED STATES OF AMERICA, AND ITS ASSIGNS  
PURPOSE: TRANSMISSION LINE EASEMENT  
RECORDING DATE: SEPTEMBER 6, 1944  
RECORDING NO: VOLUME 308, PAGE 223  
-PER PARTITION PLAT 2024-59 THE EASEMENT PER VOLUME 308, PAGE 223 FALLS ON PARCEL 1 OF PARTITION PLAT 2024-59 AND DOES NOT AFFECT THE SUBJECT PROPERTY

**\*EXCEPTION 18:**  
EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS DELINEATED OR AS OFFERED FOR DEDICATION, ON THE MAP OF SAID TRACT/PLAT;

PURPOSE: ACCESS AND UTILITY EASEMENT  
AFFECTS: AS DISCLOSED IN PARTITION PLAT NO. 2009-21  
-ACCESS AND UTILITY EASEMENT PER PARTITION PLAT 2009-21 FALLS WITHIN THE PUBLIC RIGHT OF WAY PER PARTITION PLAT 2024-59 AND DOES NOT AFFECT THE SUBJECT PROPERTY.

- TEMPORARY ACCESS TO PARCEL 2 TO BE PROVIDED AND DETERMINED AT A LATER DATE VIA THE ONSITE ROAD.

CURVE TABLE				
CURVE	RADIUS	DELTA	LENGTH	CHORD
C1	70.00'	69°25'05"	84.81'	N35°11'13"W 79.72'
C2	480.00'	8°49'09"	73.88'	S58°26'55"W 73.81'
C3	995.93'	3°47'47"	65.99'	S45°31'57"E 65.98'
C4	988.93'	11°07'08"	191.91'	S59°53'25"E 191.61'
C5	5699.59'	3°36'15"	358.53'	S19°49'03"W 358.48'
C6	988.93'	9°59'56"	172.58'	S59°19'48"E 172.36'
C7	988.93'	1°07'13"	19.33'	S64°53'22"E 19.33'

PRELIMINARY PLAT  
1940 HYACINTH ST SE  
PHELAN DEVELOPMENT COMPANY  
SALEM, OREGON

REGISTERED  
PROFESSIONAL  
LAND SURVEYOR

**DRAFT**

OREGON  
NOVEMBER 9, 2021  
JOSEPH F. SULLIVAN  
864581S

RENEWS: 6/30/2026

JOB NUMBER: 11097  
DATE: 03/07/2025  
DESIGNED BY:  
DRAWN BY: RJC  
CHECKED BY: JFS

EX B





## RESPONSE TO REQUEST FOR COMMENTS

**DATE:** 4/11/2025

**CASE/APP NUMBER:** PAR-DAP25-08

**PROPERTY LOCATION:** 1940 Hyacinth St NE

**CASE MANAGER:** Jacob Brown, Planner II, City of Salem

**Email:** jrbrown@cityofsalem.net

**COMMENTS FROM:** Jolynn Franke, Transit Planner II, Salem Area Mass Transit District

**Email:** [planning@cherriots.org](mailto:planning@cherriots.org)

**COMMENTS:** An existing transit stop is located at the subject property. Relocation and reconstruction of the existing transit stop must be completed as part of the half street improvements for Hyacinth St NE. Standard design drawings for ADA compliant bus stops are included in the following pages. See drawing C1, Bus Stop Pads – Planter Strip (wider than 12'), for details. It is recommended that street trees not be placed within the bus stop zone to avoid sight obstruction and/or root damage to the bus stop pads. Please direct any questions to [planning@cherriots.org](mailto:planning@cherriots.org).

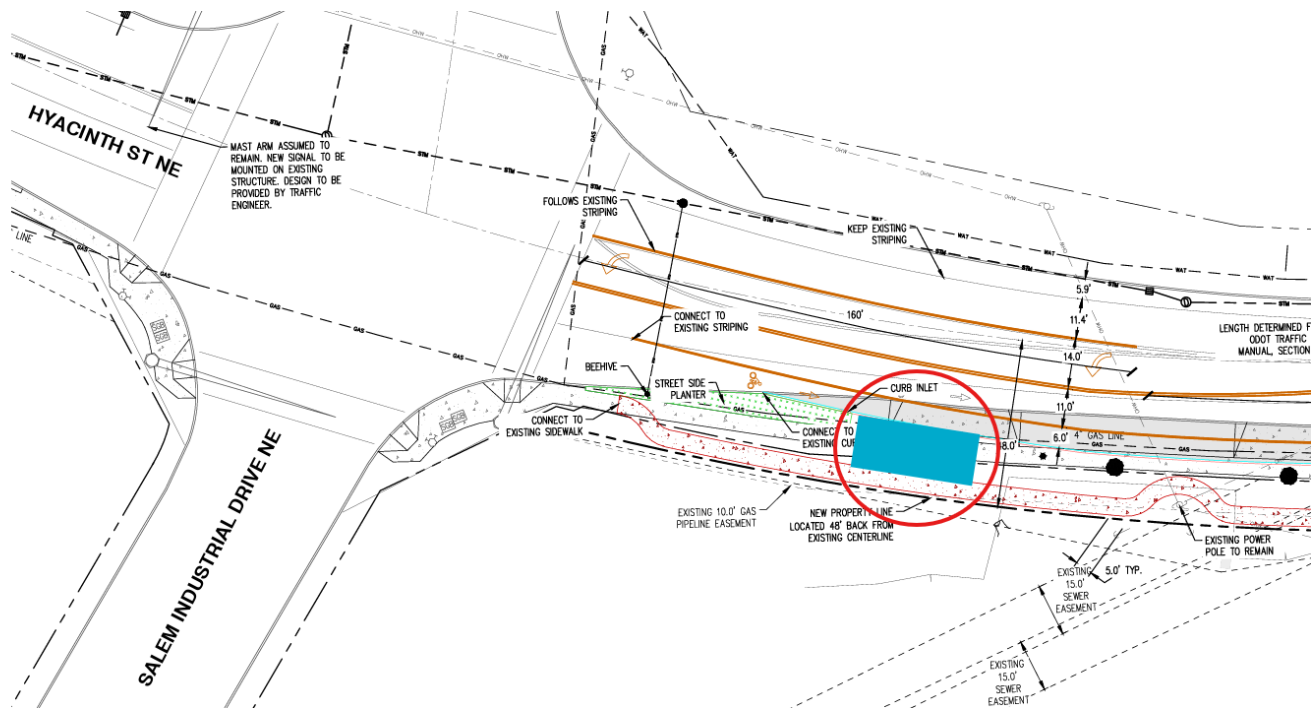
**Additional observations:** The site plans note the exiting power pole on Hyacinth St NE is to remain in its current location and show the new sidewalk diverging around it. Please note that this type of sidewalk design can result in accessibility issues, especially for pedestrians with site impairments.

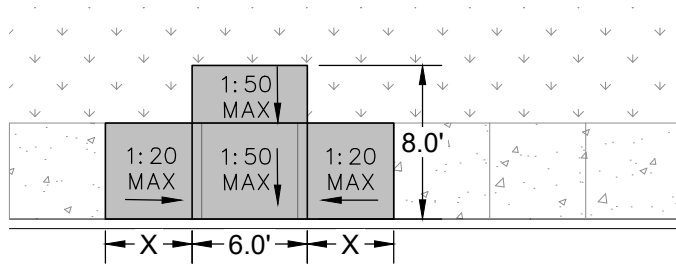


Existing transit stop location:



New transit stop location:





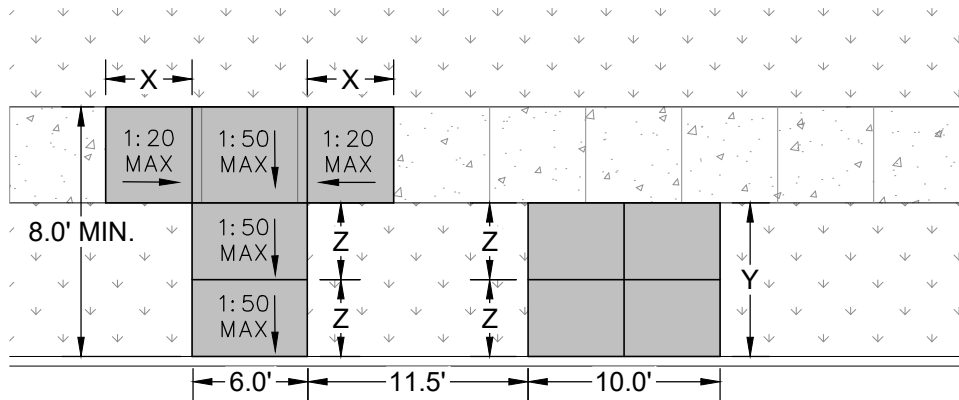
EXISTING ROADWAY

### BUS STOP PADS - CURB LINE SIDEWALK

NOT TO SCALE

#### NOTES:

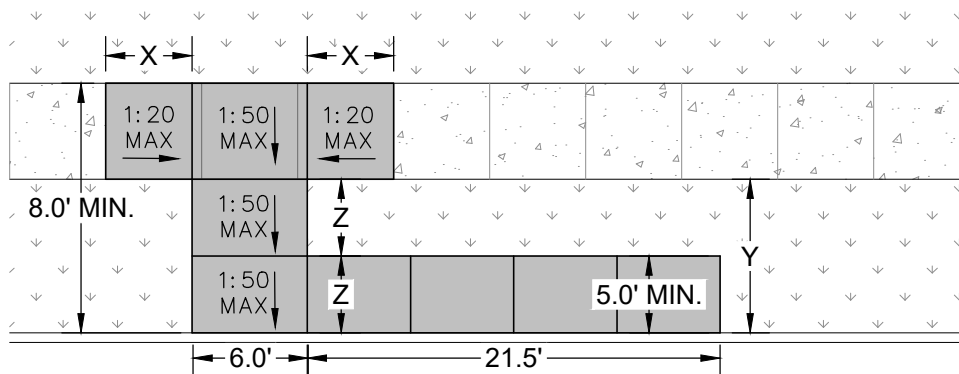
1. "X" WIDTH TO BE A MINIMUM OF 3.0' OR MATCH EXISTING SIDEWALK JOINT SPACING.
2. "Y" LENGTH TO BE EQUAL TO THE WIDTH OF THE PLANTER STRIP, FROM BACK OF CURB TO FRONT OF SIDEWALK.
3. JOINT SPACING, "Z" SHALL BE 3' MINIMUM, 6' MAXIMUM. PROVIDE SIDEWALK PANELS THAT ARE AS SQUARE AS POSSIBLE.
4. MATCH EXISTING WIDTH WHERE PROPOSED BUS STOP PANELS CONNECT TO THE EXISTING WALK.



EXISTING ROADWAY

### BUS STOP PADS - PLANTER STRIP (12' WIDE OR LESS)

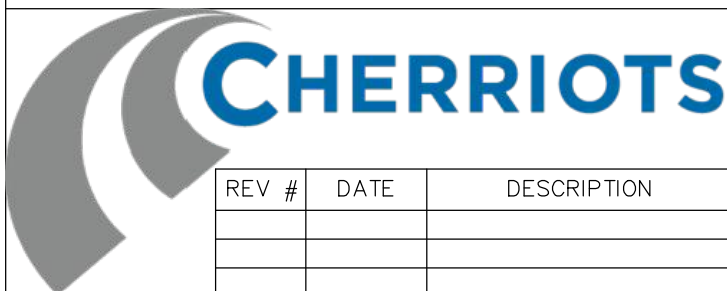
NOT TO SCALE



EXISTING ROADWAY

### BUS STOP PADS - PLANTER STRIP (WIDER THAN 12')

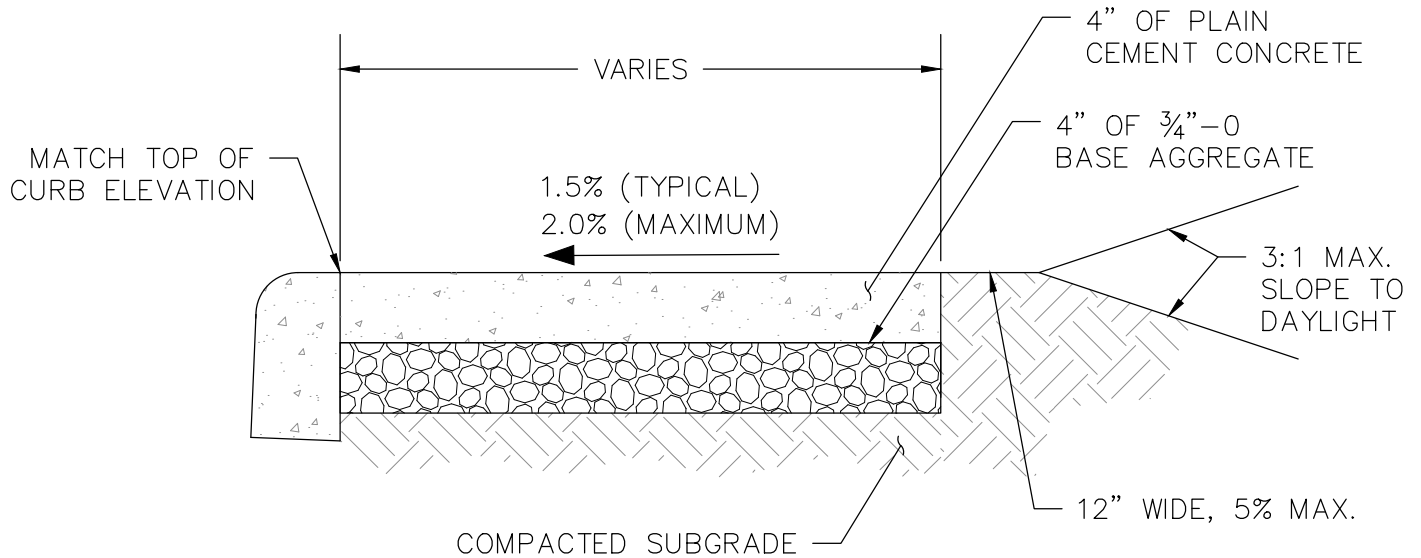
NOT TO SCALE



### BUS STOP PADS LAYOUT

C1

REV #	DATE	DESCRIPTION	BY EGW	CHECKED RDV
			DATE 03/03/22	DATE 03/03/22



**NOTES:**

1. CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3000 P.S.I. AT 28 DAYS.
2. CONTRACTION JOINTS OF THE WEAKENED PLANE TYPE SHALL BE 1- $\frac{1}{4}$ " DEEP AND TOOL ROUNDED BEFORE BROOMING. MATCH EXISTING JOINT SPACING. 15' MAXIMUM.
3. EXPANSION JOINTS TO BE PLACED AT SIDES OF DRIVEWAY APPROACHES, UTILITY VAULTS, ADA CURB RAMPS, AND AT SPACING NOT TO EXCEED 45 FEET.
4. FOR SIDEWALKS ADJACENT TO THE CURB AND POURED AT THE SAME TIME AS THE CURB, THE JOINT BETWEEN THEM SHALL BE A TROWELED JOINT WITH A MIN.  $\frac{1}{2}$  INCH RADIUS.
5. FINISH WITH BROOM AND EDGE ALL JOINTS.
6. ALL EDGES SHALL BE TOOL ROUNDED AND SHINED PER JURISDICTIONAL REQUIREMENTS AFTER BROOMING. PROVIDE 3" SHINE IF NO OTHER REQUIREMENTS EXIST.
7. BASE AGGREGATE TO BE COMPACTED TO 95% OF AASHTO T-99.



**CHERRIOTS**

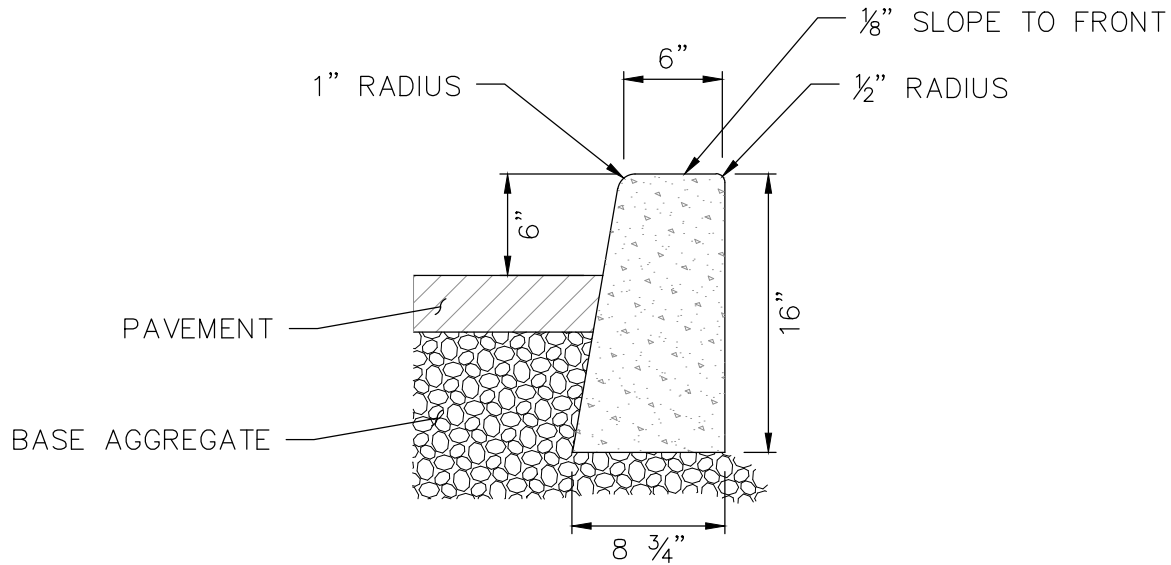
**STANDARD  
SIDEWALK**

**C2**

REV #	DATE	DESCRIPTION

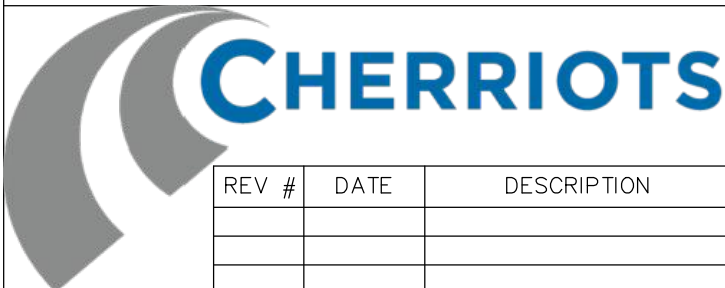
BY EGW  
DATE 03/03/22

CHECKED RDV  
DATE 03/03/22



**NOTES:**

1. CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3000 P.S.I. AT 28 DAYS.
2. EXPANSION JOINTS
  - 2.A. TO BE PROVIDED:
    - 2.A.1. AT EACH POINT OF TANGENCY OF THE CURB.
    - 2.A.2. AT EACH COLD JOINT.
    - 2.A.3. AT EACH SIDE OF THE INLET STRUCTURES.
    - 2.A.4. AT EACH END OF DRIVEWAYS.
    - 2.A.5. AT LOCATIONS NECESSARY TO LIMIT SPACING TO 45 FEET.
3. CONTRACTION JOINTS:
  - 3.A. SPACING TO BE NOT MORE THAN 15 FEET.
  - 3.B. THE DEPTH OF THE JOINT SHALL BE AT LEAST 1-1/2 INCHES.
4. BASE AGGREGATE TO BE 1 1/2"-0" OR 3/4"-0" COMPACTED TO 95% OF AASHTO T-99 AND SHALL BE TO SUBGRADE, STREET STRUCTURE, OR 4" IN DEPTH, WHICHEVER IS GREATER.



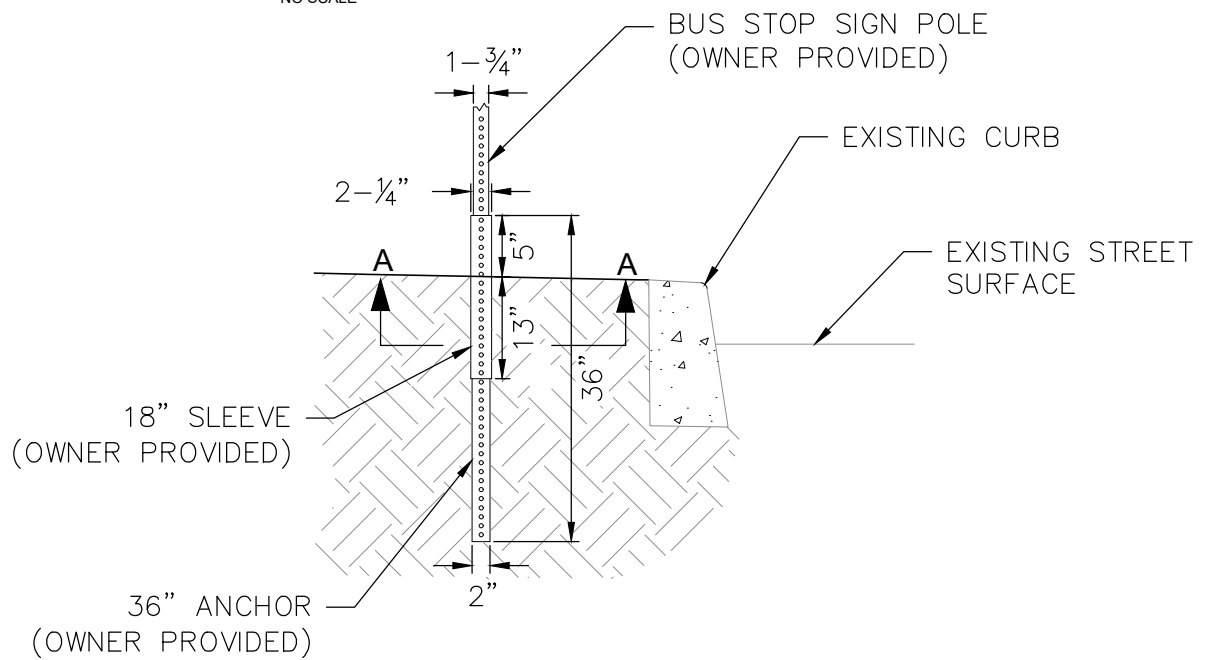
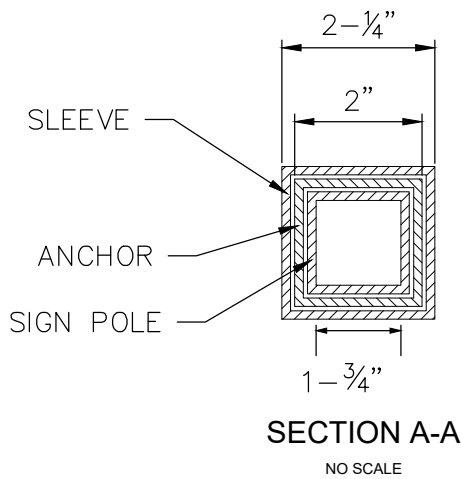
**STANDARD  
CURB**

**C3**

REV #	DATE	DESCRIPTION

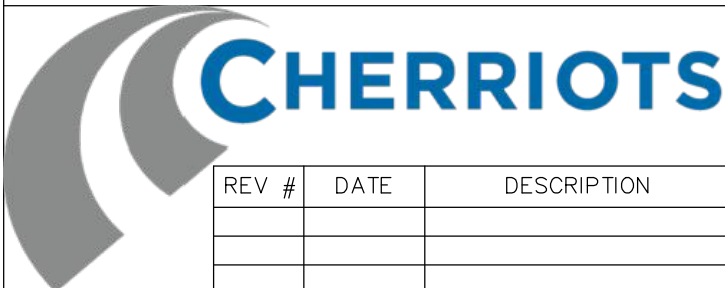
BY EGW  
DATE 03/03/22

CHECKED RDV  
DATE 03/03/22



**NOTES:**

1. CONTACT CHERRIOTS PLANNING STAFF AT (503) 588-2424 TO OBTAIN SIGN MATERIALS.



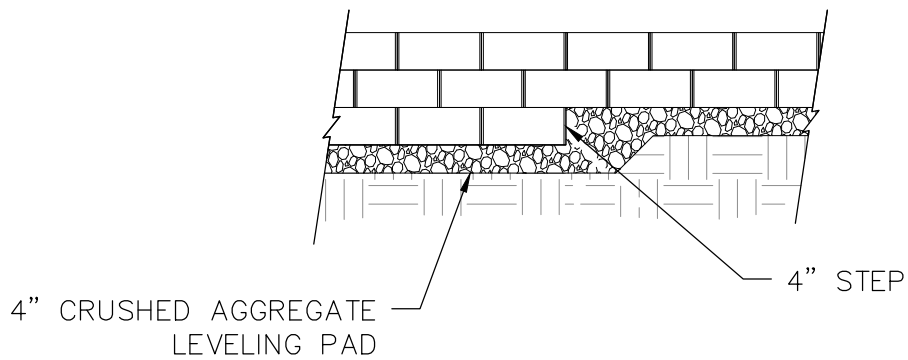
**BUS STOP SIGN POLE,  
ANCHOR & SLEEVE  
DETAIL**

REV #	DATE	DESCRIPTION

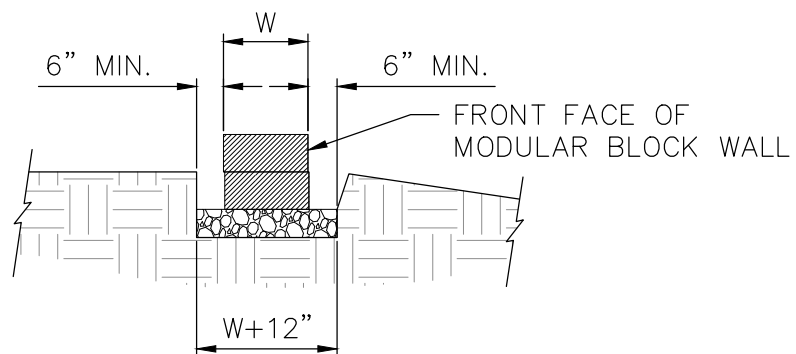
BY EGW  
DATE 03/03/22

CHECKED RDV  
DATE 03/03/22

**C4**



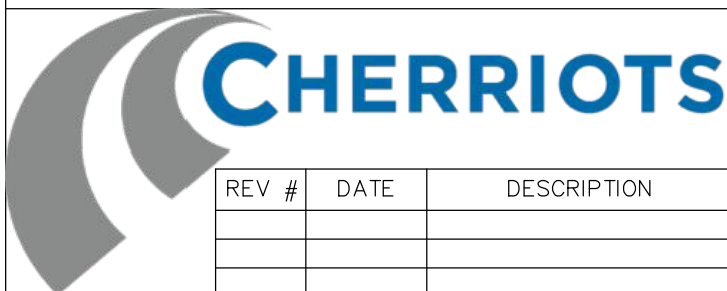
ELEVATION



SECTION

NOTE:

1. LEVELING PAD TO BE  $\frac{3}{4}$ "-0 CRUSHED AGGREGATE COMPACTED TO 95% OF AASHTO T-99



LEVELING PAD  
DETAIL

REV #	DATE	DESCRIPTION

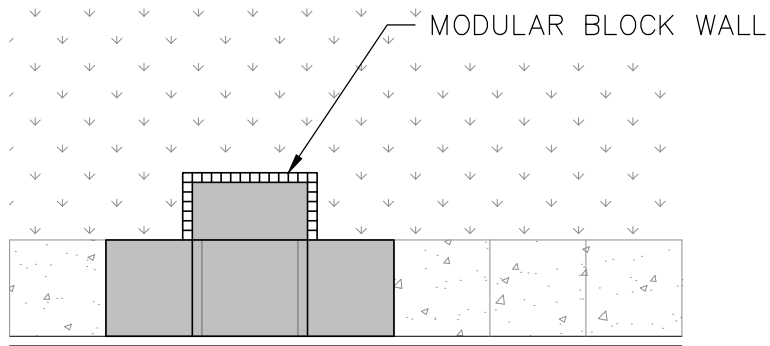
BY EGW

DATE 03/03/22

CHECKED RDV

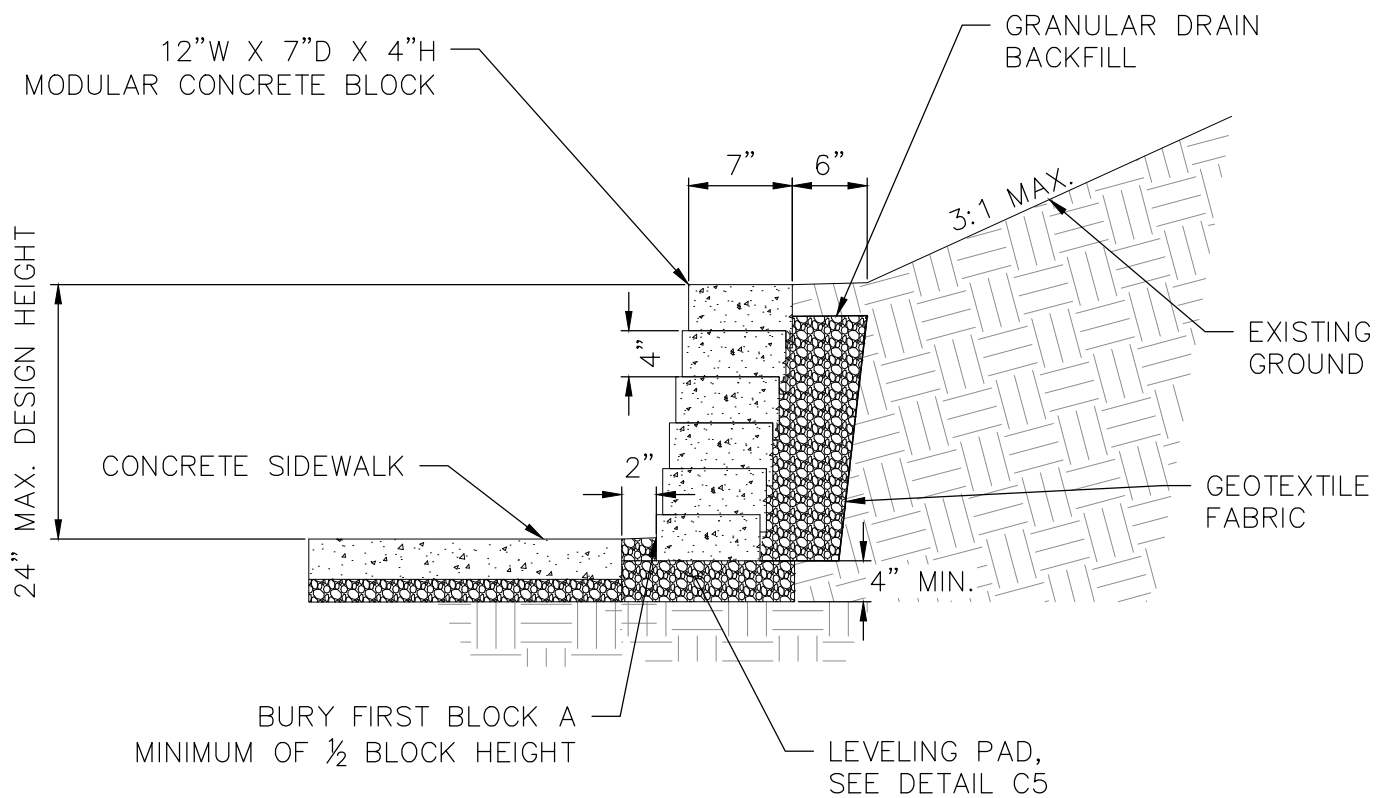

DATE 03/03/22

C5



**NOTES:**

1. MODULAR BLOCK WALL SHALL BE REQUIRED WHEN SLOPE GRADING TO DAYLIGHT AT 3:1 MAX. CANNOT BE ACHIEVED.
2. THE MODULAR BLOCK WALL SHALL BE CONSTRUCTED WHEN WALL EXPOSURE IS TO BE GREATER THAN 6".

**CHERRIOTS**

REV #	DATE	DESCRIPTION

**MODULAR BLOCK  
WALL DETAIL**

BY EGW

DATE 03/03/22

CHECKED RDV

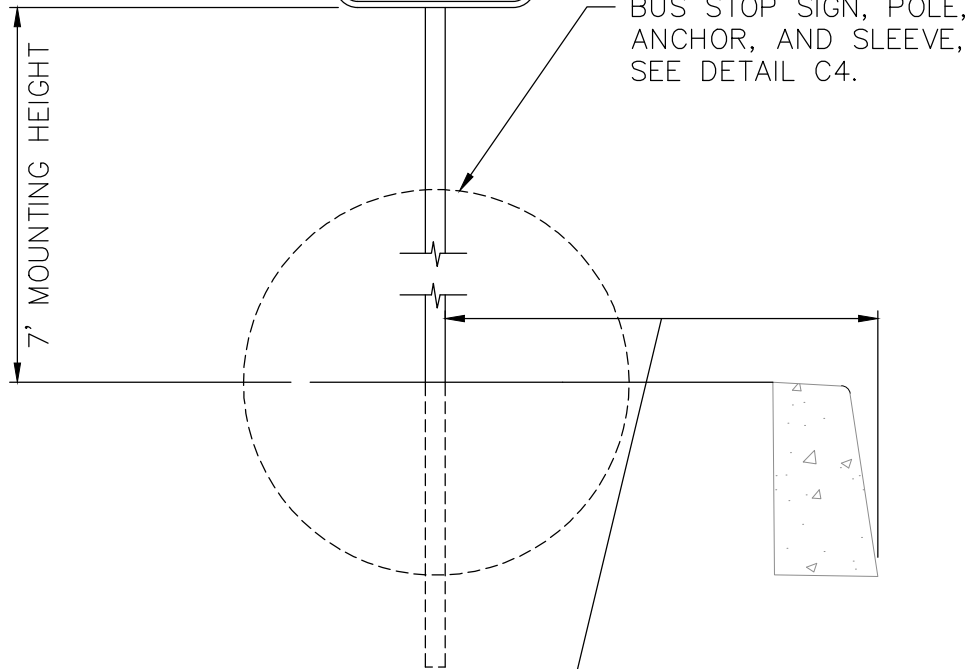
DATE 03/03/22

**C6**

BUS STOP SIGN  
(OWNER PROVIDED)




BUS STOP  
SIGN



BUS STOP SIGN, POLE,  
ANCHOR, AND SLEEVE,  
SEE DETAIL C4.

2' FROM FACE OF CURB OR  
1' FROM BACK OF SIDEWALK



**CHERRIOTS**

REV #	DATE	DESCRIPTION

**TYPICAL BUS STOP  
SIGN PLACEMENT  
DETAIL**

BY EGW

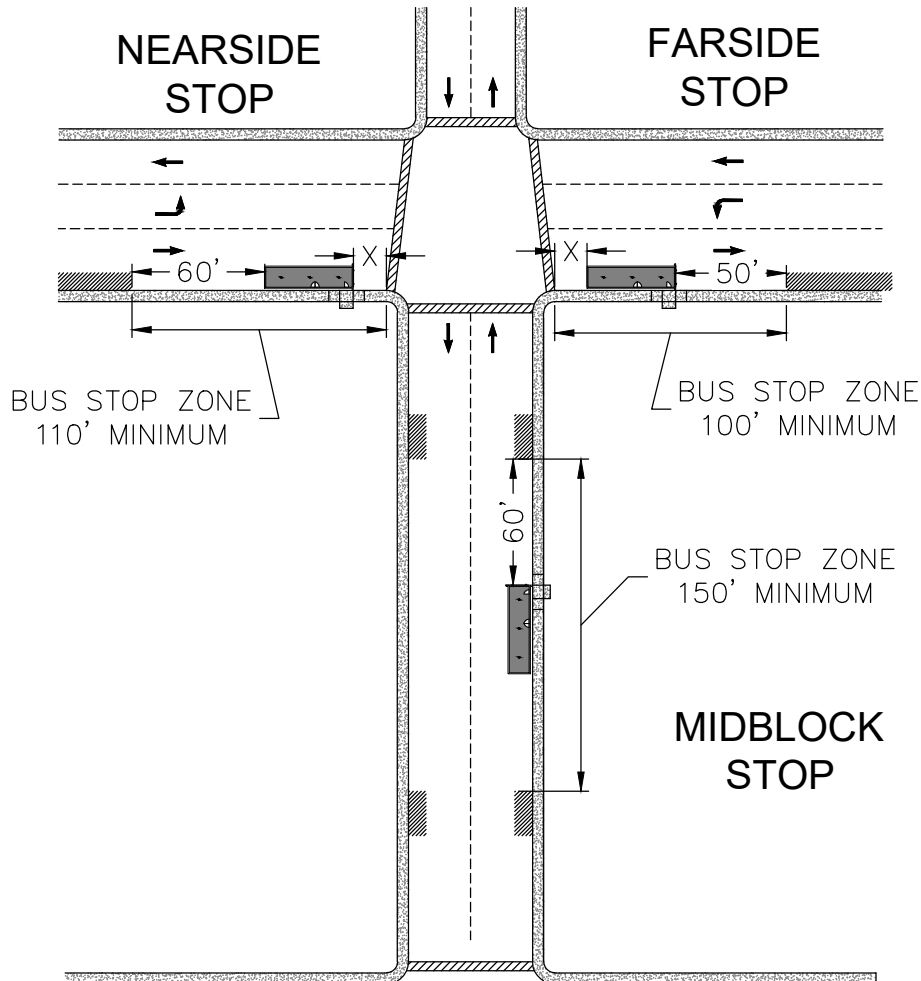
DATE 03/03/22

CHECKED RDV

DATE 03/03/22

**C7**



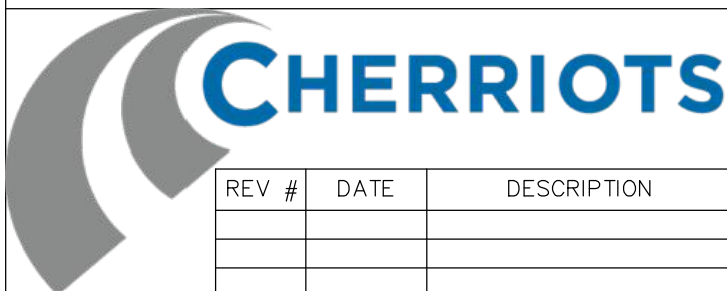


**NOTES:**

1. CHERRIOTS TO PROVIDE INFORMATION REGARDING BUS TYPE, LENGTH, AND QUANTITY OF BUSES TO BE SERVICED BY BUS STOP.
2. FOR MULTIPLE BUSES BEING SERVED AT ONE STOP:
  - 2.A. ADD 50 FEET FOR EACH ADDITIONAL STANDARD 40-FOOT BUS.
  - 2.B. ADD 70 FEET FOR EACH ADDITIONAL 60-FOOT ARTICULATED BUS.
3. BUS STOP ZONE SHALL BE SIGNED AS A NO PARKING ZONE PER STANDARDS OF LOCAL JURISDICTION.
4. X = 10' MINIMUM FROM EDGE OF CROSSWALK OR END OF RADIUS, WHICHEVER IS FURTHER FROM THE INTERSECTION.

**MINIMUM DISTANCE BETWEEN A BUS STOP AND LEFT TURN (FT)**

POSTED SPEED LIMIT	LANE CHANGES			
	1	2	3	4
30 MPH OR LESS	430	610	790	970
35 MPH	625	875	1125	1375
40 MPH	780	1080	1380	1680
45 MPH	1080	1430	1780	2130
50 MPH	1415	1865	2135	2765
55 MPH	1830	2380	2930	3480



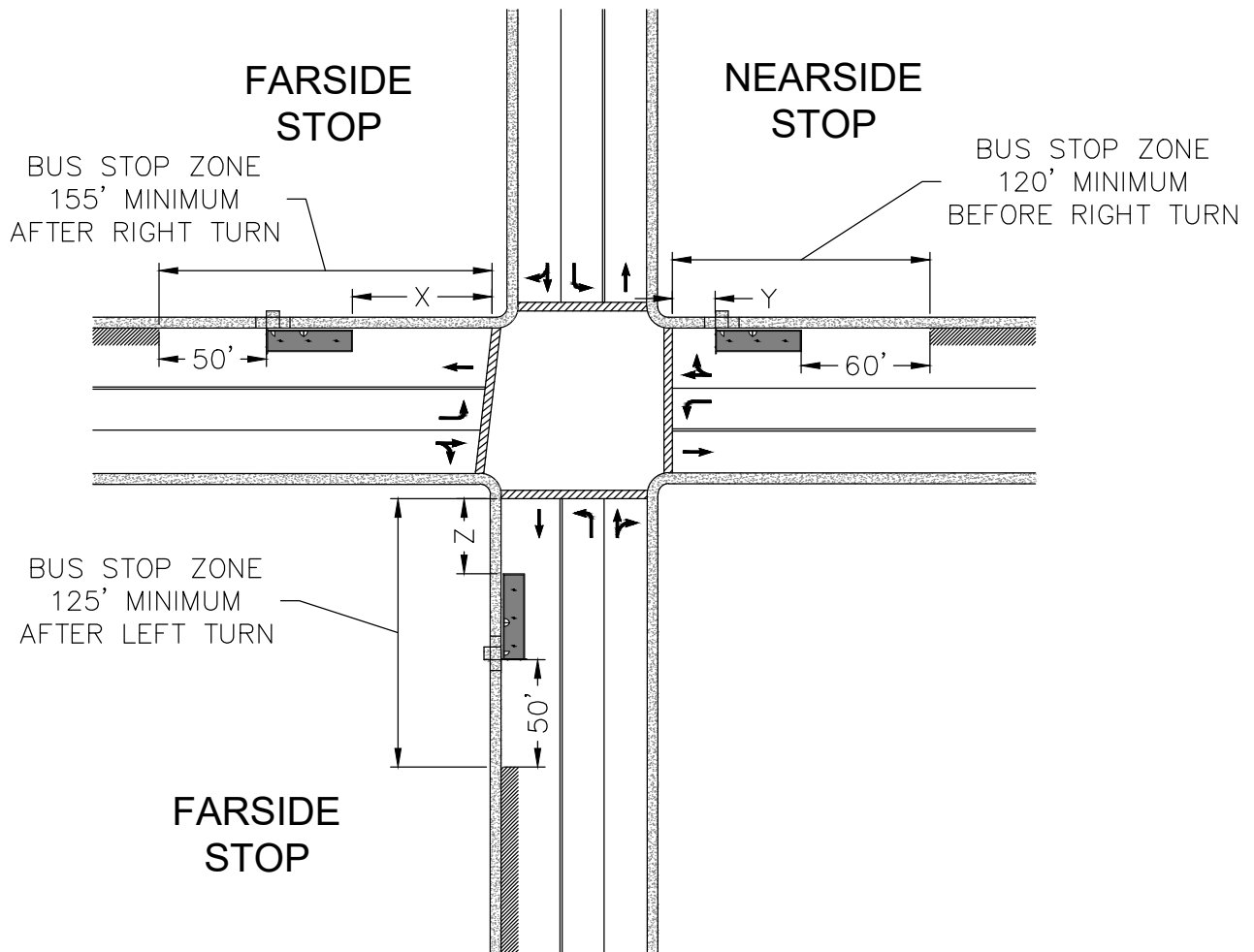
**NO PARKING ZONES  
AT INTERSECTIONS  
DETAIL**

**C8**

REV #	DATE	DESCRIPTION

BY EGW  
DATE 09/22/22

CHECKED RDV  
DATE 09/22/22

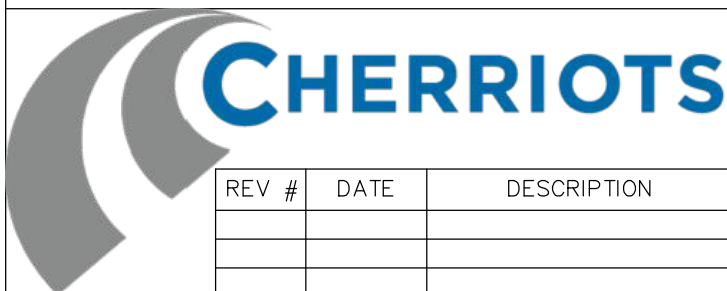


**NOTES:**

1. CHERRIOTS TO PROVIDE INFORMATION REGARDING BUS TYPE, LENGTH, AND QUANTITY OF BUSES TO BE SERVICED BY BUS STOP.
2. FOR MULTIPLE BUSES BEING SERVED AT ONE STOP:
  - 2.A. ADD 50 FEET FOR EACH ADDITIONAL STANDARD 40-FOOT BUS.
  - 2.B. ADD 70 FEET FOR EACH ADDITIONAL 60-FOOT ARTICULATED BUS.
3. BUS STOP ZONE SHALL BE SIGNED AS A NO PARKING ZONE PER STANDARDS OF LOCAL JURISDICTION.
4. X = 65' MIN. FROM EDGE OF CROSSWALK OR END OF RADIUS, WHICHEVER IS GREATER.
5. Y = 20' MIN. FROM EDGE OF CROSSWALK OR END OF RADIUS, WHICHEVER IS GREATER.
6. Z = 35' MIN. FROM EDGE OF CROSSWALK OR END OF RADIUS, WHICHEVER IS GREATER.

**MINIMUM DISTANCE BETWEEN A BUS STOP AND LEFT TURN (FT)**

POSTED SPEED LIMIT	LANE CHANGES			
	1	2	3	4
30 MPH OR LESS	430	610	790	970
35 MPH	625	875	1125	1375
40 MPH	780	1080	1380	1680
45 MPH	1080	1430	1780	2130
50 MPH	1415	1865	2135	2765
55 MPH	1830	2380	2930	3480



**NO PARKING ZONES WITH TURN LANES  
DETAIL**

**C9**

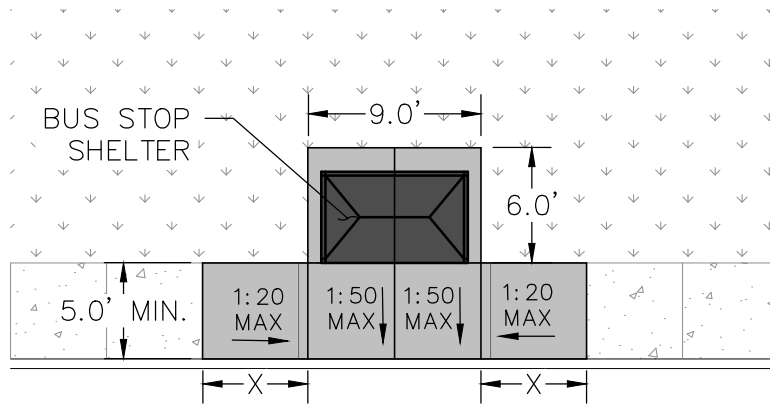
REV #	DATE	DESCRIPTION

BY EGW

DATE 09/27/22

CHECKED RDV

DATE 09/27/22



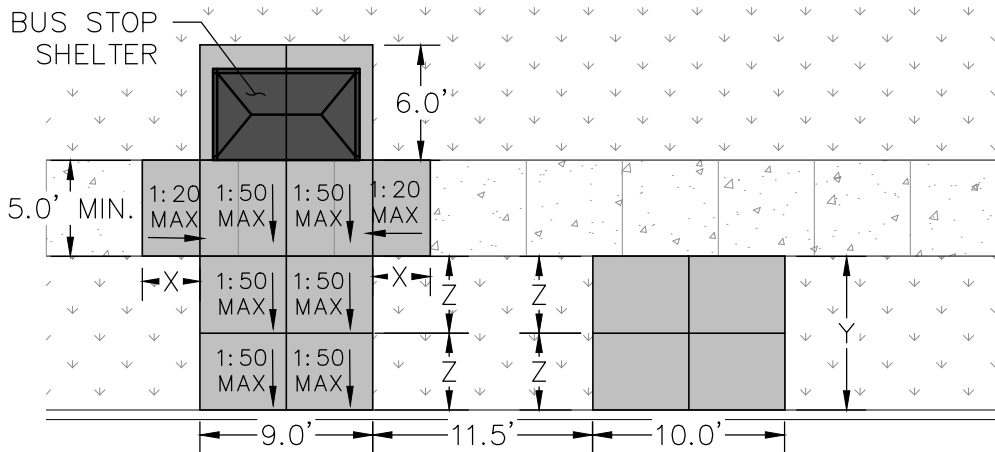
EXISTING ROADWAY

### BUS SHELTER ON CURB-TIGHT SIDEWALK

NOT TO SCALE

#### NOTES:

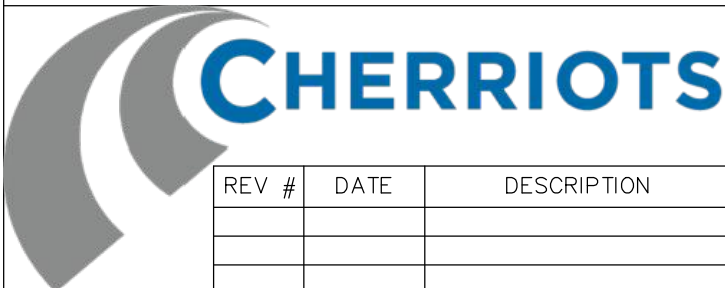
1. "X" WIDTH TO BE A MINIMUM OF 3.0' OR MATCH EXISTING SIDEWALK JOINT SPACING.
2. "Y" LENGTH TO BE EQUAL TO THE WIDTH OF THE PLANTER STRIP, FROM BACK OF CURB TO FRONT OF SIDEWALK.
3. JOINT SPACING, "Z" SHALL BE 3' MINIMUM, 6' MAXIMUM. PROVIDE SIDEWALK PANELS THAT ARE AS SQUARE AS POSSIBLE.
4. MATCH EXISTING WIDTH WHERE PROPOSED BUS STOP PANELS CONNECT TO THE EXISTING WALK.
5. BUS STOP SHELTER TO BE STANDARD BRASCO BUS STOP SHELTER, UNLESS OTHERWISE APPROVED BY CHERRIOTS.
6. BUS STOP SHELTER TO BE CONSTRUCTED AT BACK OF EXISTING WALK.



EXISTING ROADWAY

### BUS SHELTER ON SIDEWALK WITH PLANTER STRIP

NOT TO SCALE



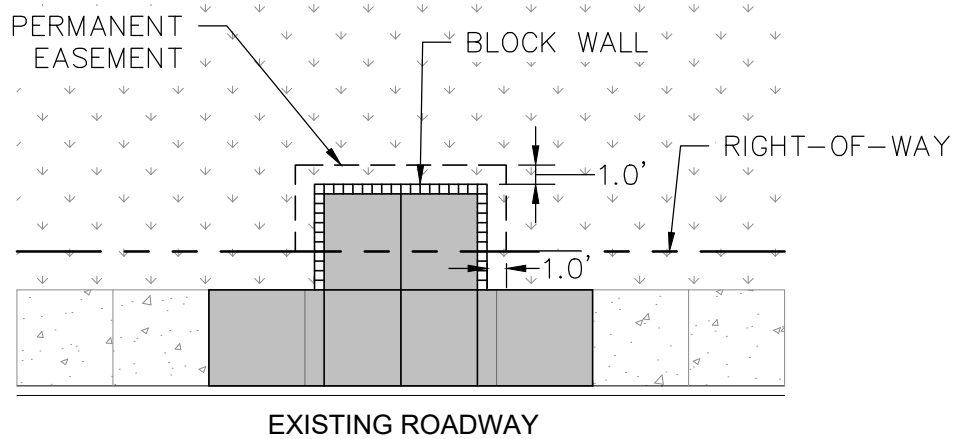
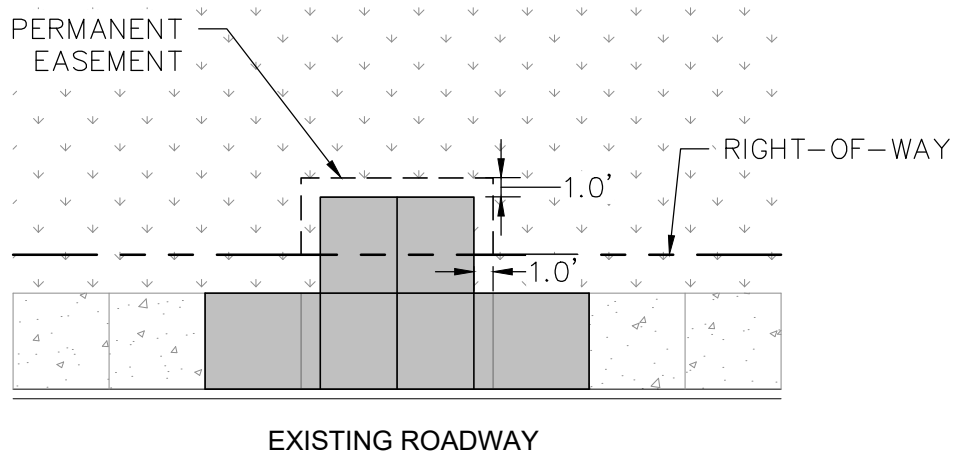
### BUS STOP WITH SHELTER DETAIL

# C10

REV #	DATE	DESCRIPTION

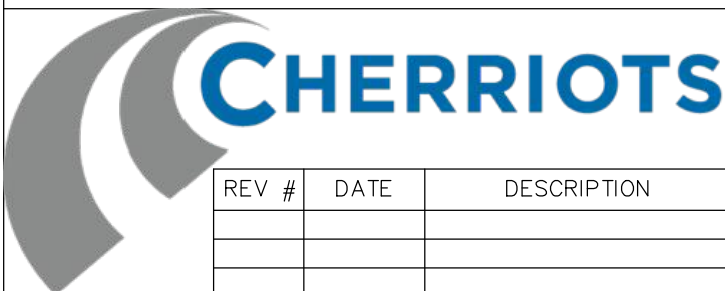
BY EGW  
DATE 03/03/22

CHECKED RDV  
DATE 03/03/22



**NOTES:**

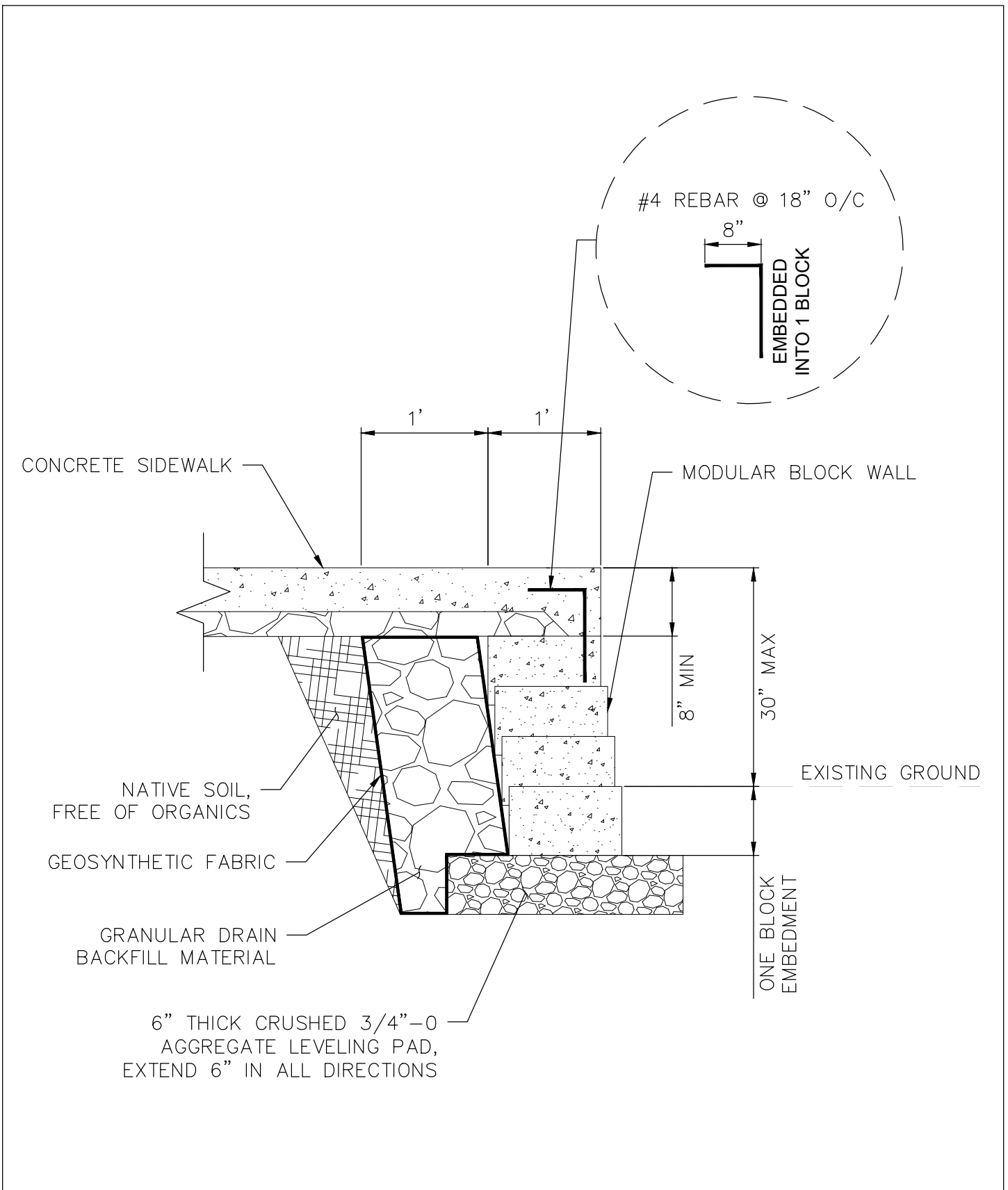
1. PERMANENT EASEMENT IS REQUIRED WHEN EXTENTS OF DESIGN ENCROACH UPON RIGHT-OF-WAY.
2. PERMANENT EASEMENTS ARE TO BE A MINIMUM OF 1' OFFSET FROM THE PROPOSED CONSTRUCTION EXTENTS THAT FALL OUTSIDE OF RIGHT-OF-WAY.

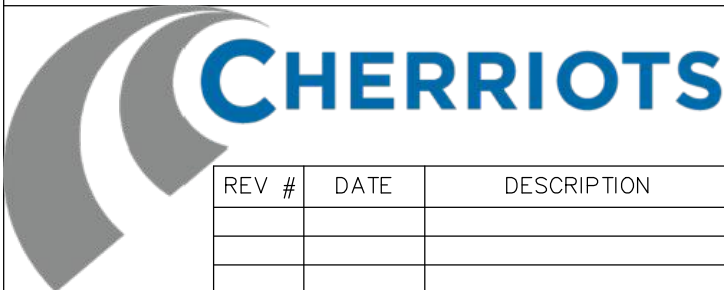


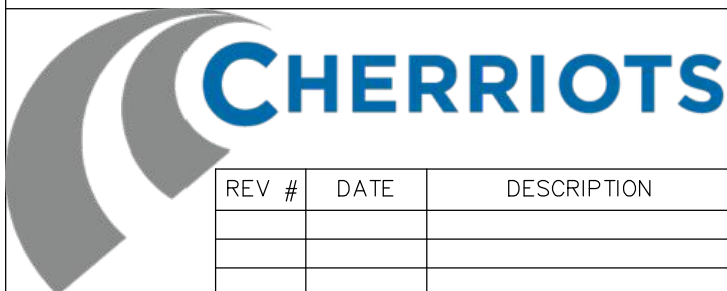
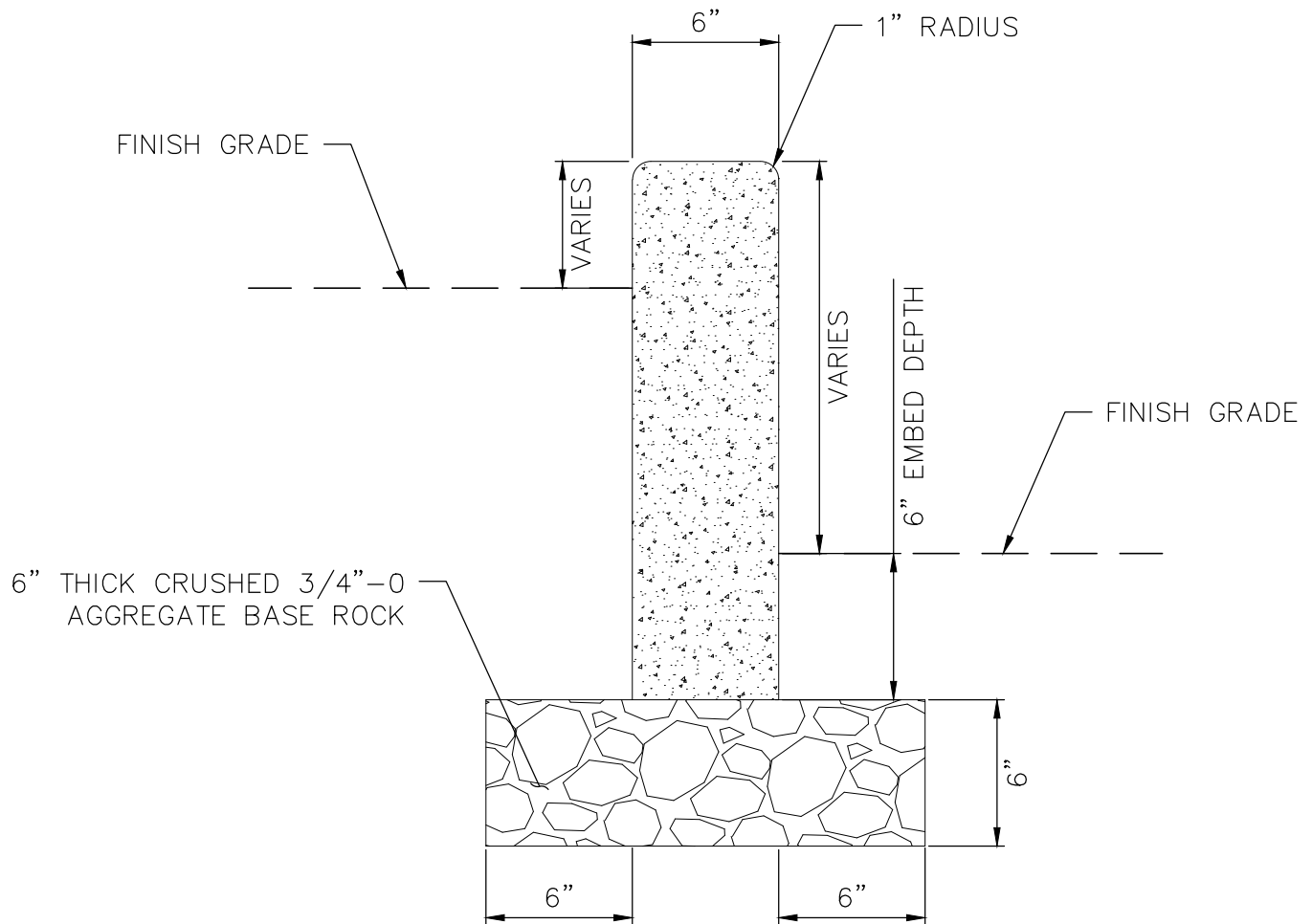
**PERMANENT  
EASEMENT DETAIL**

**C11**

REV #	DATE	DESCRIPTION	BY EGW	CHECKED RDV
			DATE 03/03/22	DATE 03/03/22



	BELOW-GRADE WALL DETAIL		C12
	REV #	DATE	
	DESCRIPTION	BY EGW	
		CHECKED RDV	
		DATE 03/03/22	DATE 03/03/22



## PEDESTRIAN CURB DETAIL

# C13

REV #	DATE	DESCRIPTION

BY EGW  
DATE 03/03/22

CHECKED RDV  
DATE 03/03/22