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503-588-6173*

DECISION OF THE PLANNING ADMINISTRATOR

**URBAN GROWTH AREA PRELIMINARY DECLARATION / SITE PLAN REVIEW /
ADJUSTMENT / DRIVEWAY APPROACH PERMIT CASE NO.: UGA-SPR-ADJ-
DAP18-02**

**APPLICATION NO. : 18-115239-LD, 18-115240-RP, 18-117467-ZO & 18-115241-
ZO**

NOTICE OF DECISION DATE: NOVEMBER 29, 2018

SUMMARY: An Urban Growth Area Preliminary Declaration to determine the public facilities required for development of 1.30 acres and a Site Plan Review, Class 2 Adjustment, and Driveway Approach Permit for a commercial office building for vehicle rental and a self-serve car wash located at 1950 22nd Street SE.

REQUEST: Consolidated application including an Urban Growth Area Preliminary Declaration, a Class 3 Site Plan Review, a Class 2 Adjustment, and a Class 2 Driveway Approach Permit for a commercial office building for vehicle rental and a self-serve car wash on property approximately 1.30 acres, zoned IG (General Industrial), and located at 1950 22nd Street SE (Marion County Map and Tax Lot Number: 073W35DB / 3600 and 3500).

The Class 2 Adjustment is requested for the driveway location on to McGilchrist. McGilchrist is classified as a major arterial. The applicant is asking for a reduction in required spacing from the proposed shared driveway to the intersection. The proposed driveway is approximately 284 feet from the intersection where 370 feet is required which is a reduction of 86 feet.

APPLICANT(S): Enterprise Holdings

OWNER(S): Mike Perlenfein and Phyllis Perlenfein

LOCATION: 1950 22nd Street SE / 97302

CRITERIA: Urban Growth Preliminary Declaration: SRC 200.025(d) and (e)
Class 3 Site Plan Review: SRC 220.005(f)(3)
Class 2 Adjustment: SRC 250.005(d)(2)
Class 2 Driveway Approach Permit: SRC 804.025

FINDINGS: The findings are in the attached Order dated November 29, 2018.

DECISION: The Planning Administrator **APPROVED** Urban Growth Area Preliminary Declaration, Class 3 Site Plan Review, Class 2 Adjustment and Class 2 Driveway Approach Permit Case No. UGA-SPR-ADJ-DAP18-02 subject to the following conditions of approval:

CONDITIONS OF CLASS 3 SITE PLAN REVIEW

NOTICE OF DECISION

PLANNING DIVISION
555 LIBERTY ST. SE, RM 305
SALEM, OREGON 97301
PHONE: 503-588-6173
FAX: 503-588-6005

CITY OF Salem
AT YOUR SERVICE

- Condition 1:** The special setback along McGilchrist Street SE is 42 feet from centerline. All building and vehicle use area setbacks shall be measured from the special setback line. This will be verified at the time of building permit.
- Condition 2:** At the time of building permit, the applicant shall submit landscape and irrigation plans meeting the standards of SRC Chapter 807.
- Condition 3:** All new structures shall have the lowest floor elevation no less than two feet above the highest natural grade of the building site, or be completely flood proofed to or above that level so that any space below that level is watertight with walls substantially impermeable to the passage of water pursuant to SRC 601.095.
- Condition 4:** A minimum 5-foot wide striped pedestrian accessway shall be provided from the parking area to the proposed building entrance, pursuant to SRC 220.005(f)(3)(c).
- Condition 5:** Water service shall be taken along the property frontage from the 12-inch water main in McGilchrist Street SE pursuant to PWDS 5.8(b)(1).
- Condition 6:** Design and construct a storm drainage system at the time of development in compliance with Salem Revised Code (SRC) Chapter 71 and Public Works Design Standards (PWDS).

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

Urban Growth Preliminary Declaration	<u>December 15, 2020</u>
Class 3 Site Plan Review	<u>December 15, 2022</u>
Class 2 Adjustment	<u>December 15, 2020</u>
Class 2 Driveway Approach Permit	<u>December 15, 2020</u>

Application Deemed Complete:	<u>September 27, 2018</u>
Notice of Decision Mailing Date:	<u>November 29, 2018</u>
Decision Effective Date:	<u>December 15, 2018</u>
State Mandate Date:	<u>January 25, 2019</u>

Case Manager: Britany Randall, brandall@cityofsalem.net

This decision is final unless written appeal from an aggrieved party is filed with the City of Salem Planning Division, Room 305, 555 Liberty Street SE, Salem OR 97301, no later than **5:00 p.m., December 14, 2018.** The notice of appeal must contain the information required by SRC 300.1020 and must state where the decision failed to conform to the provisions of the applicable code section, SRC Chapter(s) 200, 220, 250 and 804. The appeal must be filed in duplicate with the City of Salem Planning Division. 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 City Council will review the appeal at a public hearing. After the hearing, the City Council 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 at the Planning Division office, Room 305, City Hall, 555 Liberty Street SE, during regular business hours.

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

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BEFORE THE PLANNING ADMINISTRATOR OF THE CITY OF SALEM

**URBAN GROWTH AREA PRELIMINARY DECLARATION / SITE PLAN REVIEW /
ADJUSTMENT / DRIVEWAY APPROACH PERMIT
CASE NO. UGA-SPR-ADJ-DAP18-02
DECISION**

IN THE MATTER OF APPROVAL OF)	UGA-SPR-ADJ-DAP
URBAN GROWTH AREA PRELIMINARY)	CASE NO. 18-02
DECLARATION, SITE PLAN REVIEW,)	
ADJUSTMENT, AND DRIVEWAY)	
APPROACH PERMIT CASE NO. 18-02)	
1950 22nd STREET SE)	
SALEM OR 97302)	NOVEMBER 29, 2018

In the matter of the application for an Urban Growth Area Preliminary Declaration, Class 3 Site Plan Review, Class 2 Adjustment and Class 2 Driveway Approach Permit submitted by the applicant, Enterprise Holdings, and represented by Mark Grenz, PE, Multi/Tech Engineering Services, 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: An Urban Growth Area Preliminary Declaration to determine the public facilities required for development of 1.30 acres and a Site Plan Review, Class 2 Adjustment, and Driveway Approach Permit for a commercial office building for vehicle rental and a self-serve car wash located at 1950 22nd Street SE.

Request: Consolidated application including an Urban Growth Area Preliminary Declaration, a Class 3 Site Plan Review, a Class 2 Adjustment, and a Class 2 Driveway Approach Permit for a commercial office building for vehicle rental and a self-serve car wash on property approximately 1.30 acres, zoned IG (General Industrial), and located at 1950 22nd Street SE (Marion County Map and Tax Lot Number: 073W35DB / 3600 and 3500) **Attachment A.**

The Class 2 Adjustment is requested for the driveway location on to McGilchrist Street. McGilchrist Street is classified as a major arterial. The applicant is requesting a reduction in required spacing from the proposed shared driveway to the intersection at McGilchrist Street SE and 22nd Street SE. The proposed driveway is approximately 284 feet from the intersection where 370 feet is required, which is a reduction of 86 feet.

DECISION

APPROVED subject to the applicable standards of the Salem Revised Code, the findings contained herein, conformance with the approved site plans, and the following conditions of approval:

CONDITIONS OF CLASS 3 SITE PLAN REVIEW

- Condition 1:** The special setback along McGilchrist Street SE is 42 feet from centerline. All building and vehicle use area setbacks shall be measured from the special setback line. This will be verified at the time of building permit.
- Condition 2:** At the time of building permit, the applicant shall submit landscape and irrigation plans meeting the standards of SRC Chapter 807.
- Condition 3:** All new structures shall have the lowest floor elevation no less than two feet above the highest natural grade of the building site, or be completely flood proofed to or above that level so that any space below that level is watertight with walls substantially impermeable to the passage of water pursuant to SRC 601.095.
- Condition 4:** A minimum 5-foot wide striped pedestrian accessway shall be provided from the parking area to the proposed building entrance, pursuant to SRC 220.005(f)(3)(c).
- Condition 5:** Water service shall be taken along the property frontage from the 12-inch water main in McGilchrist Street SE pursuant to PWDS 5.8(b)(1).
- Condition 6:** 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).

FINDINGS

1. Background

- A. On July 20, 2018, Urban Growth Preliminary Declaration, Site Plan Review, Adjustment, and Driveway Approach permit applications were submitted for the proposed development.
- B. After additional information was submitted by the applicant, the applications were deemed complete for processing on September 28, 2018. The applicant's proposed site plan is included as **Attachment B** and a written statement by the applicant addressing the approval criteria is included as **Attachment C**.

Neighborhood and Citizen Comments:

Notice of the application was sent to the Southeast Salem Neighborhood Association (SESNA) and all property owners of record within 250 feet of the subject property. No comments were received from surrounding property owners. The following clarifying questions were received from SESNA:

1. The application narrative indicates that the development includes a car wash and a commercial office building. The site plan shows a truck wash canopy, and a 10 x 30 "building". Is this the office building in question? Or is there another proposed?
2. The application narrative states that the proposed driveway on McGilchrist is 284 feet from the intersection. I assume this is referencing 22nd/McGilchrist. However, it is only about 145 feet from the intersection of Ford and McGilchrist. While this part of Ford does not currently go through to Judson, it remains a functional street passing through to Judson because of the configuration of parking lots between the northern end of Ford right-of-way and Judson.
3. If instead Ford is not being treated as a street and intersection, and it is instead viewed as a driveway, then the proposed driveway does not meet the minimum driveway spacing on McGilchrist.
4. A "temporary gravel parking lot" is noted on the site plan. My understanding is that such lots must truly be temporary--not just for short-term parking, but the parking use must be temporary. What is the timeline for a permanent parking lot that meets current stormwater code, and what enforcement mechanism will be in place to ensure that it is constructed? Why does the site plan not include the permanent parking lot?

Staff Response: The 10 x 13 building shown on the site plan is the office proposed, no other "buildings" are proposed at this time. It is our understanding the intention is for this to be a phased development. Any additional proposed development on the site will require a new site plan review. Staff will not know what else is proposed until the applicant submits another application for review in the future.

The applicant shows the realignment of 22nd Street SE on their plans. The realignment of 22nd Street SE encumbers the subject property. The proposed driveway to 22nd Street (collector) is approximately 250 feet from McGilchrist Street. The proposed shared driveway to McGilchrist Street SE (Arterial Street) is approximately 200 feet from the future signalized intersection with 22nd Street SE and approximately 150 feet from the intersection with Ford Street (measured center to center). The applicant has requested a Class 2 driveway permit and an adjustment to driveway spacing at the intersection of 22nd Street SE and McGilchrist Street SE. If an operational or safety issue arises from the location of the driveway near the future traffic signal, the City may require a raised median on McGilchrist Street SE to restrict the driveway to right-in/right-out. An adjustment to driveway

spacing is not required to Ford Street SE because the designation of this street is Local in the City of Salem TSP.

The applicant does show a parking lot meeting the standards of SRC Chapter 806 on Tax Lot 3500 near the area labeled as “temporary parking”. During the application completeness review, the applicant was notified that pursuant to SRC Chapter 806.035(g), off street parking and vehicle use areas shall be paved with hard surface material meeting the Public Works Design Standards (PWDS). The applicant was advised to revise their site plan to show a parking area meeting the standards, or apply for a Class 2 temporary use permit to allow seasonal or gravel parking. The applicant provided a revised site plan stating that the graveled area is vehicle storage and will not be used as a parking area. Pursuant to SRC 806.030(g)(1) paving is not required for vehicle storage areas within the IG zone.

City Department Comments:

The Public Works Department reviewed the proposal and provided a memo which is included as **Attachment D**.

The Fire Department has reviewed the proposal and indicated that Fire has no concerns with the driveway approach. Fire will comment on items such as fire department access and water supply at the time of building permit plan review.

Public Agency Comments:

PGE reviewed the proposal and commented, “Development cost per current tariff and service requirements. A 10-foot PUE is required on all front street lots.”

2. Analysis of Urban Growth Preliminary Declaration Approval Criteria

SRC 200.025(d) states:

The Director shall review a completed application for an Urban Growth Preliminary Declaration in light of the applicable provisions of the Master Plans and the Area Facility Plans and determine:

- (1) The required facilities necessary to fully serve the development; and
- (2) The extent to which the required facilities are in place or fully committed.

Analysis of the development based on relevant criteria in SRC 200 is as follows:

SRC 200.055 – Standards for Street Improvements:

All streets abutting the property boundaries shall be designed to the greater of the standards of SRC Chapter 803 and the standards of linking streets in SRC 200.055(b). An adequate linking street is defined as the nearest point on a street that has a minimum 60-foot-wide right-of-way with a minimum 30-foot improvement for Local streets or a minimum 34-foot improvement for Arterial streets (SRC 200.055(b)).

Findings: The nearest adequate linking street is located at the intersection of 22nd Street SE. No linking street improvements are required. In addition, no boundary

street improvements are required pursuant to SRC 803.040(d)(1) because the City has an existing Capital Improvement Project (CIP) to improve the intersection of 22nd Street SE and McGilchrist SE.

SRC 200.060 – Standards for Sewer Improvements:

The proposed development shall be linked to adequate facilities by the construction of sewer lines and pumping stations, which are necessary to connect to such existing sewer facilities (SRC 200.060). The applicant shall link the site to existing facilities that are defined as adequate under 200.005(a).

Findings: The proposed development shall be linked to adequate facilities by the construction of sewer lines and pumping stations, which are necessary to connect to such existing sewer facilities (SRC 200.060). The nearest available sewer facility appears to be located in 22nd Street SE. No linking sewer improvements are required.

SRC 200.065 – Standards for Storm Drainage Improvements

The proposed development shall link the on-site system to existing facilities that are defined as adequate under SRC 200.005(a).

Finding: The proposed development shall be linked to existing adequate facilities by the construction of storm drain lines, open channels, and detention facilities which are necessary to connect to such existing drainage facilities. The nearest available public storm system appears to be located in McGilchrist Street SE. No linking storm improvements are required.

SRC 200.070 – Standards for Water Improvements

The proposed development shall be linked to adequate facilities by the construction of water distribution lines, reservoirs, and pumping stations that connect to such existing water service facilities (SRC 200.070). The applicant shall provide linking water mains consistent with the *Water System Master Plan* adequate to convey fire flows to serve the proposed development as specified in the Water Distribution Design Standards.

Finding: The proposed development shall be linked to existing adequate facilities by the construction of storm drain lines, open channels, and detention facilities which are necessary to connect to such existing drainage facilities. The nearest available public storm system appears to be located in McGilchrist Street SE. No linking storm improvements are required.

SRC 200.075 – Standards for Park Improvements

The applicant shall reserve for dedication prior to development approval that property within the development site that is necessary for an adequate neighborhood park, access to such park, and recreation routes, or similar uninterrupted linkages, based upon the Salem Comprehensive Parks System Master Plan.

Finding: The applicant shall reserve for dedication prior to development approval that property within the development site that is necessary for an adequate neighborhood park, access to such park, and recreation routes, or similar

uninterrupted linkages, based upon the Salem Comprehensive Parks System Master Plan. No park facilities are required because the proposed use is non-residential.

3. Analysis of Class 3 Site Plan Review Approval Criteria

SRC 220.005(f)(3) states:

An application for Class 3 Site Plan Review shall be granted if:

- (1) The application meets all applicable standards of the UDC;
- (2) The transportation system provides for the safe, orderly, and efficient circulation of traffic into and out of the proposed development, and negative impacts to the transportation system are mitigated adequately;
- (3) Parking areas and driveways are designed to facilitate safe and efficient movement of vehicles, bicycles, and pedestrians; and
- (4) The proposed development will be adequately served with City water, sewer, stormwater facilities, and other utilities appropriate to the nature of the development.

Criterion 1:

The application meets all applicable standards of the UDC.

Finding: The project includes a commercial office building for vehicle rental and a self-serve car wash located at the corner of 22nd Street SE and McGilchrist Street SE. The proposal includes an adjustment for the driveway location on to McGilchrist Street SE. McGilchrist Street SE is classified as a major arterial. The applicant is asking for a reduction in required spacing from the proposed shared driveway to the intersection at 22nd Street SE and McGilchrist Street SE. The proposed driveway is approximately 284 feet from the intersection where 370 feet is required which is a reduction of 86 feet. The requested adjustment will be analyzed in Section 4 of this report.

Development Standards – IG (General Industrial) Zone:

SRC 554.005(a) - Uses:

Except as otherwise provided in Chapter 554, the permitted, special, conditional and prohibited uses in the IG zone are set forth in Table 554-1.

Finding: The proposed development is for a vehicle rental facility, which includes an office and self-service car wash. SRC Chapter 400 establishes a framework for the classification of land uses based upon common functional, product, or physical characteristics, and to provide the basis for assignment of land uses to zones and overlay zones. In accordance with SRC Chapter 400, motor vehicle, trailer, and manufactured dwelling sales and service is characterized by the sales, leasing, and rental of new and used motor vehicles, other than heavy vehicles and heavy equipment, and the sales, leasing, and rental of manufactured dwellings and trailers. Motor vehicle and manufactured dwelling and trailer sales typically requires extensive indoor and/or outdoor display or storage areas. Customers typically come to the site

to view, select, purchase, and/or pick up the vehicles, manufactured dwellings, or trailers. With the exception of automobile sales, manufactured dwelling sales, and recreational vehicle sales when the sales display area is greater than 5 acres in size, motor vehicle and manufactured dwelling and trailer sales uses are permitted within the IG zone, in accordance with Table 554-1. The self-service carwash is an accessory use to the vehicle rental use.

SRC 554.010(a) – Lot Standards:

There are no minimum lot area or dimension requirements in the IG zone. Uses other than single family are required to have a minimum of 16 feet of street frontage.

Finding: The subject property has frontage along two streets, 22nd Street SE and McGilchrist Street SE, the street frontage provided to the development site exceeds the 16-foot minimum requirement.

SRC 554.010(b) – IG zone Setbacks & SRC 806.035:

Street Setback

South: Adjacent to the south is the right-of-way for McGilchrist Street SE. There is a 5-foot building setback required adjacent to a street. Vehicle use areas are required to be setback a minimum 6-10 feet from a street per SRC 806.035(c)(2).

West: Adjacent to the west is the right-of-way for 22nd Street SE. There is a 5-foot building setback required adjacent to a street. Vehicle use areas are required to be setback a minimum 6-10 feet from a street per SRC 806.035(c)(2).

Interior Property Lines

North: Adjacent to the north is an IG zone. There is no minimum building setback required adjacent to an interior lot line; vehicle use areas are required to be setback a minimum of 5 feet from an interior lot line.

East: Adjacent to the east is an IG zone. There is no minimum building setback required adjacent to an interior lot line; vehicle use areas are required to be setback a minimum of 5 feet from an interior lot line.

Finding: The existing street system is adequate to serve the proposed development and the development generates less than 20 new average daily vehicle trips; therefore no right-of-way dedication or street improvements are required (SRC 803.040(d)). The proposed development is subject to a special setback equal to 42-feet from centerline on the development side of McGilchrist Street SE. However, in addition to the setbacks required within the IG zone and SRC Chapter 806, McGilchrist Street SE has a special setback of 42 feet from centerline pursuant to SRC 800.040. The proposed site plan indicates a 39 foot setback from centerline along McGilchrist. To ensure the special setback is met, the following condition shall apply:

Condition 1: The special setback along McGilchrist Street SE is 42 feet from centerline. All building and vehicle use area setbacks shall be measured from the special setback line. This will be verified at the time of building permit.

The site plan indicates a 10.5-foot setback to the vehicle use area from the special setback line and the proposed building is setback from the street approximately 123 feet. Additionally, the parking and vehicle use areas maintain a minimum 5-foot setback to adjacent IG properties.

As conditioned and proposed, the setback requirements are met.

SRC 554.010(c) - Lot Coverage, Height:

There is no maximum lot coverage standard. The maximum building height in the IG zone is 70 feet.

Finding: According to the applicant, the proposed truck washing canopy height does not exceed 70 feet. Therefore, these standards are met.

SRC 554.010(d) - Landscaping:

- (1) **Setbacks.** Required setbacks shall be landscaped. Landscaping shall conform to the standards set forth in SRC Chapter 807.
- (2) **Vehicle Use Areas.** Vehicle use areas shall be landscaped as provided under SRC Chapter 806 and SRC Chapter 807.

Finding: All required setbacks shall be landscaped with a minimum of 1 plant unit per 20 square feet of landscaped area. A minimum of 40 percent of the required number of plant units shall be a combination of mature trees, shade trees, evergreen/conifer trees, or ornamental trees. Plant materials and minimum plant unit values are defined in SRC Chapter 807, Table 807-2.

A letter from Landscape Architectural Consultants, LLC dated August 21, 2018 indicates that the applicant intends to provide 5,681 square feet of landscaping with 1 plant unit per 20 square feet which meets the above standard.

Airport Overlay Zone SRC 602

SRC 602.001 – Purpose

The purpose of the Airport Overlay Zone is to establish standards to promote air navigational safety and prevent hazards and obstructions to air navigation and flight.

SRC 602.020(a)(6) – Development Standards

Horizontal area. In the horizontal area, no building, structure, object, or vegetative growth shall have a height greater than that established by a horizontal plane 150 feet above the airport elevation.

Finding: It appears the subject property falls within the horizontal area of the Salem Airport. Within the horizontal area, no building, structure, object, or vegetative growth shall have a height greater than that established by a horizontal plane 150 feet above

the airport elevation. The elevation of the airport is 210 feet above mean sea level. The highest elevation of the subject property is 188 feet. The maximum height within the horizontal area is 360 feet. Since the subject property is at 188 feet, the buildings could be 172 feet in height, however, buildings within the IC zone are limited to 70 feet in height. The proposed buildings do not exceed the maximum of 70 feet, therefore an Airport Overlay Zone Height Variance is not required as the standard is met.

General Development Standards SRC 800

SRC 800.055(a) – Applicability.

Solid waste service area design standards shall apply to all new solid waste, recycling, and compostable services areas, where use of a solid waste, recycling, and compostable receptacle of 1 cubic yard or larger is proposed.

Finding: No new solid waste area is being proposed with the development.

Off-Street Parking, Loading, and Driveways SRC 806

SRC 806.005 - Off-Street Parking; When Required.

Off-street parking shall be provided and maintained for each proposed new use or activity.

SRC 806.010 - Proximity of Off-Street Parking to Use or Activity Served.

Required off-street parking shall be located on the same development site as the use or activity it serves, or within the IG zone, off-street parking for customers may be located within 800 feet of the development site containing the use or activity it serves; off-street parking for employees may be located within 2,000 feet of the development site containing the use or activity it serves.

Finding: All required parking will be provided on site.

SRC 806.015 - Amount of Off-Street Parking.

- a) *Minimum Required Off-Street Parking.* The minimum off-street parking requirement for the motor vehicle and manufactured dwelling and trailer sales/motor vehicle services use is 1 space per 900 square feet. The square footage of both the car washing canopy and the office building are counted toward the minimum required parking.
- b) *Compact Parking.* Up to 75 percent of the minimum off-street parking spaces required under this Chapter may be compact parking spaces.
- c) *Carpool and Vanpool Parking.* New developments with 60 or more required off-street parking spaces, and falling within the Public Services and Industrial use classifications, and Business and Professional Services use category, shall designate a minimum of 5 percent of their total off-street parking spaces for carpool or vanpool parking.
- d) *Maximum Off-Street Parking.* Unless otherwise provided in the SRC, off-street parking shall not exceed the amounts set forth in Table 806-2.

Finding: As proposed, the development is required to provide a minimum of 2 off-street parking spaces ($1,358 / 900 = 1.5$). The applicant's site plan indicates three off-street parking spaces will be provided. None of the parking stalls are proposed to be compact and one parking stall will meet ADA standards. The maximum allowed off-street parking for this development is 5 stalls.

The proposed site plan is consistent with the minimum and maximum off-street parking requirements of SRC Chapter 806.

SRC 806.035 - Off-Street Parking and Vehicle Use Area Development Standards.

- a) *General Applicability.* The off-street parking and vehicle use area development standards set forth in this section apply to the development of new off-street parking and vehicle use areas.
- b) *Location.* Off-street parking and vehicle use areas shall not be located within required setbacks.
- c) *Perimeter Setbacks and Landscaping.* Perimeter setbacks shall be required for off-street parking and vehicle use areas abutting streets, abutting interior front, side, and rear property lines, and adjacent to buildings and structures.

Finding: The site plan indicates all setbacks will be landscaped. There is a 5-foot wide pedestrian ramp to access the proposed office building and serves as a perimeter setback to the vehicle use areas. A perimeter setback is not required adjacent to the truck wash canopy as this is a loading and vehicle use area.

- d) *Interior Landscaping.* Interior landscaping shall be provided in amounts not less than those set forth in Table 806-5. For parking areas less than 5,000 square feet in size, no interior parking area shall be required.

Finding: The proposed parking area is less than 5,000. Therefore, no interior landscaping is required.

- e) *Off-Street Parking Area Dimensions.* Off-street parking areas shall conform to the minimum dimensions set forth in Table 806-6.

Finding: With a proposed 32-foot wide drive aisle behind the proposed parking stalls, the proposed parking spaces, driveway and drive aisle for the off-street parking area meet the minimum dimensional requirements of SRC Chapter 806.

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

Finding: The proposed off-street parking area is developed consistent with the additional development standards for grade, surfacing, and drainage. The site plan indicates an elevated curb at the edge of the landscaped area which will act as a bumper guard and wheel barriers, preventing vehicles from overhanding the property line.

The parking area striping, marking, signage and lighting shall be consistent with SRC Chapter 806. Off-street parking area screening is not required for the proposed parking area.

SRC 806.040 - Driveway Development Standards.

- 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.
- b) *Location.* Driveways shall not be located within required setbacks.
- c) *Additional Development Standards 806.040(c)-(g).*

Finding: The interior driveways proposed for the off-street parking area conform to the driveway location and dimensional requirements of SRC 806.040.

Bicycle Parking

SRC 806.045 - General Applicability.

Bicycle parking shall be provided and maintained for each proposed new use or activity.

SRC 806.050 – Proximity of Bicycle Parking to Use or Activity Served.

Bicycle parking shall be located on the same development site as the use or activity it serves.

SRC 806.055 - Amount of Bicycle Parking.

The proposed motor vehicle and manufactured dwelling and trailer sales / motor vehicle services uses require 1 bicycle parking space per 9,000 square feet of floor area.

Finding: The combined floor area of both the office and the truck wash area is approximately 1,358 square feet in size therefore, no bicycle parking is required for this development.

Off-Street Loading Areas

SRC 806.065 - General Applicability.

Off-street loading areas shall be provided and maintained for each proposed new use or activity.

SRC 806.075 - Amount of Off-Street Loading.

Off-street loading spaces are not required for motor vehicle and manufactured dwelling and trailer sales / motor vehicle service uses that are less than 5,000 square feet in size.

Finding: The proposed development includes an office building and a self-service truck wash canopy that, together, are approximately 1,358 square feet in size.

Because the proposed buildings are less than 5,000 square feet in size, no off-street loading spaces are required for the development.

Landscaping

All required setbacks shall be landscaped with a minimum of 1 plant unit per 20 square feet of landscaped area. A minimum of 40 percent of the required number of plant units shall be a combination of mature trees, shade trees, evergreen/conifer trees, or ornamental trees. Plant materials and minimum plant unit values are defined in SRC Chapter 807, Table 807-2.

All building permit applications for development subject to landscaping requirements shall include landscape and irrigation plans meeting the requirements of SRC Chapter 807.

Finding: All required setbacks shall be landscaped with a minimum of 1 plant unit per 20 square feet of landscaped area. A minimum of 40 percent of the required number of plant units shall be a combination of mature trees, shade trees, evergreen/conifer trees, or ornamental trees. Plant materials and minimum plant unit values are defined in SRC Chapter 807, Table 807-2.

Landscape and irrigation plans will be reviewed for conformance with the requirements of SRC 807 at the time of building permit application review. To ensure the standards of SRC Chapter 807 are met, the following condition shall apply:

Condition 2: At the time of building permit, the applicant shall submit landscape and irrigation plans meeting the standards of SRC Chapter 807.

Natural Resources

SRC 601 – Floodplain Overlay Zone: An existing floodplain is located on the subject property as designated on the Federal Emergency Management Agency floodplain maps. Development within the floodplain requires a floodplain development permit and is subject to the requirements of Salem Revised Code (SRC) Chapter 601. All new structures shall have the lowest floor elevation no less than two feet above the highest adjacent grade of the building site, or be completely flood proofed to or above that level so that any space below that level is watertight with walls substantially impermeable to the passage of water. An Elevation Certificate or flood proofing certification is required to verify the new structure's flood protection level. The following condition shall apply:

Condition 3: All new structures shall have the lowest floor elevation no less than two feet above the highest natural grade of the building site, or be completely flood proofed to or above that level so that any space below that level is watertight with walls substantially impermeable to the passage of water pursuant to SRC 601.095.

SRC 808 - Preservation of Trees and Vegetation: The City's tree preservation ordinance, under SRC Chapter 808, provides that no person shall remove a significant tree (Oregon White Oak greater than 24 inches in diameter at breast height) (SRC 808.015) or a tree or native vegetation in a riparian corridor (SRC 808.020), unless the removal is excepted under SRC 808.030(a)(2), undertaken pursuant to a permit issued under SRC 808.030(d), undertaken pursuant to a tree conservation plan approved under SRC 808.035, or permitted by a variance granted under SRC 808.045.

No protected riparian trees or significant trees have been identified on the site plan for removal. The subject site appears to be void of trees as defined by SRC Chapter 808.

SRC 809 - Wetlands: Grading and construction activities within wetlands are regulated by the Oregon Department of State Lands (DSL) and US Army Corps of Engineers. State and Federal wetland laws are also administered by the DSL and Army Corps, and potential impacts to jurisdictional wetlands are addressed through application and enforcement of appropriate mitigation measures.

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

SRC 810 - Landslide Hazards: A geological assessment or report is required when regulated activity is proposed in a mapped landslide hazard area. The subject property does not contain mapped landslide hazards in the area of development. The proposed commercial development is assigned 3 activity points.

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.

Criterion 2:

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

Finding: An adequate linking street is defined as the nearest point on a street that has a minimum 60-foot-wide right-of-way with a minimum 30-foot improvement for local streets or a minimum 34-foot improvement for major streets (SRC 200.055(b)). All streets abutting the property boundaries shall be designed to the greater of the standards of SRC Chapter 803 and the standards of linking streets in SRC 200.055(b).

The nearest adequate linking street is located at the intersection of 22nd Street SE. No linking street improvements are required. In addition, no boundary street

improvements are required pursuant to SRC 803.040(d)(1) because the City has an existing CIP project to improve the intersection of 22nd Street SE and McGilchrist SE.

The existing street system is adequate to serve the proposed development and the development generates less than 20 new average daily vehicle trips; therefore no right-of-way dedication or street improvements are required (SRC 803.040(d)). The proposed development is subject to a special setback equal to 42-feet from centerline on the development side of McGilchrist Street SE.

As proposed and conditioned above, this criterion is met.

Criterion 3:

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

Finding: The proposed driveway accesses onto 22nd Street SE and McGilchrist Street SE provides for safe turning movements into and out of the property as specified in Section 5 of this decision. As proposed, the development is lacking adequate pedestrian connections from the parking area to the proposed building. The following condition shall apply:

Condition 4: A minimum 5-foot wide striped pedestrian accessway shall be provided from the parking area to the proposed building entrance, pursuant to SRC 220.005(f)(3)(c).

As conditioned and proposed, this criterion is met.

Criterion 4:

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

Finding: The Public Works Department has reviewed the applicant's preliminary plan for this site. The water, sewer, and storm infrastructure are available within surrounding streets/areas and are adequate to serve the proposed development. The applicant is proposing to serve the property from the existing main in 22nd Street SE. Pursuant to PWDS 5.8(b)(1), water service shall be taken along the property frontage from the 12-inch water main in McGilchrist Street SE.

The applicant's engineer submitted a preliminary stormwater plan 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.

The applicant shall design and construct all utilities (sewer, water, and storm drainage) according to the PWDS and to the satisfaction of the Public Works Director. The applicant is advised that a sewer monitoring manhole may be required, and the trash area shall be designed in compliance with Public Works Standards. To ensure these standards are met, the following conditions shall apply:

Condition 5: Water service shall be taken along the property frontage from the 12-inch water main in McGilchrist Street SE pursuant to PWDS 5.8(b)(1).

Condition 6: 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).

As proposed and conditioned, this criterion is met.

4. Analysis of Class 2 Adjustment Approval Criteria

SRC 250.005(d)(2) states:

An application for a Class 2 Adjustment shall be granted if all of the following criteria are met:

- 1) 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.
- 2) If located within a residential zone, the proposed development will not detract from the livability or appearance of the residential area.
- 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.

Criterion 1:

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.

Finding: The applicant is requesting a Class 2 adjustment to allow for reduced spacing between driveways less than the standard of 370 feet. The development is proposing a new shared driveway located approximately 280 feet from the existing westerly intersection of McGilchrist Street SE and 22nd Street SE, and approximately 150 feet from the intersection of McGilchrist Street SE and Ford Street SE. Because the driveway is being shared with an existing 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.

Criterion 2:

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

Finding: The property is not located within a residential zone. This criterion is not applicable to the development proposal.

Criterion 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.

Finding: The applicant is requesting one Class 2 Adjustment for driveway spacing. This criterion is not applicable to the development proposal.

5. Analysis of Class 2 Driveway Approach Permit Criteria

SRC 804.025(d) states:

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;
- 2) No site conditions prevent placing the driveway approach in the required location;
- 3) The number of driveway approaches onto an arterial are minimized;
- 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;
- 5) The proposed driveway approach meets vision clearance standards;
- 6) The proposed driveway approach does not create traffic hazards and provides for safe turning movements and access;
- 7) The proposed driveway approach does not result in significant adverse impacts to the vicinity;
- 8) The proposed driveway approach minimizes impact to the functionality of adjacent streets and intersections; and
- 9) The proposed driveway approach balances the adverse impacts to residentially zoned property and the functionality of adjacent streets.

Criterion 1:

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

Finding: The proposed driveways meet the standards of SRC Chapter 804, except for spacing standards as approved through a concurrent Class 2 adjustment. The Class 2 Adjustment findings are addressed above.

Criterion 2:

No site conditions prevent placing the driveway approach in the required location.

Finding: There are no site conditions prohibiting the location of the proposed driveway.

Criterion 3:

The number of driveway approaches onto an arterial are minimized.

Finding: No additional driveway approaches are proposed onto McGilchrist Street SE. The applicant proposes to widen an existing driveway at the east line of the subject property to provide one shared access onto the arterial street.

Criterion 4:

The proposed driveway approach, where possible:

- a) Is shared with an adjacent property; or
- b) Takes access from the lowest classification of street abutting the property.

Finding: The proposed driveway approach is on a Major Arterial and is being shared with the adjacent parcel to the east. An additional access is being provided to 22nd Street SE, a Collector street.

Criterion 5:

The proposed driveway approach meets vision clearance standards.

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

Criterion 6:

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

Finding: No evidence has been submitted to indicate that the proposed driveway will create traffic hazards or unsafe turning movements. Additionally, our 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.

Criterion 7:

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

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

Criterion 8:

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

Finding: The property is located on the corner of a Major Arterial street (McGilchrist Street SE) and a Collector street (22nd Street SE). The applicant is proposing a shared driveway to the higher classification of street and a new driveway to the lower classification of street. By providing shared access to the Major Arterial street, the applicant has minimized impacts to the functionality of adjacent streets and intersections.

Criterion 9:

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

Finding: The proposed 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.

6. Based upon review of SRC Chapters 200, 220, 250 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.

ORDER

Final approval of Urban Growth Area Preliminary Declaration, Class 3 Site Plan Review, Class 2 Adjustment and Class 2 Driveway Approach Permit Case No. 18-02 is hereby GRANTED subject to SRC Chapters 200, 220, 250 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:

CONDITIONS OF CLASS 3 SITE PLAN REVIEW

- Condition 1:** The special setback along McGilchrist Street SE is 42 feet from centerline. All building and vehicle use area setbacks shall be measured from the special setback line. This will be verified at the time of building permit.
- Condition 2:** At the time of building permit, the applicant shall submit landscape and irrigation plans meeting the standards of SRC Chapter 807.
- Condition 3:** All new structures shall have the lowest floor elevation no less than two feet above the highest natural grade of the building site, or be completely flood proofed to or above that level so that any space below that level is watertight with walls substantially impermeable to the passage of water pursuant to SRC 601.095.
- Condition 4:** A minimum 5-foot wide striped pedestrian accessway shall be provided from the parking area to the proposed building entrance, pursuant to SRC 220.005(f)(3)(c).

Condition 5: Water service shall be taken along the property frontage from the 12-inch water main in McGilchrist Street SE pursuant to PWDS 5.8(b)(1).

Condition 6: 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).



Britany Randall,
Planning Administrator Designee

Prepared by Britany Randall, Planner II

Attachments: A. Vicinity Map
B. Proposed Plans
C. Applicant's Written Statement
D. Public Works Memo

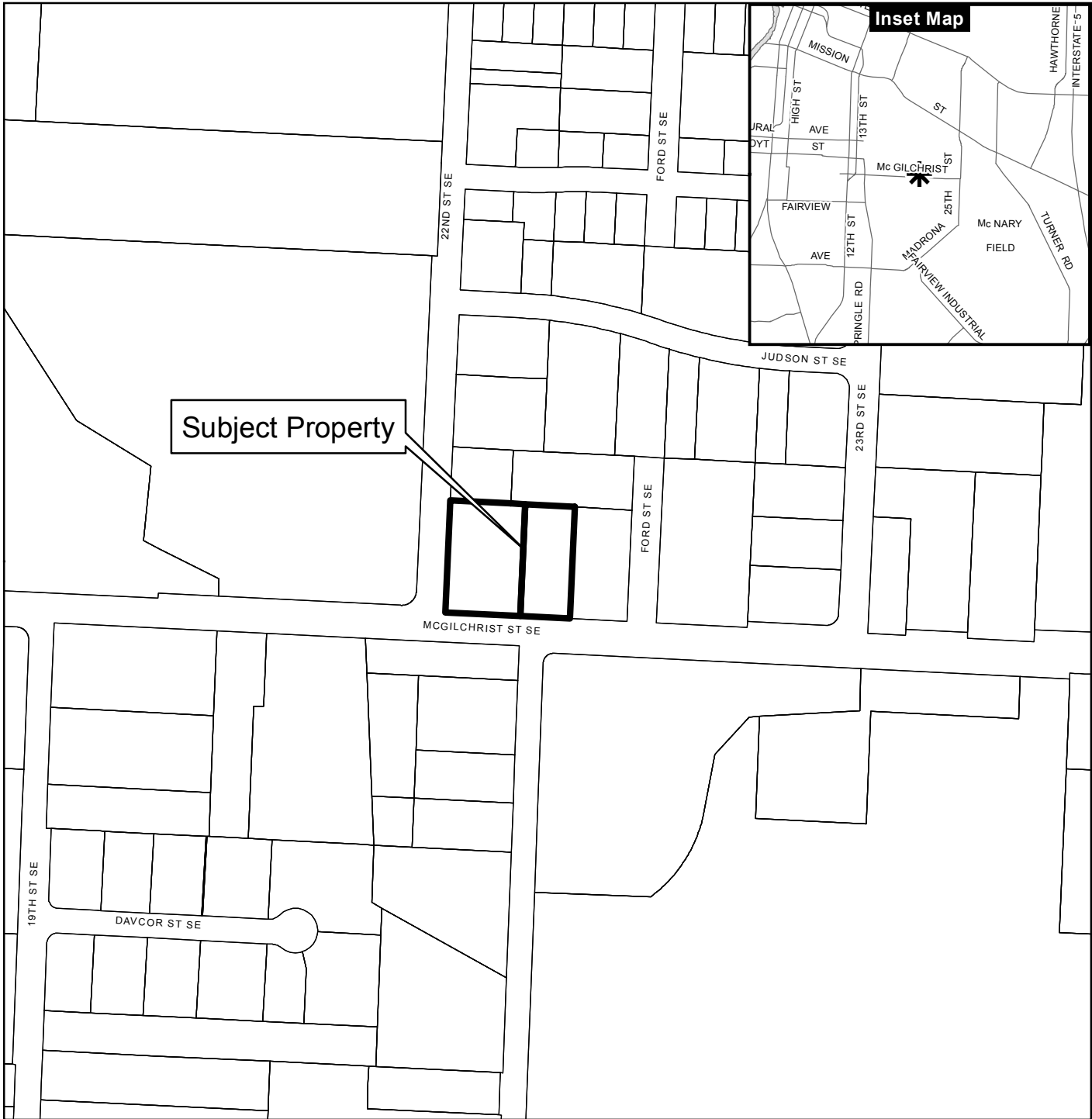
Application Deemed Complete: September 27, 2018
Notice of Decision Mailing Date: November 29, 2018
Decision Effective Date: December 15, 2018
State Mandated Decision Date: January 25, 2019

The rights granted by the attached decision for Urban Growth Preliminary Declaration Case No. UGA-SPR-ADJ-DAP 18-02 must be exercised or an extension granted by **December 15, 2020** or this approval shall be null and void. The rights granted by the attached decision for Class 3 Site Plan Review Case No. UGA-SPR-ADJ-DAP 18-02 must be exercised by **December 15, 2022** or this approval shall be null and void. The rights granted by the attached decision for Class 2 Adjustment Case No. UGA-SPR-ADJ-DAP 18-02 must be exercised or an extension granted by **December 15, 2020** or this approval shall be null and void. The rights granted by the attached decision for Class 2 Driveway Approach Permit Case No. UGA-SPR-ADJ-DAP 18-02 must be exercised or an extension granted by **December 15, 2020** or this approval shall be null and void.

This decision is final unless written appeal from an aggrieved party is filed with the City of Salem Planning Division, Room 305, 555 Liberty Street SE, Salem OR 97301, no later than **5:00 p.m., December 14, 2018**. The notice of appeal must contain the information required by SRC 300.1020 and must state where the decision failed to conform to the provisions of the applicable code section, SRC Chapter(s) 200, 220, 250 and 804. The appeal must be filed in duplicate with the City of Salem Planning Division. 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 City Council will review the appeal at a public hearing. After the hearing, the City Council may amend, rescind, or affirm the action, or refer the matter to staff for additional information.

Vicinity Map

1950 22nd Street SE



Legend

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



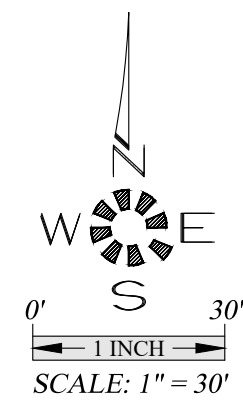
Parks



0 100 200 400 Feet



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ENTERPRISE TRUCK RENTAL FACILITY

McGILCHRIST PROPERTY

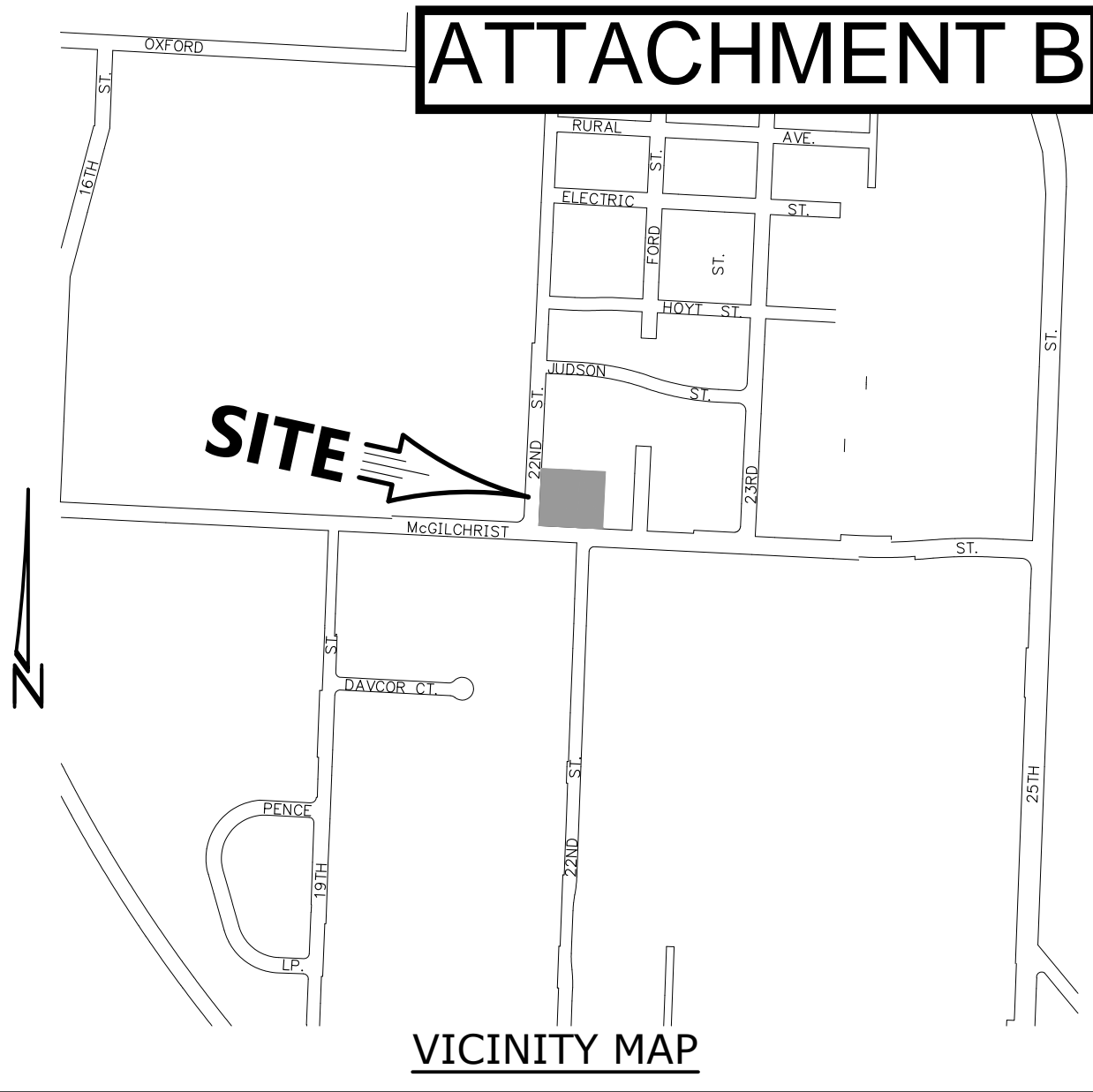
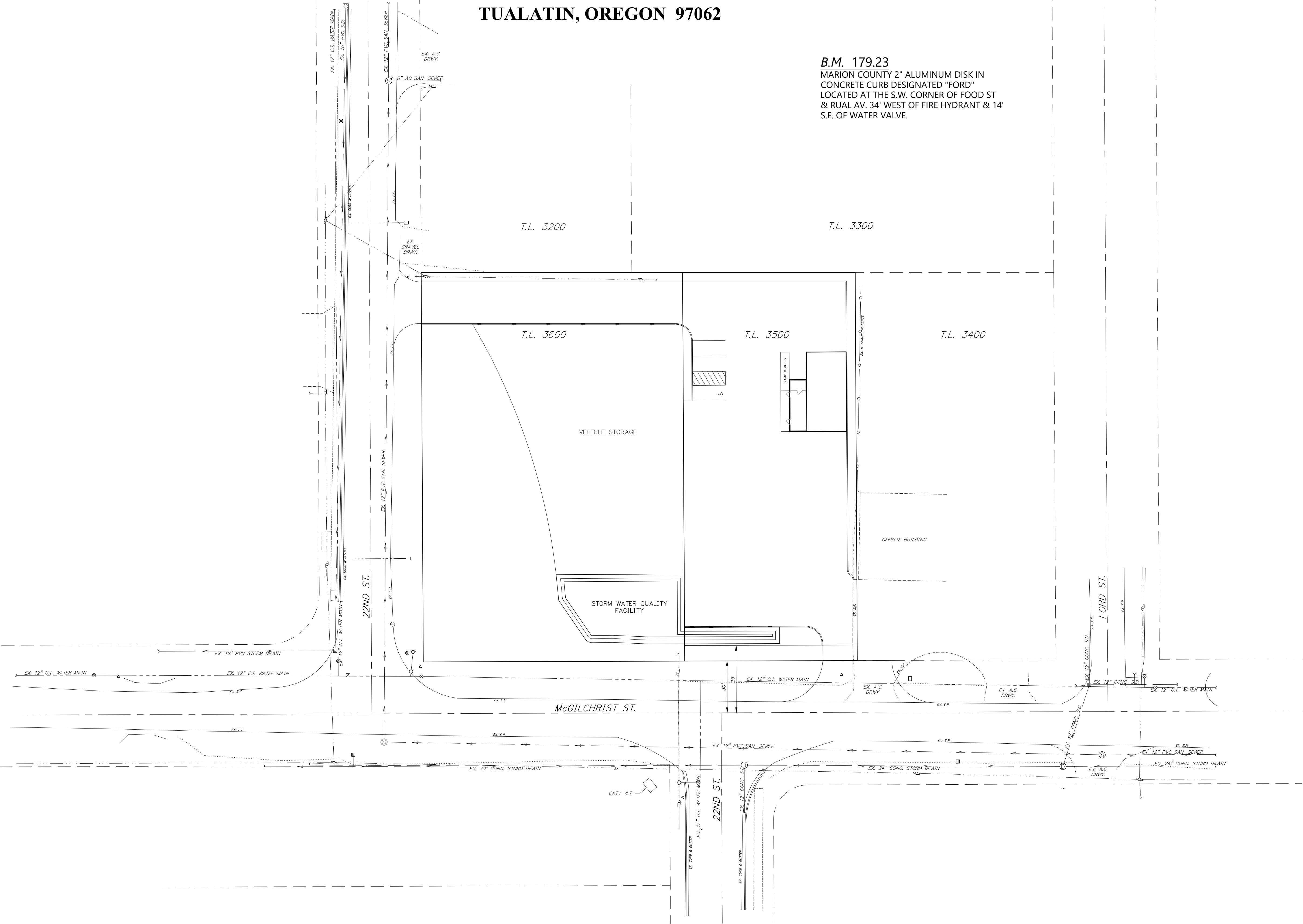
SEC. 35, T. 7 S., R. 3 W., W.M.
CITY OF SALEM
MARION COUNTY, OREGON

Owner / Developer:

AVA JOUBERT, CFM
ENTERPRISE HOLDINGS

20400 SW TETON
TUALATIN, OREGON 97062

B.M. 179.23
MARION COUNTY 2" ALUMINUM DISK IN
CONCRETE CURB DESIGNATED "FORD"
LOCATED AT THE S.W. CORNER OF FOOD ST
& RUAL AV. 34' WEST OF FIRE HYDRANT & 14'
S.E. OF WATER VALVE.



SITE PLAN REVIEW / SITE DESIGN REVIEW SHEET INDEX

SR1 COVER SHEET
SR2 SITE PLAN
SR3 GRADING & DRAINAGE PLAN
SR4 UTILITY PLAN

2 FLOOR PLAN
A3 ELEVATIONS

L1 SCHEMATIC LANDSCAPE PLAN
L2 SCHEMATIC LANDSCAPE PLAN
L3 SCHEMATIC LANDSCAPE PLAN



**SITE PLAN REVIEW /
SITE DESIGN REVIEW
COVER SHEET**

**ENTERPRISE TRUCK RENTAL
FACILITY
McGILCHRIST PROPERTY**

ABBREVIATIONS

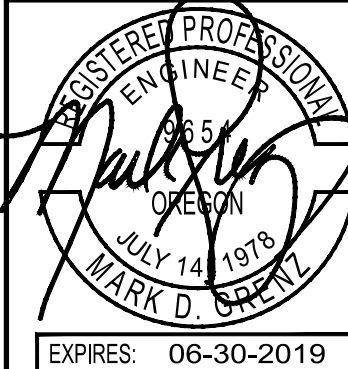
A.C.	ASPHALTIC CONCRETE	L.P.	LIGHT POLE
ACMP	ALUMINIZED CMP	M	METER, MAIN
ASSY.	ASSEMBLY	M.H.	MANHOLE
B.O.	BLOW OFF	MTL.	METAL
B.F.V.	BUTTERFLY VALVE	O.H.	OVERHEAD
C & G	CURB & GUTTER	PC	POINT OF CURVE
CATV	CABLE TELEVISION	PCC	POINT OF CONTINUING CURVE
C.B.	CATCH BASIN	PED.	PEDESTAL
C.B.C.O.	CATCH BASIN CLEANOUT	PRC	POINT OF REVERSE CURVE
C.B.I.	CATCH BASIN INLET	PROP.	PROPOSED
C.L.	CENTERLINE	PT	POINT OF TANGENCY
CMP	CORRUGATED METAL PIPE	PUB.	PUBLIC
C.O.	CLEANOUT	PUE	PUBLIC UTILITY EASMT.
CONC.	CONCRETE	PVC	POLYVINYL CHLORIDE
CONST.	CONSTRUCT	PVT.	PRIVATE
D.I.	DUCTILE IRON	P.P.	POWER POLE
DIA.	DIAMETER	P.L.	PROPERTY LINE
DWG.	DRAWING	R	RADIUS
EASMT.	EASEMENT	R-	RIM
E.G.	EXIST. GRADE / GROUND	RD	ROOF DRAIN
EOP, E.P.	EDGE OF PAVEMENT	R.O.W.	RIGHT-OF-WAY
ELEC.	ELECTRIC	SAN.S. or S.S.	SANITARY SEWER
ELEV. or EL.	ELEVATION	S	SLOPE
EX. or EXIST.	EXISTING	STA.	STATION
FT.	FEET	STD.	STANDARD
F.F.	FINISH FLOOR	STL.	STEEL
F.G.	FINISH GRADE	STM.DRN. or S.D.	STORM DRAIN
F.H.	FIRE HYDRANT	SVC.	SERVICE
F.M.	FORCE MAIN	SW	SIDEWALK
GUT. or GTR.	GUTTER	T.C.	TOP OF CURB
G.V.	GATE VALVE	TEL.	TELEPHONE
IMP.	IMPROVEMENT	TYP.	TYPICAL
INS.	INSERT	U.G.	UNDERGROUND
INV. or I-	INVERT	VLT.	VAULT
L	LENGTH, LINE	W.M.	WATER MAIN

SYMBOLS

EXIST. PROP.	EXIST. PROP.
⊖ BLOW OFF ASSY.	⊗ MANHOLE SAN. SEWER
⊞ CATCH BASIN	⊗ MANHOLE STORM DRAIN
⊞ CATCH BASIN CLEANOUT	⊗ 2' DIA. C.O. / M.H.
⊞ CATCH BASIN INLET	⊗ MANHOLE TELEPHONE
⊞ CATV PED. / BOX	⊗ MANHOLE WATER
⊖ CLEANOUT	⊗ REDUCER / INCREASER
⊞ ELEC. PED. / BOX	⊗ TEL. PED. / BOX
⊖ FIRE HYDRANT	⊗ TRAFFIC PED. / BOX
⊗ GAS LOCATION MARKER	⊗ UTILITY / POWER POLE
⊞ GAS VALVE	⊞ WATER METER
⊞ MAIL BOX	⊗ WATER VALVE
— CABLE TELEVISION	— SANITARY SEWER EXIST.
— CENTERLINE	— SANITARY SEWER PROP.
— DITCH C.L.	— STORM DRAIN EXIST.
— ELECTRICAL LINE	— STORM DRAIN PROP.
— GAS MAIN	— WATER MAIN EXIST.
— TELEPHONE LINE	— WATER MAIN PROP.

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DESIGN ENGINEER.
DIMENSIONS & NOTES TAKE
PRECEDENCE OVER
GRAPHICAL REPRESENTATION.

Design: M.D.G.
Drawn: D.G.G.
Checked: B.M.G.
Date: MAY 2018
Scale: AS SHOWN



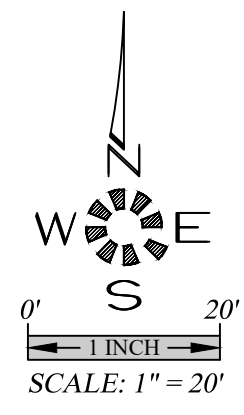
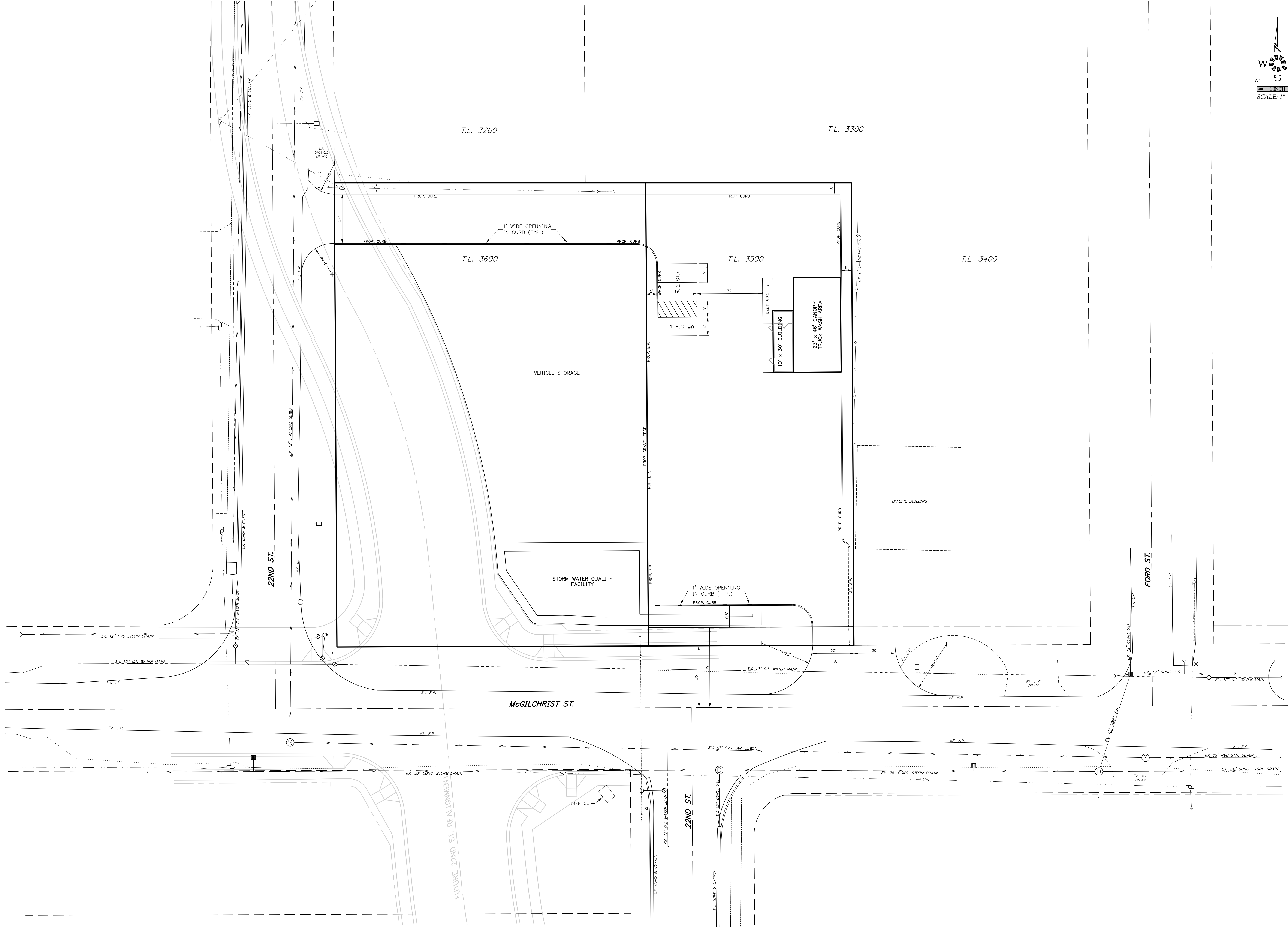
EXPIRES 06-30-2019

JOB # 6619

SR1

1. REVISED PER CITY REVIEW D.G.G. - 2018/09/20 6619 383-0207

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MULTI/TECH

ENGINEERING SERVICES, INC.

1155 13th ST. S.E. SALEM, OR. 97302
 PH. (503) 363-9227 FAX (503) 364-1260
 WWW.MULTITECHENGINEERS.COM

**SITE PLAN REVIEW /
 SITE DESIGN REVIEW
 SITE PLAN**

**ENTERPRISE TRUCK RENTAL
 FACILITY
 MCGILCHRIST PROPERTY**

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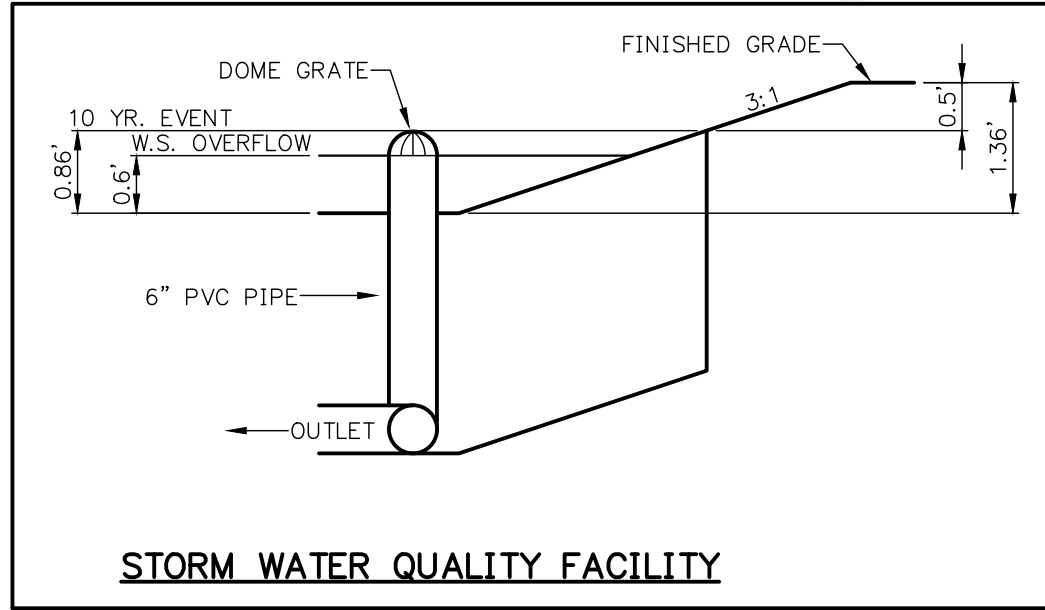
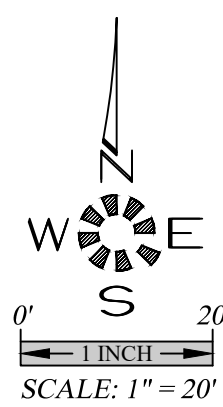
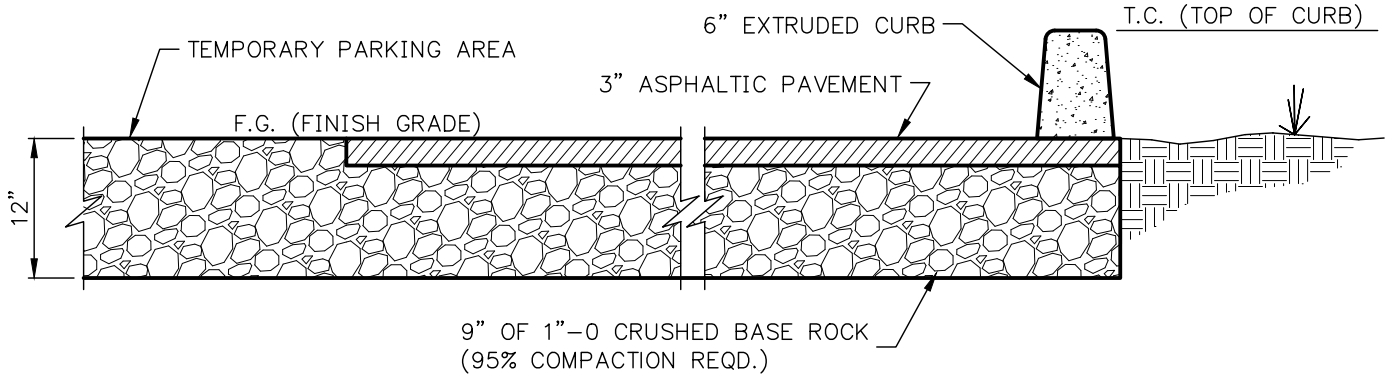
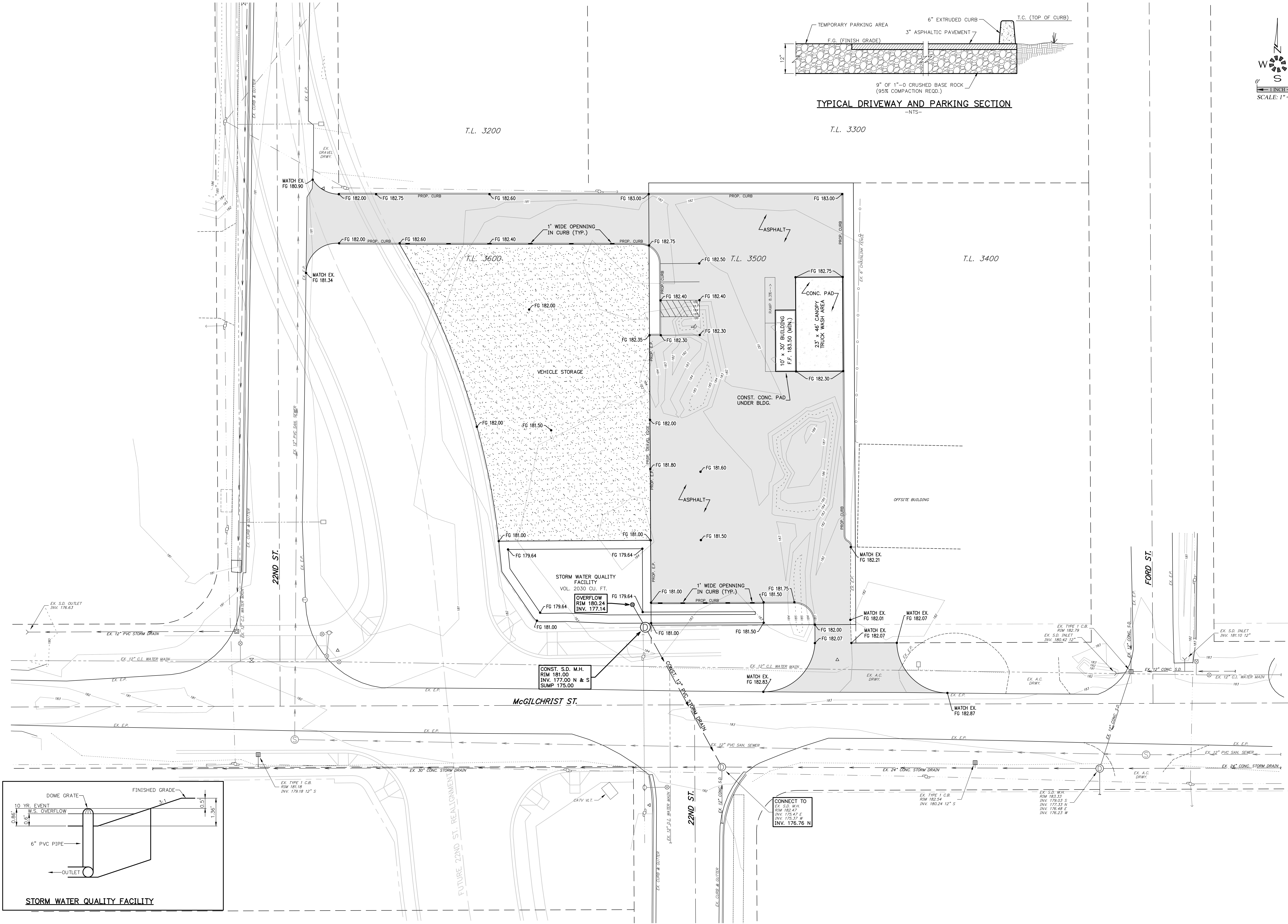
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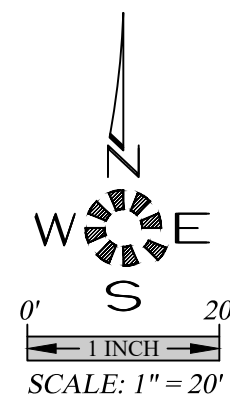
D.G.G. - 2018/09/20
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 Drawn: D.G.G.
 Checked: B.M.G.
 Date: MAY 2018
 Scale: AS SHOWN

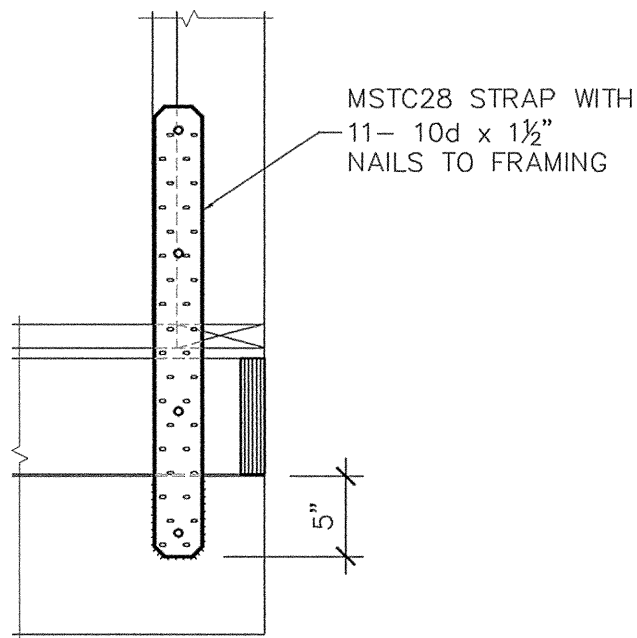
REGISTERED PROFESSIONAL
 ENGINEER
 OREGON
 JAMES L. COFFEE
 EXPIRES: 06-30-2019
 JOB # 6619

SR2



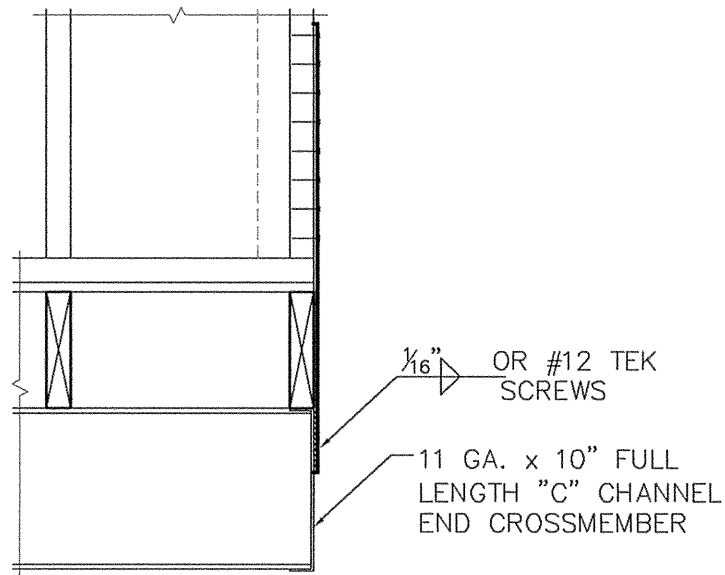
**SR4**

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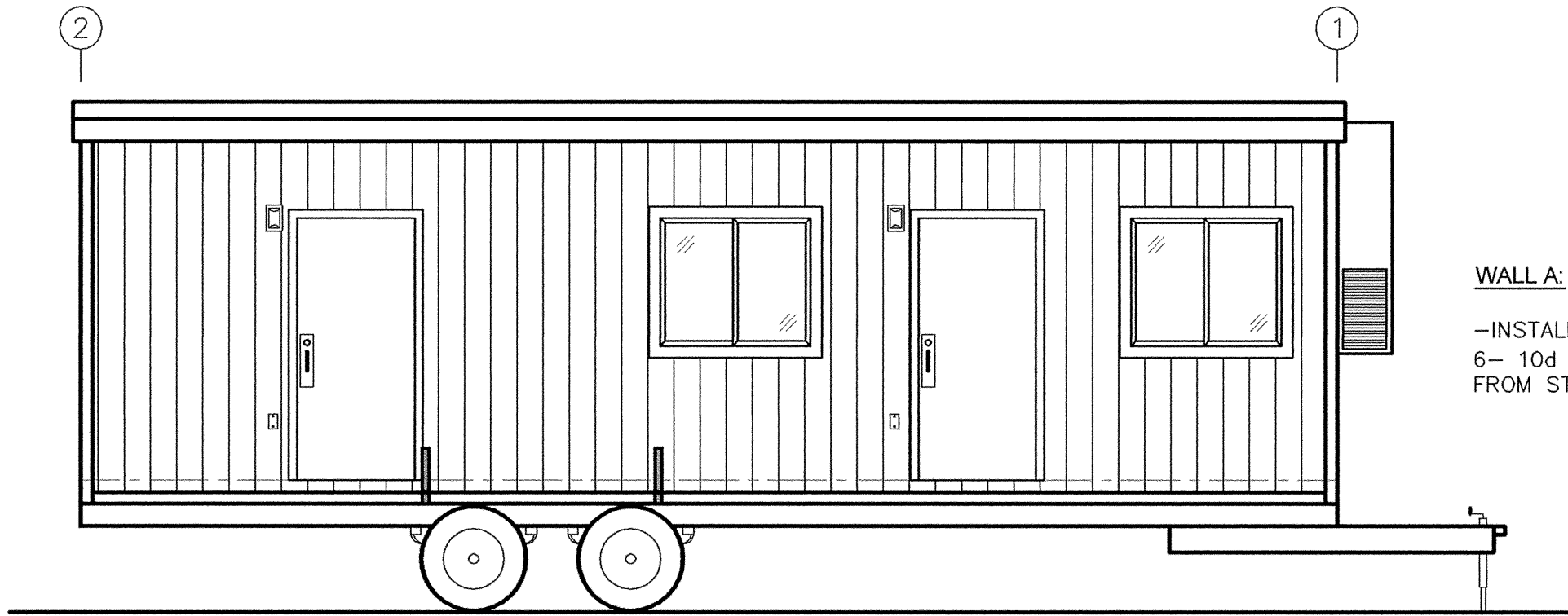


WELD STRAP WITH 3" FILLET
EACH SIDE OR INSTALL
4- #12 TEK SCREWS.

FRONT VIEW



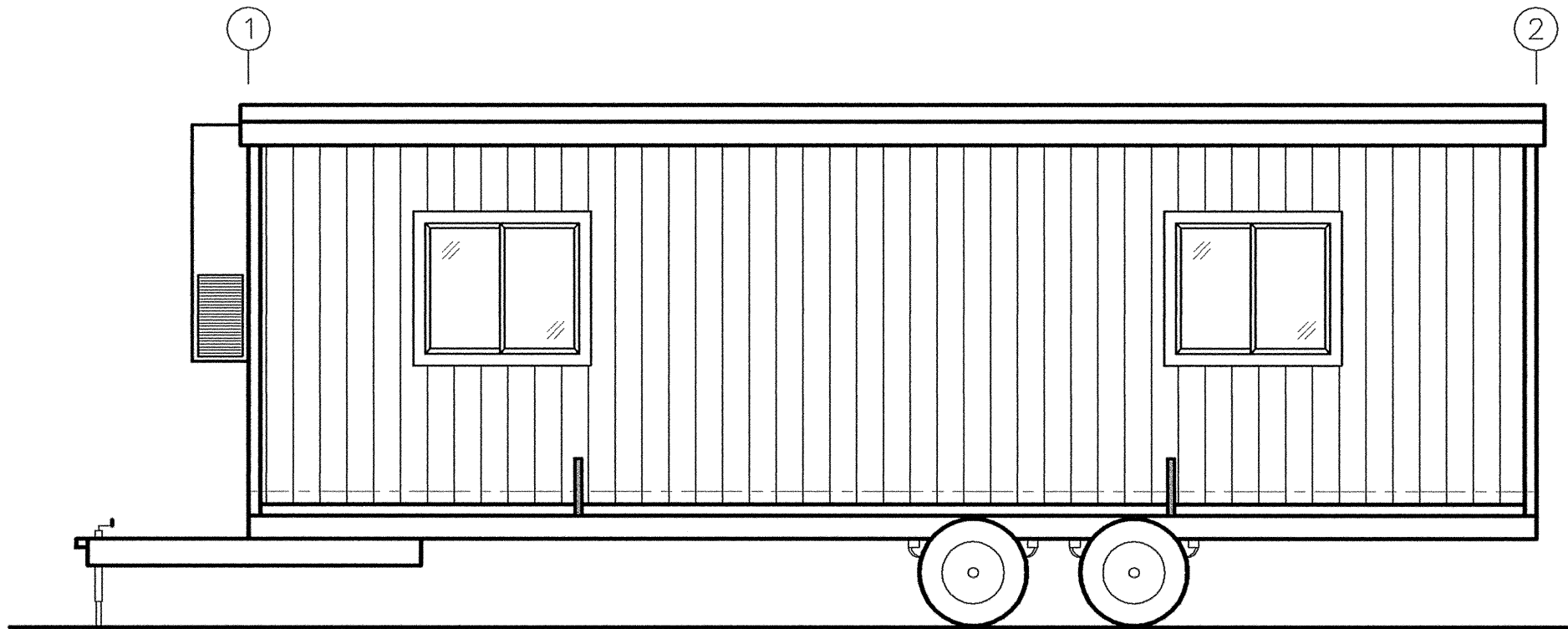
SIDE VIEW



WALL A:
-INSTALL ST2215 STRAPS WHERE SHOWN. USE
6- 10d x 1 1/2" NAILS EACH END OF EACH STRAP
FROM STUD TO FLOOR RIM.

WALL 'A' ELEVATION

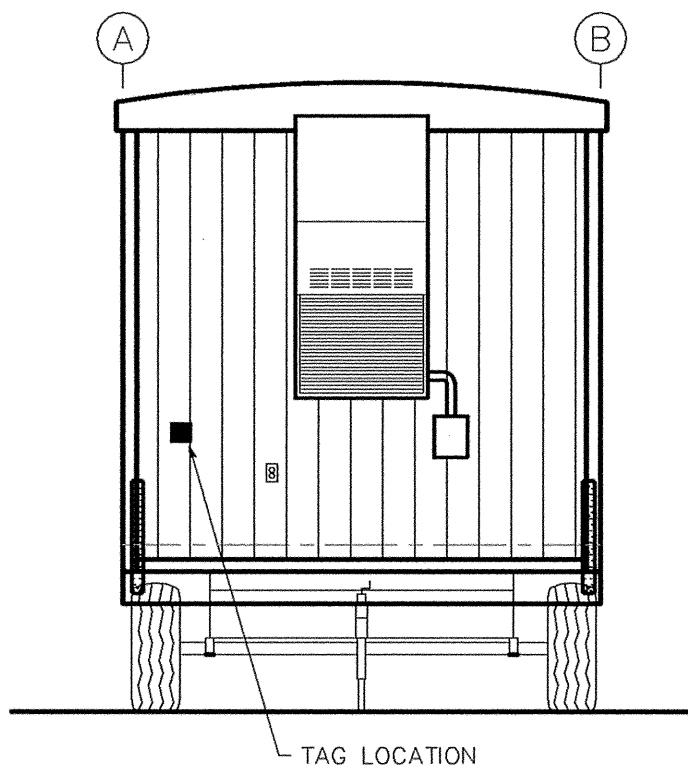
1/4" = 1'-0"



WALL B:
-INSTALL ST2215 STRAPS WHERE SHOWN. USE
6- 10d x 1 1/2" NAILS EACH END OF EACH STRAP
FROM STUD TO FLOOR RIM.

WALL 'B' ELEVATION

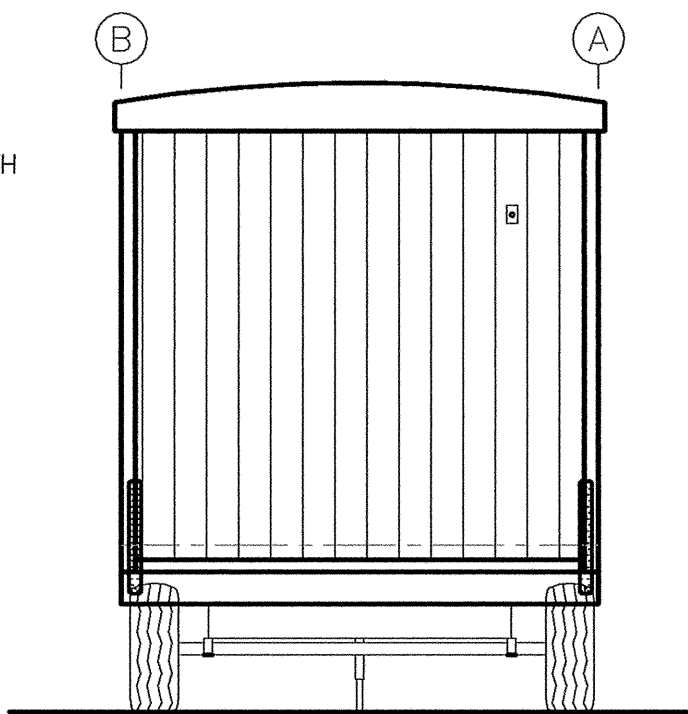
1/4" = 1'-0"



WALL '1' ELEVATION

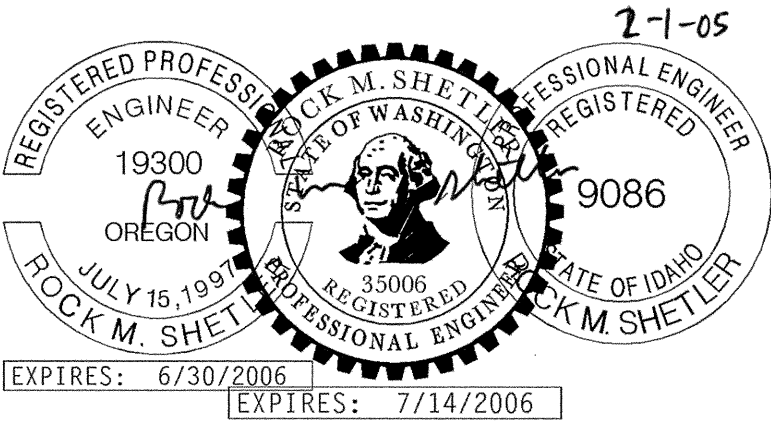
1/4" = 1'-0"

WALLS 1 & 2:
-INSTALL 7/16" LP SMARTSIDE SIDING WITH
ALL EDGES SUPPORTED AND FASTEN
WITH .099 x 2" GALV. BOX NAILS AT
4"oc EDGE, 12" IN FIELD.
-USE MSTC28 STRAPS AT CORNERS,
SEE DETAIL "1", THIS SHEET.



WALL '2' ELEVATION

1/4" = 1'-0"



1-26-05	ENGINEERING	LDG
1-28-05	CHANGE TO SMARTSIDE SIDING	LDG
2-1-05	ENGINEERING	LDG
DATE	REVISION	BY

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MOBILE
10 x 30
OR, WA, ID

MASTER PLAN for:
10 x 30 OFFICE (05 BLMP-21)
Pacific Mobile

TITLE:	ELEVATIONS
Issue Date:	2-1-04
DRAWN BY:	LDG
DATE:	1-17-05
JOB NO:	13042-51

A-3

Type III Site Plan Review Criteria (UDC 220.005(f)(3)):

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

Findings: The application has met all applicable standards of the Salem Revised Code. The subject property is zoned IG (General Industrial) and located at 1950 22nd Street SE (073W35DB/Tax Lot 3500). The applicant is proposing a commercial office building for vehicle rental and a self-serve car wash. The commercial building is permitted in the IG zone. The applicant has addressed and met all required development standards per UDC Chapter 524 and all other applicable UDC Chapters. See Site Plan.

As shown on the Site Plan the applicant has met all Code requirements. The site plan shows the vehicle circulation pattern; parking stalls and aisle way locations and dimensions; elevations, handicap parking locations; building setbacks and sizes; areas to be landscaped; and service areas. Site grading and location of utilities and hydrants are illustrated on separate plans.

The surrounding properties are designated as:

North: IG (General Industrial); existing commercial and industrial uses

East: IG (General Industrial); existing commercial and industrial uses

West: IG (General Industrial); existing commercial and industrial uses

South: IG (General Industrial) and IC (Industrial Commercial); existing commercial and industrial uses

Setbacks:

North: 45-foot setback

East: 5-foot setback (building)

South: 132-foot setback (building)

West: 56-foot setback (building)/5-foot setback (parking area)

Parking: 3 On-Site Parking Spaces

Standard-2

ADA-1

Landscaping:

Landscape plans have been provided as part of this application package.

Access:

The development will have direct access onto McGilchrist Street and the already existing street system within the area via a proposed 35-foot wide paved driveway. The subject property will also have access onto 22nd Street via a proposed 24-foot wide paved driveway. The developments parking areas and two-way driveways provide for an orderly and efficient circulation of traffic into and out of the proposed development.

Parking areas and driveways are designated to facilitate safe and efficient movement of vehicles and pedestrians. See site plans.

The site will be adequately served with City water, sewer, storm drainage, and other utilities appropriate to the nature of the development.

(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;*

Findings: A TGE form has been submitted as part of this packet. The subject property has street frontage on McGilchrist Street to the south. McGilchrist Street is designated as a 'Major arterial' street within the City of Salem Transportation Plan. The subject property will also have access to 22nd Street through the property to the west. 22nd Street is designated as a 'collector' street within the City of Salem Transportation Plan. As shown on the site plan, safe and efficient access and circulation has been provided into and throughout the development.

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

Findings: The applicant is proposing a commercial office building (775 square feet) and a truck wash area on the site. Both uses are permitted in the IG zone.

Parking: 3 On-Site Parking Spaces
Standard-2
ADA-1

All parking areas will be served by large maneuvering areas at least 24-feet wide, that provide access onto the site and out of the site. There is a two-way accessway located on the southern portion of the site onto McGilchrist Street, along with a 24-foot wide second accessway through the property to the west. Therefore, this standard has been 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.*

Findings: Utilities are shown on the plans and have been provided to show how the site will be served with City water, sewer, storm water facilities, and other utilities appropriate to the development.

CONCLUSION:

We believe that the materials submitted to the City of Salem address the code requirements for Site Plan Review Class-3, which is the process required for this proposal. No variances to the standards have been identified to be needed for processing this request.

Class 2-Driveway Approach Permit

SRC 804.025 (d) 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;

Applicant Response: The subject property is zoned IG (General Industrial) and located at 1950 22nd Street SE (073W35DB/Tax Lot 3500). The applicant is proposing a commercial office building for vehicle rental and a self-serve car wash. The subject property has street frontage on McGilchrist Street to the south. McGilchrist Street is designated as a 'Major arterial' street within the City of Salem Transportation Plan. The subject property will also have access to 22nd Street through the property to the west. 22nd Street is designated as a 'collector' street within the City of Salem Transportation Plan. The driveway approach will meet Public Works design standards. As shown on the site plan the driveway approach is required for access to the site and is in compliance with design standards.

(2) No site conditions prevent placing the driveway approach in the required location;

Applicant Response: The location of the driveway approach was taken into consideration prior to laying the site out. The location of the proposed driveway takes into consideration the location of other existing driveways and access onto McGilchrist Street and 22nd Street. Therefore, all factors were taken into consideration and there are no conditions on the site that prevent the driveway approach.

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

Applicant Response: McGilchrist Street is a Major Arterial. The applicant is requesting a Driveway Approach Permit to allow a driveway approach onto an Arterial. Therefore, this criterion has been met.

(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;

Applicant Response to (4)(A) and (B): The subject property is located on McGilchrist Street which is a Major Arterial. There is one driveway approach proposed onto McGilchrist Street. There is no lower classified street abutting the property. However, the subject property does have shared access with the property to the west. A 24-foot wide two-way driveway through the property to the west will provide a second accessway onto 22nd Street to and from the subject property. Therefore, this criteria has been met.

(5) The proposed driveway approach meets vision clearance standards;

Applicant Response: Through the pre-app process, the applicant has been working with Public Works to ensure that the driveway approach is in the required location and meets vision clearance standards. As shown on the site plan, this criterion has been met.

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

Applicant Response: The driveway approach does not create traffic hazards. As shown on the site plan, this criterion has been met.

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

Applicant Response: Public Works has had the opportunity to review the site plan for any adverse impacts. No adverse impacts to the vicinity have been identified. As shown on the site plan, the location of the driveway will not have any impacts on the subject property or adjacent properties. This criterion has been met.

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

Applicant Response: The applicant has been working with Public Works to ensure that the driveway approach is in the required locations to minimize impacts to adjacent streets and intersections. As shown on the site plan, this criterion has been met.


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

Applicant Response: The applicant has been working with Public Works to ensure that the driveway approach is in the required location to help balance the adverse impacts to residentially zoned property. As shown on the site plan, this criterion has been met.



MEMO

TO: Britany Randall, Planner II
Community Development Department

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

DATE: November 20, 2018

SUBJECT: PUBLIC WORKS RECOMMENDATIONS
UGA-SPR-ADJ-DAP18-02 (18-115240-RP)
1950 22ND STREET SE
COMMERCIAL OFFICE AND SELF-SERVE CARWASH

PROPOSAL

A consolidated application including an Urban Growth Area Preliminary Declaration, a Class 3 Site Plan Review, a Class 2 Adjustment for driveway spacing, and a Class 2 Driveway Approach Permit for a commercial office building for vehicle rental and a self-serve car wash on property approximately 1.30 acres, zoned IG (General Industrial), and located at 1950 22nd Street SE (Marion County Map and Tax Lot Number: 073W35DB / 3600 and 3500).

RECOMMENDED SITE PLAN REVIEW CONDITIONS OF APPROVAL

1. The special setback along McGilchrist Street SE is 42 feet from centerline pursuant to SRC 800.040.
2. All new structures shall have the lowest floor elevation no less than two feet above the highest natural grade of the building site, or be completely flood proofed to or above that level so that any space below that level is watertight with walls substantially impermeable to the passage of water pursuant to SRC 601.095.
3. Water service shall be taken along the property frontage from the 12-inch water main in McGilchrist Street SE pursuant to PWDS 5.8(b)(1).
4. Design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS.

FACTS

Streets

1. 22nd Street SE

- a. Standard—This street is designated as a Collector street in the Salem TSP. The standard for this street classification is a 34-foot-wide improvement within a 60-foot-wide right-of-way.
- b. Existing Condition—This street has an approximate 30-foot improvement, with a sidewalk along the west curb line, within a 60-foot-wide right-of-way abutting the subject property.

2. McGilchrist Street SE

- a. Standard—This street is designated as a Major Arterial street with a special street right-of-way and improvement requirement pursuant to Table G-1 in the Salem TSP. The standard for this street classification is a 68-foot-wide improvement within an 84-foot-wide right-of-way.
- b. Existing Condition—This street has an approximate 22-foot improvement within a 60-foot to 72-foot-wide right-of-way abutting the subject property.

Storm Drainage

1. Existing Conditions

- a. A 10-inch storm main is located on the far side of 22nd Street SE.
- b. A 30-inch storm main is located on the far side of McGilchrist Street SE.

Water

1. Existing Conditions

- a. The subject property is located in the G-0 water service level.
- b. A 10-inch water main is located in 22nd Street SE. Mains of this size generally convey flows of 1,500 to 3,400 gallons per minute.
- c. A 12-inch water main is located in McGilchrist Street SE. Mains of this size generally convey flows of 2,100 to 4,900 gallons per minute.

Sanitary Sewer

1. Existing Conditions

- a. A 12-inch sewer line is located in 22nd Street SE.
- b. A 12-inch sewer line is located on the far side of McGilchrist Street SE.

CRITERIA AND FINDINGS FOR UGA

The following code references indicate the criteria that must be found to exist before an affirmative decision may be made. The applicable criteria and the corresponding findings are as follows:

SRC 200.055—Standards for Street Improvements

Findings—An adequate linking street is defined as the nearest point on a street that has a minimum 60-foot-wide right-of-way with a minimum 30-foot improvement for Local streets or a minimum 34-foot improvement for Major streets (SRC 200.055(b)). All streets abutting the property boundaries shall be designed to the greater of the standards of SRC Chapter 803 and the standards of linking streets in SRC 200.055(b).

The nearest adequate linking street is located at the intersection of 22nd Street SE. No linking street improvements are required. In addition, no Boundary street improvements are required pursuant to SRC 803.040(d)(1) because the City has an existing CIP project to improve the intersection of 22nd Street SE and McGilchrist SE.

SRC 200.060—Standards for Sewer Improvements

Findings—The proposed development shall be linked to adequate facilities by the construction of sewer lines and pumping stations, which are necessary to connect to such existing sewer facilities (SRC 200.060). The nearest available sewer facility appears to be located in 22nd Street SE. No linking sewer improvements are required.

SRC 200.065—Standards for Storm Drainage Improvements

Findings—The proposed development shall be linked to existing adequate facilities by the construction of storm drain lines, open channels, and detention facilities which are necessary to connect to such existing drainage facilities. The nearest available public storm system appears to be located in McGilchrist Street SE. No linking storm improvements are required.

SRC 200.070—Standards for Water Improvements

Findings—The proposed development shall be linked to adequate facilities by the construction of water distribution lines, reservoirs, and pumping stations that connect to such existing water service facilities (SRC 200.070). The nearest available public water facility is located in McGilchrist Street SE. No linking water improvements are required.

SRC 200.075—Standards for Park Sites

Findings—The applicant shall reserve for dedication prior to development approval that property within the development site that is necessary for an adequate neighborhood park, access to such park, and recreation routes, or similar uninterrupted linkages, based upon the Salem Comprehensive Parks System Master Plan. No park facilities are required because the proposed use is non-residential.

CRITERIA AND FINDINGS FOR SPR

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 the 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.

An existing floodplain is located on the subject property as designated on the Federal Emergency Management Agency floodplain maps. Development within the floodplain requires a floodplain development permit and is subject to the requirements of SRC Chapter 601. All new structures shall have the lowest floor elevation no less than two feet above the highest adjacent natural grade of the building site, or be completely flood proofed to or above that level so that any space below that level is watertight with walls substantially impermeable to the passage of water. An Elevation Certificate or flood proofing certification is required to verify the new structure's flood protection level.

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.

The Salem-Keizer Local Wetland Inventory shows that there are hydric soils mapped on the property. The applicant should contact the Oregon Department of State Lands to

verify if any permits are required for development or construction in the vicinity of the mapped wetland area(s). Wetland notice was sent to the Oregon Department of State Lands pursuant to SRC 809.025.

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

Finding— The existing street system is adequate to serve the proposed development and the development generates less than 20 new average daily vehicle trips; therefore no right-of-way dedication or street improvements are required (SRC 803.040(d)). The proposed development is subject to a special setback equal to 42 feet from centerline on the development side of McGilchrist Street SE.

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 driveway access onto McGilchrist Street SE and 22nd Street SE provides for safe turning movements into and out of the property. Additional findings related to the driveway approach permit are included below.

Criteria: SRC 220.005(f)(3)(D) The proposed development will be adequately served with City water, sewer, storm drainage, and other utilities appropriate to the nature of the development

Finding— The Public Works Department has reviewed the applicant's preliminary plan for this site. The water, sewer, and storm infrastructure are available within surrounding streets / areas and are adequate to serve the proposed development. The applicant is proposing to serve the property from the existing main in 22nd Street SE. Pursuant to PWDS 5.8(b)(1), water service shall be taken along the property frontage from the 12-inch water main in McGilchrist Street SE.

The applicant's engineer submitted a preliminary stormwater plan 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.

The applicant shall design and construct all utilities (sewer, water, and storm drainage) according to the PWDS and to the satisfaction of the Public Works Director. The applicant is advised that a sewer monitoring manhole may be required, and the trash area shall be designed in compliance with Public Works Standards.

DRIVEWAY APPROACH PERMIT – 22nd STREET SE

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 on a Collector street. 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 driveway is located on a Collector street.

- (4) The proposed driveway approach, where possible:**

- i. Is shared with an adjacent property; or**
- ii. Takes access from the lowest classification of street abutting the property;**

Finding—The proposed driveway takes access from the lowest classification of street abutting the subject property.

- (5) Proposed driveway approach meets vision clearance standards;**

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

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

Finding—No evidence has been submitted to indicate that the proposed driveway will create traffic hazards or unsafe turning movements. Additionally, our 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—Our analysis of the proposed driveway and the evidence that has been submitted indicate that the location of the proposed driveway will not have any adverse impacts to the adjacent properties or streets

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

Finding—The property is located on the corner of a Major Arterial street (McGilchrist Street SE) and a Collector street (22nd Street SE). The applicant is proposing a driveway to the lower classification of street and it 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.

(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.

DRIVEWAY APPROACH PERMIT – MCGILCHRIST STREET SE

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 adjacent driveways; 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—No additional driveway approaches are proposed onto McGilchrist Street SE. The applicant proposes to widen an existing driveway at the east line of the subject property to provide one shared access onto the Arterial street.

(4) The proposed driveway approach, where possible:

- i. Is shared with an adjacent property; or
- ii. Takes access from the lowest classification of street abutting the property;

Finding—The proposed driveway approach is on a Major Arterial and is being shared with the adjacent parcel to the east. An additional access is being provided to 22nd Street SE, a Collector street.

(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, our 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—Our analysis of the proposed driveway and the evidence that has been submitted indicate that the location of the proposed driveway will not have any adverse impacts to the adjacent properties or streets

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

Finding—The property is located on the corner of a Major Arterial street (McGilchrist Street SE) and a Collector street (22nd Street SE). The applicant is proposing a shared driveway to the higher classification of street and a new driveway to the lower classification of street. By providing shared access to the

Major Arterial street, the applicant has minimized impacts to the functionality of adjacent streets and intersections.

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

Finding—The proposed 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 for reduced spacing between driveways less than the standard of 370 feet. The development is proposing a new shared driveway located approximately 280 feet from the existing westerly intersection of McGilchrist Street SE and 22nd Street SE, and approximately 150 feet from the intersection of McGilchrist Street SE and Ford Street SE. Because the driveway is being shared with an existing 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: Jennifer Scott, Program Manager
cc: File