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

Si necesita ayuda para comprender esta informacion, por favor llame 503-588-6173

DECISION OF THE PLANNING COMMISSION

CLASS 3 DESIGN REVIEW / CLASS 3 SITE PLAN REVIEW / CLASS 2 ADJUSTMENT / CLASS 2 DRIVEWAY APPROACH PERMIT CASE NO.: ~~DR-SPR-DAP-ADJ20-01~~ DR-SPR-ADJ-DAP20-01

APPLICATION NO.: 20-104829-DR / 20-104830-RP / 20-104831-ZO / 20-104832-ZO

NOTICE OF DECISION DATE: MAY 20, 2020

REQUEST: A consolidated application for the redevelopment of the YMCA (recreational and cultural community service) consisting of the proposed three-story, 53,599 square foot building and vehicle use area, and modifications to driveways on Cottage Street and Chemeketa Street. The application includes the following:

1) A Class 3 Design Review and Class 3 Site Plan review for the proposed building;
2) A Class 2 Driveway Approach Permit for the proposed driveway onto Cottage Street; and
3) A Class 2 Adjustment to:
   a) Allow portions of the proposed building adjacent to Court Street NE, and Cottage Street NE to be setback less than 5 ft. as required under SRC 522.010(b);
   b) Reduce the minimum six to ten-foot vehicle use area setback required to zero feet, pursuant to SRC 806.035(c)(2) to the property line abutting Cottage Street NE;
   c) Reduce the minimum six to ten-foot vehicle use area setback required to two feet, pursuant to SRC 806.035(c)(2) to the property line abutting Chemeketa Street NE;
   d) Reduce 15 percent landscaping for the development to 5 percent.
   e) Reduce required parking spaces from 153 spaces to 78 spaces, with 40 spaces across Cottage Street NE; and
   f) Eliminate the required four-foot wall required for Vehicle Use Areas abutting a street setback less than 10-feet.

The subject property is approximately 0.33 acres in size, zoned CR (Retail Commercial) within the General Retail/Office Overlay Zone, located at 299 Cottage Street NE and 685-695 Court Street SE (Marion County Assessor Map and Tax Lot NumbeR: 073W27AA / 1800 073W27AA / 1600 073W27AA / 1500 and 073W27AA / 1400).

APPLICANT: Gretchen Stone, CBTwo Architects, on behalf of Brandon Lemon, YMCA

LOCATION: 685 Court Street NE

CRITERIA: Salem Revised Code (SRC) Chapters 225.005(e)(2) – Design Review; 220.005(f)(3) – Site Plan Review; 250.005(d)(2) - Adjustment; 804.025(d) – Driveway Approach Permit

FINDINGS: The findings are in the attached Decision dated May 20, 2020.

DECISION: The **Planning Commission APPROVED** Class 3 Design Review / Class 3 Site Plan Review / Class 2 Adjustment / Class 2 Driveway Approach Permit Case DR-SPR-DAP-ADJ20-01 subject to the following conditions of approval:

CLASS 3 DESIGN REVIEW

Condition 1: The proposed building shall have 65% of ground floor windows be transparent and shall not be mirrored or treated to block visibility.

CLASS 3 SITE PLAN REVIEW

Condition 2: The trash/recycling area shall conform to the solid waste service area standards of SRC 800.055.

Condition 3: The applicant shall install a minimum of four street trees along the property frontages.

Condition 4: Replace nonconforming portions of existing sidewalk along the frontage of the property, pursuant to SRC 78.180(a).

Condition 5: Reconstruct existing curb cuts that will no longer access a vehicle use area and re-stripe on-street parking.

CLASS 2 ADJUSTMENT

Condition 6: All landscaping provided shall meet a minimum of one plant unit per 16 square feet of landscaped area. The landscaping plan shall provide at least 40% of all plant units in shade trees.

Condition 7: Any plant units designated to trees abutting the streets shall be 'Shade Trees'.

VOTE:

Yes 7 **No 0** **Absent 1 (Kopcho)**

Chane Griggs, President
Salem Planning Commission

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

Class 3 Design Review	June 05, 2022
Class 3 Site Plan Review	June 05, 2024
Class 2 Adjustment	June 05, 2022
Class 2 Driveway Approach Permit	June 05, 2022

Application Deemed Complete:	April 10, 2020
Public Hearing Date:	May 05, 2020
Notice of Decision Mailing Date:	May 20, 2020
Decision Effective Date:	June 05, 2020
State Mandate Date:	September 7, 2020

Case Manager: Olivia Dias, odias@cityofsalem.net, 503-540-2343.

This decision is final unless written appeal from an aggrieved party is filed with the City of Salem Planning Division by 5:00 p.m., Thursday, June 04, 2020. **PLEASE NOTE: Due to the COVID-19 pandemic, City of Salem Offices are closed to the public until further notice.** The notice of appeal can be submitted electronically at planning@cityofsalem.net or mailed to City of Salem Planning, Room 320, 555 Liberty Street SE, Salem OR 97301. The appeal must be received by the above date and time. Any person who presented evidence or testimony at the hearing may appeal the decision. The notice of appeal must contain the information required by SRC 300.1020 and must state where the decision failed to conform to the provisions of the applicable code section, SRC Chapter(s) 225, 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 320, City Hall, 555 Liberty Street SE, during regular business hours. For access to case related documents during the closure of City Hall to the public because of the Covid-19 pandemic, please contact the Case Manager.

http://www.cityofsalem.net/planning

FACTS & FINDINGS

CLASS 3 DESIGN REVIEW / CLASS 3 SITE PLAN REVIEW / CLASS 2 ADJUSTMENT / CLASS 2 DRIVEWAY APPROACH PERMIT CASE NO. DR-SPR-ADJ-DAP20-01

May 20, 2020

PROCEDURAL FINDINGS

1. On February 28, 2020, CB Two Architects, on behalf of the applicant and property owner, YMCA, filed an application for a consolidated Class 3 Design Review, Class 3 Site Plan Review, Class 2 Adjustment, and Class 2 Driveway Approach Permit for the construction YMCA (recreational and cultural community service) consisting of the proposed three-story, 53,599 square foot building and vehicle use area, and modifications to driveways on Cottage Street and Chemeketa Street, on property located in the 299 Cottage Street NE and 685-695 Court Street NE **(Attachment A)**.

2. After additional requested information was provided by the applicant, the application was deemed complete for processing on April 10, 2020. Notice of the public hearing on the proposed development was subsequently provided pursuant to SRC requirements on April 15, 2020. Notice was also posted by Staff on the subject property pursuant to SRC requirements.

3. The public hearing on the proposed Class 3 Design Review, Class 3 Site Plan Review, Class 2 Adjustment, Class 2 Driveway Approach Permit application was held on May 5, 2020. Due to the COVID-19 pandemic, no public testimony was provided. The Planning Commission left the written record open for the next seven days. Comments were due by May 12, 2020 at 5:00 P.M. The applicant was able to provide final written rebuttal until May 19, 2020 at 5:00 P.M.

   The state-mandated 120-day local decision deadline for the application is September 7, 2020.

BACKGROUND

The application under review by the Planning Commission is a consolidated Class 3 Design Review, Class 3 Site Plan Review, Class 2 Adjustment, and Class 2 Driveway Approach Permit for redevelopment of the YMCA (recreational and cultural community service).

The proposed three-story, 53,599 square foot building and vehicle use area, and modifications to driveways on Cottage Street and Chemeketa Street.

The proposed site/development plans are included in **Attachment B**. The proposed building elevations are included as **Attachment C**. The written statement provided by the applicant addressing the proposal's conformance with the applicable approval criteria is included in **Attachment D**.

PROPOSAL

The application under review by the Planning Commission is a consolidated Class 3 Design Review, Class 3 Site Plan Review, Class 2 Adjustment and Class 2 Driveway Approach Permits the construction YMCA (recreational and cultural community service) consisting of the proposed three-story, 53,599 square foot building and vehicle use area, and modifications to driveways on Cottage Street and Chemeketa Street.

APPLICANT'S PLANS AND STATEMENT

Land use applications must include a statement addressing the applicable approval criteria and be supported by proof they conform to all applicable standards and criteria of the Salem Revised Code. The plans submitted by the applicant depicting the proposed development, and in support of the proposal, are attached to this report as follows:

- Site Plan: **Attachment B**
- Building Elevations Plans: **Attachment C**

The written statement provided by the applicant addressing the applicable approval criteria associated with the proposal is included as **Attachment D**.

SUMMARY OF RECORD

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

SUBSTANTIVE FINDINGS

1. Salem Area Comprehensive Plan (SACP)

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

2. Zoning

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

North: Across Chemeketa Street NE; CR (Retail Commercial) with General Retail/Office Overlay;
South: Across Court Street NE, PS (Public Service)
East: Across Cottage Street NE, CR (Retail Commercial) with General Retail/Office Overlay
West: Across Alley, CB (Central Business), with General Retail/Office Overlay

3. Natural Features

Trees: *The City's tree preservation ordinance (SRC Chapter 808) protects Heritage Trees, Significant Trees (including Oregon White Oaks with diameter-at-breast-height of 24 inches or greater), trees and native vegetation in riparian corridors, and trees on lots and parcels greater than 20,000 square feet. The tree preservation ordinance defines "tree" as, "any living woody plant that grows to 15 feet or more in height, typically with one main stem called a trunk, which is 10 inches or more dbh, and possesses an upright arrangement of branches and leaves." There are three trees proposed for removal on the subject property. The trees are cedar trees located on the north property line and do not require a removal permit.*

There is one tree that located within the setback abutting the alley. The applicant is proposing to remove the tree in order to widen the alley and will replace the tree with two additional trees, in addition to the requirements of SRC 807.

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

According to the Salem-Keizer Local Wetlands Inventory (LWI), the subject property does not contain any mapped wetlands or hydric (wetland-type) soils. Compliance with the requirements of the DSL, if necessary, will be coordinated between the applicant and DSL staff.

Landslide Hazards: *According to the City's adopted landslide hazard susceptibility maps, there are no mapped landslide hazard areas on the subject property. There are 3 activity points associated with building permits for public buildings. The cumulative total of 3 points indicates a low landslide hazard risk. Pursuant to SRC Chapter 810, no geologic assessment, or geotechnical report is required for development of the property.*

4. Neighborhood Association Comments

The subject property is located within the boundaries of the Central Area Neighborhood Development Organization (CANDO) neighborhood association. As of the date of the public hearing, no comments have been received from the neighborhood association.

5. Public Comments

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

6. City Department Comments

A. The Building and Safety Division reviewed the proposal and indicated that building permits will be required.

B. The Fire Department reviewed the proposal and provided comments indicating that Fire Department access and water supply are required. The Fire Department indicates that they will review for these items, and other requirements, at the time of building permit plan review.

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

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

7. CLASS 3 DESIGN REVIEW APPROVAL CRITERIA

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

The design review guidelines applicable to development within the General Retail/Office Overlay Zone are established under SRC 632.025(a). The following subsections are organized with the General Retail/Office Overlay Zone design review guidelines shown in ***bold italic***, followed by findings evaluating the proposal for conformance with the design review guidelines. Lack of compliance with the design review guidelines is grounds for denial of the Class 3 Design Review application, or for the issuance of conditions to ensure the design review guidelines are met.

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

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

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

Finding: The written statement provided by the applicant **(Attachment D)** indicates that the proposed building has some articulation at the corner of Court Street and Cottage Street, which does not allow the entire building to be contiguous to the street right-of-way. Both street frontages (Cottage Street and Court Street) will have minimal setbacks. The building will be contiguous to the frontage along Cottage Street NE except for approximately 10-feet and

the building will be contiguous to the frontage along Court Street NE except for 54-feet. The 10-foot by 54-foot exceptions allows the articulation of the main entrance to the proposed building.

Staff concurs with the findings included in the applicant's written statement. This design review guideline requires building setbacks from the street to be minimized and indicates that buildings constructed contiguous with the street right-of-way are preferred.

As shown on the proposed site plan **(Attachment B)** and building elevations **(Attachment C)**, the proposed building will be three stories in height and is located in close proximity to the public streets. Based on the proposed three-story height of the building and setbacks which have been minimized from the public street right-of-way, the building will portray the compact urban form desired within the General Retail/Office Overlay Zone. Therefore, the proposal conforms to this design guideline.

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

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

Finding: The written statement provided by the applicant **(Attachment D)** indicates that the building is sited to promote visibility and improve community access. This proposed design provides pedestrian enhancements that do not currently exist at this location. The main entry of the building is located at the street corner, which will create a covered plaza area. The building will include awnings and overhangs which provide weather protection for pedestrians.

Staff concurs with the findings included in the applicant's written statement. The proposal is creating an outdoor plaza, accessible entrances from the public sidewalk, and providing awnings for pedestrian weather protection adjacent to Court Street and Cottage Street. The proposed facility conforms to this design guideline.

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

Finding: The written statement provided by the applicant **(Attachment D)** indicates that awnings along the façade facing Cottage Street NE will be provided, which is approximately 75% of the façade. The awnings along Court Street NE, along with the recessed entrance will be provide at approximately 45% of the façade, although the building has a recessed entrance which will provide weather protection to pedestrians entering the building. If the recessed area is added the weather protection is 75% of the Court Street frontage.

In reviewing if the building will create a pleasant and active pedestrian environment, Staff reviewed the standards of SRC 632.025(2)(B)(ii), which has the primary entrance facing the streets, the incorporation of upper floor vertical window and transparent ground floor windows on a minimum of 65 percent of the windows on the ground floor façade. To better meet the intent of the overlay zone, a condition related to window transparency is proposed. Providing transparent windows along the ground floor is a common requirement for pedestrian friendly developments, as it provides visual interests to people walking along the adjacent sidewalk.

Condition 1: The proposed building shall have 65% of ground floor windows be transparent and shall not be mirrored or treated to block visibility.

Staff concurs with the findings included in the applicant's written statement. The intent of the weather protection required under this design guideline is to provide protection from the sun and rain in order to ensure a comfortable and inviting environment for pedestrians along the sidewalk. The location of the building will be inviting to pedestrians and the proposal does provide cover over entrances to the building. The proposal conforms to this design guideline.

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

Finding: The written statement provided by the applicant **(Attachment D)** indicates that the proposed facility is not located within Salem's Downtown Historic District and therefore this restriction does not apply.

Staff concurs with the findings included in the applicant's written statement. The subject property is located at the eastern end of the City's downtown core. It is not located with the Salem Downtown Historic District. This approval criterion is therefore not applicable.

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

8. CLASS 3 SITE PLAN REVIEW APPROVAL CRITERIA

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

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

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

Finding: The proposed development is a three-story, 53,599 square foot YMCA building and new vehicle use area.

The subject property is designated "Central Business District" on the Salem Area Comprehensive Plan Map and zoned CR (Retail Commercial) within the General Retail/Office Overlay Zone. The allowed uses and applicable development standards of the CR zone are set forth under SRC Chapter 522. The requirements of the General Retail/Office Overlay Zone are set forth under SRC Chapter 632.

The proposed development conforms to SRC Chapter 522, 632, and all other applicable development standards of the Salem Revised Code as follows:

SRC CHAPTER 522 (CR ZONE) & CHAPTER 632 (GENERAL RETAIL/OFFICE OVERLAY ZONE)

SRC 522.005(a) & SRC 632.010 - Allowed Uses:

The development includes a three-story, 53,599 square foot building and vehicle use area for the Salem Family YMCA, which is classified as a *recreational and cultural community service* use under SRC 400.060(d).

Allowed uses within the CR zone are identified under SRC 522.005(a), Table 522-1. *Recreational and cultural community service* is identified as a permitted use in the table and is therefore a permitted use in the CR zone.

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

SRC 522.010(a) - Lot Standards:

Subsequent to the replat (REP19-04) that was approved by the Planning Administrator on December 20, 2019, the subject property is 1.08 acres in size

and approximately 160-feet by 270-feet. Lot standards within the CR zone are established under SRC 522.010(a), Table 522-2. Within the CR zone there are no minimum lot area, width, or depth requirements. The minimum street frontage requirement for lots within the CR zone developed for uses other than Single Family is 16 feet. Within the General Retail/Office Overlay Zone there are no minimum lot area, dimension, or street frontage standards; therefore, the lot standards of the CR zone apply. The property tentatively approved by REP19-04 conforms to the lot area, width, depth, and street frontage requirements of the CR zone.

SRC 524.010(b) - Setbacks:

Setback requirements for buildings and accessory structures within the CR zone are established under SRC 522.010(b), Table 522-3 and 522-4. Pursuant to SRC 522.010(b), Table 522-3 and 522-4, setback requirements for parking and vehicle use areas within the CR zone are based on the requirements of SRC Chapter 806 (Off-Street Parking, Loading, and Driveways). SRC 806.035(c) establishes perimeter setback requirements for parking and vehicle use areas adjacent to streets, interior property lines, and buildings.

Additional setback requirements are also established under the design review guidelines of the General Retail/Office Overlay Zone pursuant to SRC 632.025. The setbacks established in the overlay zone are in addition to the setbacks established in the underlying zone. Findings establishing how the proposed development conforms to the applicable design review guidelines of the General Retail/Office Overlay Zone are established under Section 9 of this report.

Based on the requirements of SRC 522.010(b), Table 522-3 and 522-4, and SRC Chapter 806.035(c), the buildings, accessory structures, and off-street parking and vehicle use areas included within the development are required to have the following setbacks:

Required Setbacks		
Abutting Street		
Buildings(1)	5 ft.	
Parking and Vehicle Use Areas (2)(3)	Min. 6 ft. to 10 ft.	Per alternative setback methods under SRC 806.035(c)(2)
Interior Side		
Buildings	None	
Parking and Vehicle Use Areas (2)	Min. 5 ft. with Type A Landscaping (3)	
Interior Rear		
Buildings	None	
Accessory Structures	None	
Parking and Vehicle Use Areas	Min. 5 ft. with Type A Landscaping (2)	

Notes

(1) Building Setback Abutting Street: In addition to the above identified setbacks abutting a street required in the CR zone, the design review guidelines of the General Retail/Office Overlay Zone require building setbacks to be minimized from the street and that buildings constructed contiguous to the street right-of-way are preferred (SRC 632.025(a)(1)(i)). These standards and guidelines are in conflict with each other and the applicant has applied for a Class 2 Zoning Adjustment to the 5-foot setback of the CR zone.

(2) Required Landscaping: Pursuant to SRC 807.015(a), Table 807-1, Type A Landscaping requires a minimum planting density of 1 plant unit per 20 square feet of landscaped area.

(3) Abutting Alley: Setbacks abutting an alley for a vehicle use area are exempt from perimeter setbacks and landscaping pursuant to SRC 806.035(c)(1)(A)(i).

As illustrated on the site plan, the proposed building satisfies the minimum setback requirements of SRC Chapter 522 and SRC Chapter 806 with the exception of the following:

- **Building Setback Abutting Street.** As summarized in the table above, the CR zone requires buildings to be setback 5 ft. from the property line abutting the street. As shown on the site plan, the proposed building has a varying setback adjacent to the street. In some locations the building is constructed contiguous to the property line abutting the street and in other locations the building is setback between 9 ft. and 54 ft. Since the entire building is not proposed to be set back 5 ft. from the street right-of-way, the building does not meet the building setback from the street required by in the CR zone; instead, the building has been designed to conform to the General Retail/Office Overlay Zone design guidelines that call for building setbacks from the street to be minimized. Because the CR zone street setback requirement is not met, a Class 2 Adjustment to this standard has been requested in conjunction with the proposal.

- **Parking & Vehicle Use Area Setback Abutting a Street.** Setbacks for surface parking lot and vehicle uses are established under SRC 522.010(b), Table 522-3 and 806.035(c)(2). Pursuant to this requirement, surface parking lot and vehicle use areas are required to be setback a minimum of 6 to 10 feet from each property line abutting a street.

  As shown on the site plan, the vehicle use area is proposed to be 0-feet from the east property line abutting Cottage Street NE, where six to ten-feet is required and the vehicle use area is proposed to be two-feet from the north property line abutting Chemeketa Street NE, where six to ten-feet is required. Because the proposed surface parking lot/vehicle use areas adjacent to the east and north property lines do not meet the minimum required setback, a Class 2 Adjustment to this standard has been requested as part of the application.

In all other areas of the site, the proposal meets setback requirements for buildings, parking and vehicle use areas. Adjacent to the west *(abutting the alley)* property line there is no minimum setback required for buildings or vehicle use areas.

Analysis of the Class 2 Adjustment requests to reduce the required setbacks abutting the streets and findings demonstrating conformance with the Class 2 Adjustment approval criteria, are included in Section 11 of this report.

SRC 524.010(c) - Lot Coverage:

Lot coverage requirements within the CR zone are established under SRC 522.010(c), Table 522-5. Within the CR zone there is no maximum lot coverage requirement for buildings and accessory structures.

There is also no maximum lot coverage requirement for buildings and accessory structures within the General Retail/Office Overlay Zone.

SRC 522.010(c) - Height:

Height requirements for buildings and accessory structures within the CR zone are established under SRC 522.010(c), Table 524-5. Within the CR zone the maximum height is 50-feet for buildings or accessory structures. The proposed building is approximately 48-feet above grade.

SRC 522.010(d) - Landscaping:

Landscaping requirements within the CR zone are established under SRC 522.010(d). Within the CR zone landscaping is required as follows:

- Setbacks. Required setbacks must be landscaped as required under SRC Chapter 807 (Landscaping).
- Parking & Vehicle Use Areas. Parking and vehicle use areas must be landscaped pursuant to the requirements of SRC Chapter 807 (Landscaping) and SRC Chapter 806 (Off-Street Parking, Loading, & Driveways).
- Development site. A minimum of 15 percent of the development site shall be landscaped. Landscaping shall meet the Type A standard set forth in SRC chapter 807. Other required landscaping under the UDC, such as landscaping required for setbacks or vehicle use areas, may count towards meeting this requirement.

<u>Development Site 15 percent.</u> The applicant has provided as part of the site plan that the development site is 47,108 square feet, which requires 7,066 square feet of landscaping. The applicant is proposing 2,355 square feet or five percent of the development site. Because the proposal does not meet the minimum landscaping requirement, a Class 2 Adjustment to this standard has been requested as part of the application and is addressed below.

Setback Landscaping. As identified earlier in this report, the only required setbacks for the development apply to buildings, accessory structures, and parking and vehicle use areas adjacent to Court Street NE, Chemeketa Street NE and Cottage Street NE. Adjacent to the north, south and east property lines there is no minimum required setback for buildings, but there is a minimum required five-foot setback for the building abutting the streets and six to ten-foot setback for parking and vehicle use areas adjacent to streets.

A Class 2 Adjustment to allow the proposed for the building to be setback less than 5 ft. from Cottage Street, and Court Street has been requested with the application, as well as a Class 2 Adjustment to reduce the required parking, vehicle use area setbacks from the north and east property lines and eliminate the requirement for a four foot wall for a setback less than 10 feet abutting a street.

Analysis of the Class 2 Adjustment request and findings demonstrating conformance with the Class 2 Adjustment approval criteria are included in Section 11 of this report.

Parking & Vehicular Use Area Landscaping. SRC 806.035(d) establishes interior landscaping requirements for parking areas greater than 5,000 square feet in size.

Pursuant to SRC 806.035(d)(2), Table 806-5, parking areas less than 50,000 square feet in size are required to provide a minimum of 5 percent interior landscaping. Review of the proposed site plan has two parking areas, one less than 5,000 square feet and the other which is approximately 13,629 square feet.

A summary of the parking area interior landscaping required and provided for the development is included in the table below.

Summary of Parking Area Interior Landscaping		
Parking Area Size	**Interior Landscaping Required (Min. 5%)**	**Interior Landscaping Provided**
13,629 $ft.^2$	681 $ft.^2$	1,540 $ft.^2$

As evidenced by the table above, the off-street surface parking areas within the development include interior landscaping which exceeds the minimum landscaping requirements of SRC 806.035(d)(2).

In addition to requiring a specific percentage of the interior area of a parking lot to be landscaped, SRC 806.035(d)(3) requires a minimum of 1 deciduous shade tree to be planted within the off-street parking area for every 12 parking spaces provided.

As shown on the site plan, a total of 38 off-street surface parking spaces are provided within the proposed development. Based on the minimum tree planting requirement of 1 tree for every 12 parking spaces, the proposed parking area is required to include a minimum of three tree. At the time of building permit a final

landscaping plan will be provided which will show the proposed development meets the minimum three trees within the parking area on the plans, which satisfies the parking area tree planting requirements of SRC 806.035(d)(3).

SRC CHAPTER 805 (VISION CLEARANCE)

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

The proposed building and proposed driveways meet the applicable standards of SRC 805.

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

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

Off-Street Parking:

Minimum Off-Street Vehicle Parking. Minimum off-street vehicle parking requirements are established under SRC Chapter 806, Table 806-1. The minimum off-street parking requirement for the proposed development is as follows:

Minimum Off-Street Parking		
Recreational and Cultural Community Services	1 space per 350 sq. ft.	

Maximum Off-Street Vehicle Parking. Maximum off-street vehicle parking requirements are established under SRC Chapter 806, Table 806-2. The maximum number of allowed parking spaces is based upon the minimum number of spaces required for the proposed development. If the minimum number spaces required equals 20 spaces or less, the maximum allowed parking is 2.5 times the minimum number of spaces required. If the minimum number of spaces required equals more than 20 spaces, the maximum allowed parking is 1.75 times the minimum number of spaces required.

Based on the above identified minimum and maximum off-street parking requirements, the proposed 53,599 square-foot building requires 153 off-street parking spaces. The applicant is proposing 38 parking spaces on-site and has provide a lease agreement for 40 spaces across Cottage Street (252 Cottage and 700 block of Chemeketa Street). The applicant will be providing 78 parking spaces. Because the proposal does not meet the minimum parking requirement, a Class 2 Adjustment to this standard has been requested as part of the application.

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

As shown on the proposed site plan, the proposal will include a total of eleven standard sized parking spaces and 28 compact sized parking spaces. The 34 compact spaces provided represents 74 percent of the overall 38 spaces provided; therefore, not exceeding the maximum 75 percent limit.

The proposed compact spaces within the development do not exceed the maximum number of spaces allowed and therefore conform to this standard.
Off-Street Parking Area Dimensions. SRC 806.035(e), Table 806-6, establishes minimum dimension requirements for off-street parking stalls and the drive aisles serving them. Based on the layout of the parking spaces within the development, the proposed parking stalls and access aisles must meet the following standards:

Minimum Parking Stall & Drive Aisle Dimensions

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

Notes

(1) Drive Aisle Width Serving Standard and Compact Stalls: Pursuant to SRC 806, Table 806-6, when a parking lot drive aisle serves both standard and compact size parking stalls of 80 degrees or more, the drive aisle shall be a minimum of 24 feet.

(2) Compact Stall Dimension Next to Wall or Post: Pursuant to SRC 806, Table 806-6, compact sized parking stalls next to a wall or post must be a minimum of 8-foot 6-inches in width.

As shown on the site plan for the proposal, both standard size and compact size parking stalls are provided. The standard size stalls conform to the minimum required 9-foot width and 19-foot depth. The compact size stalls conform to the minimum required 8-foot width outside of the proposed parking garage and the minimum 8-foot 6-inch width inside the parking garage where compact stalls are located next to posts. The compact stalls also exceed the minimum 15-foot stall depth.

The parking stalls within the development are served by 22-foot-wide and 26-foot-wide drive aisles in conformance with the requirements of SRC 806.035(e), Table 806-6. The proposed standard parking spaces served by the public alley provide at least 24-feet from the parking space to the opposite side of the alley, which allows for adequate maneuvering.

Driveways. SRC 806.040(d) establishes minimum driveway width standards. Pursuant to SRC 806.040(d), Table 806-7, two-way driveways are required to have a minimum width of 22 feet. As shown on the proposed site plan, only two-way driveways are provided to serve the proposal. The driveway accessing Court Street NE exceeds the minimum 22-foot required width.

Bicycle Parking:

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

Minimum Bicycle Parking		
Recreational and Cultural Community Services	1 space per 3,500 ft.^{2}	

Based on the above identified minimum bicycle parking requirements, the proposed 51,461 square-foot facility requires the following bike parking:

Bicycle Parking Summary		
Use	**Minimum Spaces Req.**	**Spaces Provided**
Recreational and Cultural Community Services	15	
Total:	**15**	**16**

As shown on the proposed site plan and indicated in the above table, a total of 20 bicycle parking spaces are provided for the facility. All 16 of the spaces are located at rear of the building next to the entry with access to the right of way. The 16 bicycle parking spaces proposed meet the minimum bicycle parking requirements.

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

As previously indicated on the site plan the bicycle parking spaces provided are in proximity to and easily accessible from the building entrances of the facility in conformance with the requirements of SRC 806.060(a).

Bicycle Parking Access. SRC 806.060(b) requires bicycle parking areas to have direct and accessible access to the public right-of-way and the primary building entrance that is free of obstructions and any barriers, such as curbs or stairs, which would require users to lift their bikes in order to access the bicycle parking area.

Bicycle Parking Dimensions. SRC 806.060(c) requires bicycle parking spaces to be a minimum of 2 feet in width by 6 feet in depth and served by a minimum 4-foot-wide access aisle.

As shown on the proposed site plan, all of the bicycle parking spaces provided conform to the minimum depth requirement of 6 feet, the minimum width requirement of 2 feet, and the minimum aisle width requirement of 4 feet.

Bicycle Racks. SRC 806.060(e) Where bicycle parking is provided in racks, the racks may be floor, wall, or ceiling racks. Bicycle racks shall meet the following standards. Racks must support the bicycle frame in a stable position, in two or more places a minimum of six inches horizontally apart, without damage to wheels, frame, or components. Racks must allow the bicycle frame and at least one wheel to be locked to the rack with a high security, U-shaped shackle lock; Racks shall be of a material that resists cutting, rusting, and bending or deformation; and Racks shall be securely anchored.

The site plan indicates the location and amount of bicycle parking spaces, the applicant indicates that the development standards will be met. At the time of building permit, compliance with SRC 806.060 will be verified.

Loading:

Minimum loading requirements are established under SRC Chapter 806, Table 806-9. The minimum loading requirement for the proposed development is as follows:

Minimum Loading		
Recreational and Cultural Community Services	Buildings 5,000 ft.^{2} to 60,000 ft.^{2}	1 Spaces (12'W x 30'L x 14'H)

Based on the above identified minimum off-street loading requirements, the proposed 53,599 square-foot building requires a minimum of one off-street loading spaces. The applicant has provided a written statement that activity does not require a delivery vehicle which exceeds a maximum combined vehicle and load rating of 8,000 pounds and the off-street parking area is located within 25 feet of the building or the use or activity that it serves. Off-street loading spaces are not required.

SRC 800.055 (SOLID WASTE SERICE AREAS)

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

A solid waste service area is defined under SRC 800.010(e) as, "An area designed and established for the purpose of satisfying the local collection

franchisee service requirements for servicing receptacles, drop boxes, and compactors singularly or collectively."

The proposal includes one trash collection area meeting the definition of a solid waste service area under SRC 800.010(e). The solid waste service area is located behind the building near the northeast property line.

As shown on the site plan for the proposed development, the solid waste service area is uncovered, enclosed by a six-foot-tall perimeter wall, has an interior dimension within the enclosure of approximately 18ft in width by 12ft depth, has a front opening of 12 feet, and is free of vertical obstructions above the receptacles.
Pursuant to SRC 800.055(f)(1)(B), Solid waste service areas having receptacles of two cubic yards or less, the vehicle operation area may be located directly in front of permeant location in which the receptacle can be safely maneuvered manually for servicing. The applicant is proposing less than two cubic yard receptacles.

The proposed solid waste service area appears to meet the applicable standards of SRC Chapter 800.055. At the time of building permit review, the location and features of the proposed solid waste service area will be reviewed for conformance with applicable development standards of SRC 800.055. In order to ensure the proposed trash/recycling area conforms to the applicable standards of SRC 800.055, the following condition of approval is recommended:

Condition 2: The trash/recycling area shall conform to the solid waste service area standards of SRC 800.055.

SRC CHAPTER 808 (PRESERVATION OF TREES & VEGETATION)

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

The subject property has one tree which will be removed. Since the tree is located within a setback area, SRC 807 requires the tree be replaced with two trees. The applicant has provided a landscaping plan and indicated two additional trees will be planted.

Any removal of trees or native vegetation will be required to comply with the requirements of SRC Chapter 808. There are also existing trees present in the rights-of-way of both Cottage Street NE and Court Street NE. Because these trees are located within the public street right-of-way, they are classified as City trees. Removal of any trees from the public street right-of-way is subject to the requirements of SRC Chapter 86 (Trees on City Owned Property).

SRC CHAPTER 809 (WETLANDS):

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

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

SRC CHAPTER 810 (LANDSLIDE HAZARDS)

According to the City's adopted landslide hazard susceptibility maps, there are no mapped landslide hazard areas on the subject property. There are 3 activity points associated with building permits for public buildings. The cumulative total of 3 points indicates a low landslide hazard risk. Pursuant to SRC Chapter 810, no geologic assessment, or geotechnical report is required for development of the property.

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

Finding: The subject property abuts Cottage Street NE, Chemeketa Street NE and Court Street NE. Cottage Street NE is designated as a local street within the City's Transportation System Plan (TSP) requiring a 30-foot-wide improvement within a 60-foot-wide right-of-way. Cottage Street NE is currently improved to an approximate width of 58 feet within a 98-foot-wide right-of-way adjacent to the subject property.

Court Street NE is designated as a major arterial street within the TSP requiring a 68-foot-wide improvement within a 96-foot-wide right of way. Court Street is currently improved to an approximate width of 58 feet within a 99-foot-wide right-of-way.

Chemeketa Street NE is designated as a collector street within the TSP requiring a 34-foot-wide improvement within a 60-foot-wide right of way. Court Street is currently improved to an approximate width of 58 feet within a 99-foot-wide right-of-way.

All three streets are fully urbanized with lane widths that meet or exceed Salem Transportation System Plan requirements. However, streetscape improvements are warranted along all property frontages. The nonconforming portions of existing sidewalk along the frontage of the property shall be replaced, pursuant to SRC 78.180(a). The frontages are lacking street trees which will provide as a condition of approval along the development frontages, pursuant to SRC 86.015(e). No special setbacks or right-of-way dedication are required because

the existing rights-of-ways exceed the standards for the respective street classification.

The applicant is proposing to relocate driveway access, which will require the reconstruction of those 'curb cuts' and on-street parking to be striped.

Condition 3: The applicant shall install four street trees along the property frontages.

Condition 4: Replace nonconforming portions of existing sidewalk along the frontage of the property, pursuant to SRC 78.180(a).

Condition 5: Reconstruct existing curb cuts that will no longer access a vehicle use area and re-stripe on-street parking.

This approval criterion is met.

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

Finding: Primary vehicular access to the development is proposed to be provided via the driveway approach onto Cottage Street NE and the alley. Both driveway accesses provide for safe turning movements into and out of the property.

Pedestrian access to and throughout the property will be provided by the public sidewalks within the rights-of-way of Chemeketa Street, Cottage Street, and Court Street; and a pedestrian path along the building to provide access to all entrances. By locating off-street parking behind the building and away from the majority of pedestrian activity occurring in the front of the building and providing sidewalks around the perimeter of the site within the abutting streets potential areas of pedestrian and vehicle conflict are minimized.

There are two existing driveways located along Cottage Street NE and one on Chemeketa Street NE, the applicant is proposing to close two driveways to accommodate the new building. The proposed driveway access to be closed onto Cottage Street NE and Chemeketa Street NE, as conditioned above shall be reconstructed and on-street parking shall be re-striped.

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

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

Finding: The Public Works Department has reviewed the applicant's preliminary utility plan for this site. The water, sewer, and storm infrastructure are available

within surrounding streets/areas and appear to be adequate to serve the proposed development. The applicant shall design and construct all utilities (sewer, water, and storm drainage) according to the PWDS.

The applicant's engineer submitted a statement demonstrating compliance with Stormwater PWDS Appendix 004-E(4) and SRC Chapter 71. The preliminary stormwater design demonstrates the use of green stormwater infrastructure to the maximum extent feasible. At the time of development, the storm drainage system shall be designed and constructed in compliance with SRC Chapter 71 and PWDS.

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

9. CLASS 2 ADJUSTMENT APPROVAL CRITERIA

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

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

(i) Clearly inapplicable to the proposed development; or

(ii) Equally or better met by the proposed development.

Finding: The proposal includes a Class 2 Adjustment to eight development standards of the SRC. The Class 2 Adjustment requests approval to:

a) Allow portions of the proposed building adjacent to Court Street NE, and Cottage Street NE to be setback less than 5 ft. as required under SRC 522.010(b);

b) Reduce the minimum six to ten-foot vehicle use area setback required to zero feet, pursuant to SRC 806.035(c)(2) to the property line abutting Cottage Street NE;

c) Reduce the minimum six to ten-foot vehicle use area setback required to two feet, pursuant to SRC 806.035(c)(2) to the property line abutting Chemeketa Street NE;

d) Reduce 15 percent landscaping for the development to 5 percent.

e) Reduce required parking spaces from 153 spaces to 78 spaces, with 40 spaces across Cottage Street NE; and

f) Eliminate the required four-foot wall required for Vehicle Use Areas abutting a street setback less than 10-feet.

Allow portions of the proposed building adjacent to Court Street NE, and Cottage Street NE to be setback less than 5 ft. as required under SRC 522.010(b);

The written statement provided by the applicant **(Attachment D)** explains that building setback standards found in Table 522 state the setbacks for buildings abutting streets is 5 ft although the General Retail overlay has a standard that the building is contiguous to the right of way and no more than 10 ft from the right of way. The applicant explains that the intent is the meet the General Retail overlay and that the CR zone does not provide for an exception for the overlay.

Since the applicant is meeting the intent of the overlay, the proposed setback adjustment is equally or better meeting the intent of the Code.

Staff concurs with the findings included in the applicant's written statement, the proposal is relatively unique to have a property zone CR (Retail Commercial) and within the General Retail/Office Overlay. The purpose of the overlay is to provide for downtown buildings near streets is to ensure that buildings are sited in a manner to support a compact and higher density urban form where buildings are located in close proximity to the street to promote an active and engaging pedestrian environment.

As indicated in the applicant's written statement, the building has been sited to minimize setbacks from the right-of-way to the extent possible, based on the existing configuration of the building. This approval criterion is met.

Reduce the minimum six to ten-foot vehicle use area setback required to zero feet, pursuant to SRC 806.035(c)(2) to the property line abutting Cottage Street NE and Chemeketa Street NE; and Eliminate the required four-foot wall required for Vehicle Use Areas abutting a street setback less than 10-feet.

The minimum setback for vehicle use areas to streets is found in SRC 806.035(c)(2)(C) and asks for a minimum 6-foot setback from property line with a 3 foot wall, the applicant request a reduction to this setback dimension with no wall. Site constraints and emergency access requirements impact the ability to maximize the amount of on-site parking and meet setback requirements. The proposed plan includes improving existing parking areas to include landscape separations between sidewalks and vehicle use areas with varying setbacks for parking to public sidewalk of 6 feet 9 inches down to 4 feet 2 inches, setbacks to property lines are less. However, the proposed parking areas will improve an existing condition as there is no separation from the existing parking areas along Cottage Street.

With the reduction, the Salem Family YMCA will be able to provide 38 on-site parking spaces in a parking lot that provides required fire access, safer circulation patterns and meets current design standards, except for the setback dimensions and a wall. The proposed redevelopment will reduce the amount of non-conformance that currently exists and provides a landscaped separation between the sidewalk and parking for an improved pedestrian environment on both Cottage and Chemeketa Streets where they are adjacent to off-street parking. The proposed design locates parking parallel to sidewalks with

landscaped separations eliminating existing conflicts between the public sidewalk and vehicle maneuvering within existing parking areas for a safer and improved pedestrian environment in this location. The intent of the setback is to provide a physical separation between vehicle use areas and pedestrian paths, which is met by the design. The new Salem Family YMCA will provide needed improvements on this half block better serving the community and meeting the intent of the standard.

Reduce 15 percent landscaping for the development to 5 percent;

The development will not be able to provide the required 15 percent minimum landscape area for the overall site as it is limited due to site size and development requirements. The proposal provides 5 percent landscaping, the remaining open areas that are not used for parking and vehicle use are mostly pedestrian access including accessible ramps. The current development site has minimal landscaping, which is true for most commercial developments in the area; this proposal will be consistent with the surrounding neighborhood.
The redevelopment will increase the amount of landscaping, equally meeting the intent of the standard.

Condition 6: All landscaping provided shall meet a minimum of one plant unit per 16 square feet of landscaped area. The landscaping plan shall provide at least 40% of all plant units in shade trees.

Condition 7: Any plant units designated to trees abutting the streets shall be 'Shade Trees'.

Reduce required parking spaces from 153 spaces to 78 spaces;
The proposal is providing 78 new parking spaces with 38 spaces located on-site; however, the code requires a minimum of 153. The YMCA has provided 42 legal parking spaces for the previous building and with the proposed new development, parking will increase to 78 spaces. The redevelopment plans include replacing the Salem Family YMCA with a new facility that is 51,461 square feet (half the size of the former building with 30 fewer staff). Fewer amenities will be available in the new facility as it will have only 1 pool (former facility had 2), no racquet ball, or all-day child care further reducing their need for parking. Plus, 80 percent of the YMCA's members who utilize the YMCA's facilities during the week day work in the area and walk to the facility. There are also up to 84 part time spaces on the upper deck of the DAS parking structure available for lease to the YMCA Monday through Friday after 5:00PM and all day on weekends which are peak hours for the YMCA as they have expanded programs in the evenings and on weekends. The proposal is just outside of the downtown parking district where no parking would be required for the proposed use. Since the YMCA will be providing more parking for the current customer base, the proposed development equally meets the intent of the standard.

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

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

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

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

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

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

10. CLASS 2 DRIVEWAY APPROACH PERMIT APPROVAL CRITERIA

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

Finding: The applicant is proposing to relocate a driveway to access Cottage Street, a local street. The Assistant City Traffic Engineer reviewed the location and determined that the proposed driveway meets the standards for SRC Chapter 804 and Public Works Design Standards (PWDS) and vision clearance standards set forth in SRC Chapter 805.

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

Finding: Although, the proposed location will require the removal of a street tree, the applicant received approval for the removal of this street tree on April 21, 2020 under permit number 20-105818-TR. With the removal of the street tree, 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 will access a Local Street and is not accessing onto an arterial street.

(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 proposal is taking access from a local street, which is the lowest classification abutting the subject property.

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

Finding: The Assistant City Traffic Engineer reviewed the location and determined that the vision clearance standards set forth in SRC Chapter 805 have been met.

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

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

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

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

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

Finding: The proposed driveway will take access to Cottage Street NE, a local street. Court Street NE, a local street, is the lowest street classification abutting the subject property. The proposed driveway meets vision clearance and is located over 100-feet from the intersections with Chemeketa Street and Court Street.

(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 and will not have an adverse impact on the functionality of the adjacent streets.

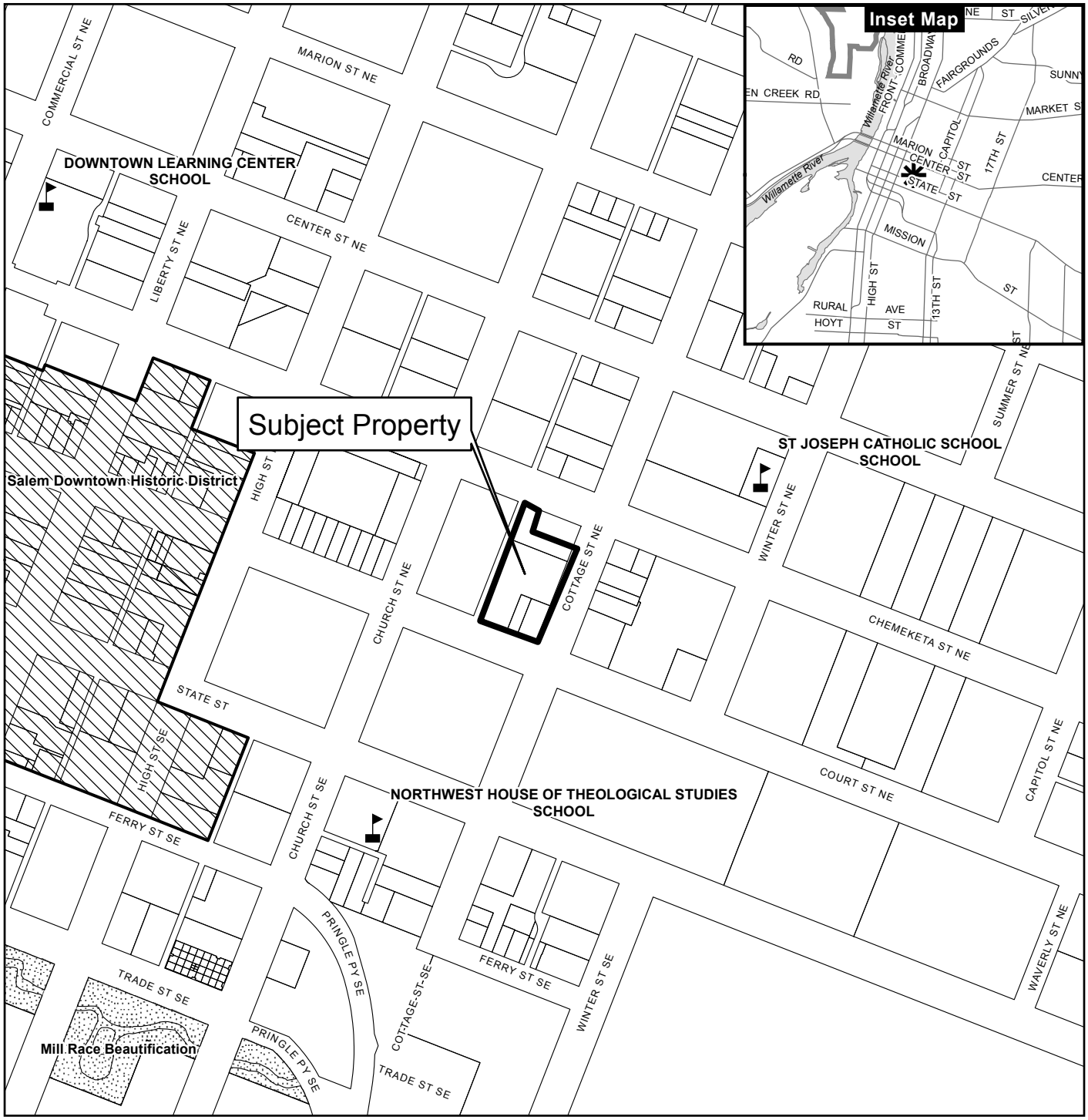
CONCLUSION

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

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

Prepared by Olivia Dias, Planner III

Vicinity Map
685-695 Court Steet NE



Legend

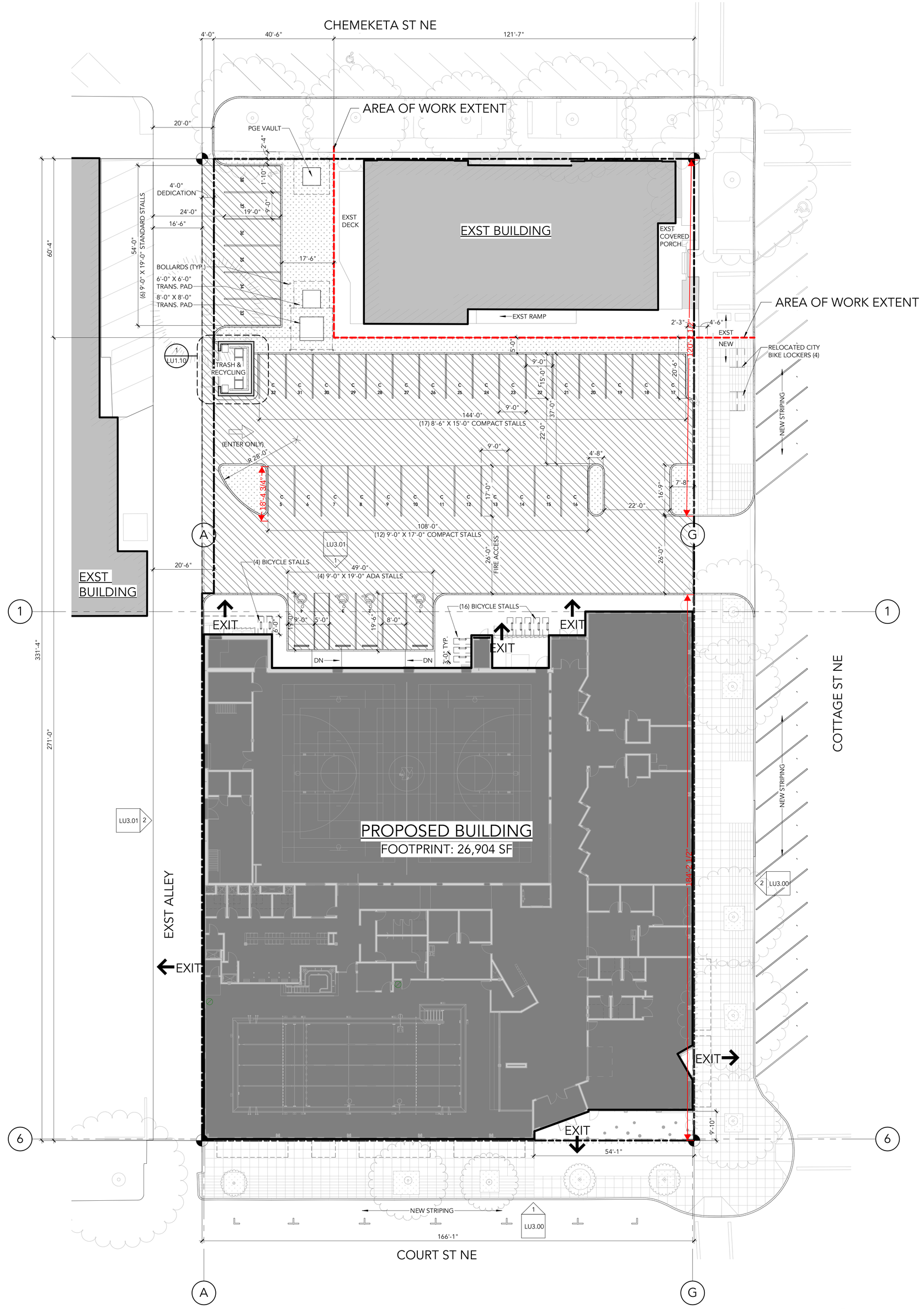
- Taxlots
- Urban Growth Boundary
- City Limits
- Outside Salem City Limits
- Historic District
- Schools
- Parks

0 100 200 400 Feet

CITY OF Salem AT YOUR SERVICE
Community Development Dept.

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

Attachment B



1 SITE PLAN
SCALE: 1/16" = 1'-0"

SITE PLAN LEGEND

(NOTE: SEE A0 SHEETS FOR ADDITIONAL GENERAL LEGEND INFORMATION)

OBJECT/PATTERN	DESCRIPTION(S)
	- PROPERTY LINE
	- SETBACK LINES
	- ROOF OUTLINE
X X X	- FENCE LINE
	- ACCESSIBLE PATH FROM BUILDING TO PUBLIC WAY
	- BUILDING FOOTPRINT
	- PROPERTY DATUM POINT
LB	- LIGHT BOLLARD
	- POLE LIGHT
FH	- FIRE HYDRANT
DS	- DOWNSPOUT

PROJECT INFORMATION

ZONING:	CR - RETAIL COMMERCIAL
OVERLAY:	GENERAL RETAIL/COMMERCIAL
SITE:	47,108 SF 1.08 ACRES
BUILDING AREA: W/ OUTDOOR SPACES:	53,599 SF 63,993 SF
CONSTRUCTION TYPE:	III-B SPRINKLERED
MAX. HEIGHT:	48'-2" PROPOSED (FROM STREET GRADE) 50'-0" ALLOWED
LOT COVERAGE:	NO 93% PROVIDED (14,518 SF ASPHALT + 3,151 SF SIDEWALKS + 26,231 SF BUILDING FOOTPRINT = 43,900 SF IMPERVIOUS/STRUCTURES / 47,108 SF GROSS SITE AREA = 93%)
LANDSCAPE:	15% MIN. SEE NARRATIVE FOR ADJUSTMENT. 5% PROVIDED 2,355 SF LANDSCAPE / GROSS SITE AREA 47,108 SF = 5%
PARKING:	153 REQUIRED. SEE NARRATIVE FOR ADJUSTMENT. 78 SPACES PROVIDED. ONSITE PARKING 38 (TOTAL) PROVIDED 7 STANDARD STALLS 28 COMPACT STALLS 4 ADA STALLS OFFSITE PARKING 40 STANDARD STALLS - PROVIDED ACROSS COTTAGE ST 16 BICYCLE REQUIRED 20 BICYCLE PROVIDED

NOT FOR CONSTRUCTION

LU
LAND USE

CB|Two ARCHITECTS
A LIMITED LIABILITY COMPANY
500 Liberty Street SE, Suite 100 / Salem, Oregon 97301
PH: 503.480.8700 / FX: 503.480.8701

OWNER
FAMILY YMCA OF MARION & POLK COUNTIES
PH: 503.363.0417

CONTRACTOR
CD REDDING CONSTRUCTION
PH: 503.581.0048

CIVIL ENGINEER
WESTECH ENGINEERING
PH: 503.585.2474

STRUCTURAL ENGINEER
KPFF PORTLAND STRUCTURAL
PH: 503.227.3251

MECH / ELECT / PLUMBING
MFIA, INC.
PH: 503.234.0548

INTERIOR DESIGN
CB TWO ARCHITECTS
PH: 503.480.8700

LANDSCAPE ARCHITECT
AKS ENGINEERING & FORESTRY
PH: 360.882.0419

JURISDICTION
CITY OF SALEM
PH: 503.588.6256

SALEM FAMILY YMCA

685 COURT ST NE
SALEM OREGON 97301

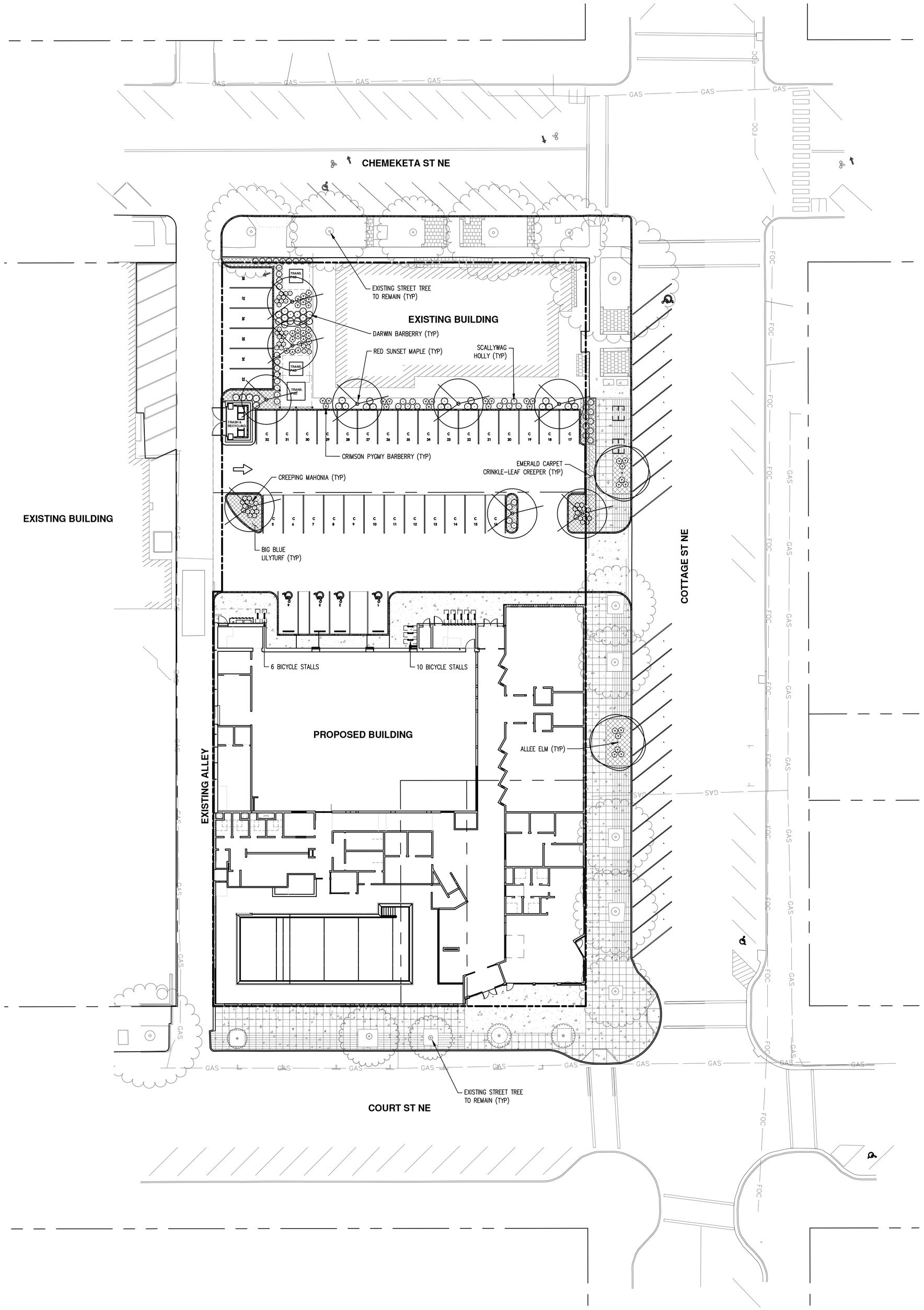
Issue:	LAND USE
Date:	02.28.2020

Rev:	Description	Date:

SITE PLAN

LU1.00

3/3/2020 2:39:25 PM



GENERAL LANDSCAPE NOTES

1. PLAN REVISIONS INCLUDING CHANGES TO PLANT SPECIES, SIZES, SPACING, QUANTITIES, ETC., DUE TO PLANT AVAILABILITY OR UNFORESEEN SITE CONDITIONS MAY BE APPROVED PRIOR TO INSTALLATION WHERE ALLOWABLE BY THE CITY OF SALEM'S DESIGN STANDARDS. SUBSTITUTIONS SHALL BE OF EQUAL FORM AND FUNCTION.
2. CONTRACTOR IS RESPONSIBLE FOR VERIFYING PLANT AND MATERIAL QUANTITIES PRIOR TO BIDDING AND CONSTRUCTION AND FOR FAMILIARIZING THEMSELVES WITH SITE CONDITIONS. SHOULD DISCREPANCIES OCCUR, DESIGN INTENT PREVAILS OVER QUANTITIES LISTED.
3. ALL PLANTS AND INSTALLATION SHALL CONFORM TO THE CITY OF SALEM'S LANDSCAPE DESIGN STANDARDS AND TO THE AMERICAN STANDARDS FOR NURSERY STOCK, ANSI Z60.1, CURRENT EDITION, IN ALL WAYS. PLANT IN ACCORDANCE WITH BEST PRACTICE STANDARDS, SUCH AS THOSE ADOPTED BY THE OREGON LANDSCAPE CONTRACTOR'S BOARD (OLCB) AND THE AMERICAN HORTICULTURE INDUSTRY ASSOCIATION (AMERICAN HORT). FIELD ADJUST PLANT LOCATIONS AS NECESSARY TO AVOID CONFLICTS WITH UTILITIES, METERS, LIGHTS, TREE CANOPIES, BUILDING OVERHANGS, ETC.
4. ALL LANDSCAPING SHALL BE INSTALLED AT THE TIME OF CONSTRUCTION UNLESS OTHERWISE APPROVED BY THE CITY OF SALEM DUE TO INCLEMENT WEATHER OR TEMPORARY SITE CONDITIONS. UPON INSTALLATION, ALL PLANT MATERIALS SHALL BE VIGOROUS, WELL-BRANCHED AND WITH HEALTHY, WELL-FURNISHED ROOT SYSTEMS, FREE OF DISEASE, INSECT PESTS AND INJURIES.
5. DOUBLE STAKE ALL TREES UNLESS OTHERWISE SPECIFIED. TREES SHALL BE PLANTED NO CLOSER THAN 2' O.C. FROM SIDEWALKS, CURBING, OR OTHER HARDSCAPING; NO CLOSER THAN 6' O.C. FROM ACCESS WALKWAYS, FIRE HYDRANTS, ROOF DRAINS CATCH BASINS, MANHOLES, WATER METERS, GAS AND ELECTRIC SERVICES, UTILITY BOXES AND VAULTS, AND MOUNTED PEDESTALS; NO CLOSER THAN 10' O.C. FROM ALLEYS, DRIVEWAYS, TRAFFIC SIGNALS, STREET LIGHT STANDARDS AND UTILITY LINES. TREES IN PLANTING ISLANDS SHALL BE CENTERED IN ISLAND. REFER ALSO TO THE CITY OF SALEM STANDARD TREE-SHRUB PLANTING DETAIL NO. 803 (SHEET L1.1)
6. PLANTING AND INSTALLATION OF ALL REQUIRED LANDSCAPING SHALL BE INSPECTED AND APPROVED PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY UNLESS OTHERWISE APPROVED BY THE CITY OF SALEM.
7. SOIL PREPARATION: ALL SHRUB BEDS SHALL HAVE A MINIMUM OF 12" OF CLEAN TOPSOIL. EXISTING NATIVE SOIL OR STOCKPILED TOPSOIL STRIPPINGS MAY BE USED. TOPSOIL SHALL BE RICH DARK BROWN IN COLOR AND VOID OF ROOTS, PLANTS, WEEDS, SEEDS, SOD, STONES, CLAY LUMPS, ALKALI SALTS, DEBRIS, AND OTHER EXTRANEOUS MATERIALS HARMFUL TO PLANT GROWTH. IF IMPORTED TOPSOIL IS REQUIRED CONTRACTOR SHALL LOOSEN SUBSOIL TO A MINIMUM DEPTH OF 18" AND REMOVE ANY DEBRIS OR MATERIAL THAT MAY INHIBIT HEALTHY PLANT GROWTH PRIOR TO INSTALLATION OF TOPSOIL. IF NATIVE SOIL TO BE USED BECOMES COMPACTED DURING CONSTRUCTION ACTIVITY, CONTRACTOR SHALL LOOSEN TO A MINIMUM OF 12" AND AMEND EXISTING TOPSOIL WITH 2" OF VEGETATIVE COMPOST (SUCH AS COMPOSTED YARD WASTE) TILLED INTO THE SOIL. TOPSOIL SHALL BE PLACED OR WORKED IN FRIABLE (WORKABLE) CONDITION. SOIL SHALL NOT BE WORKED WHEN SATURATED TO PREVENT OVER-COMPACTION. FINISH GRADE OF ALL NEW PLANTINGS SHALL SEAMLESSLY MEET FINISH GRADE OF ANY EXISTING LANDSCAPE AREAS TO REMAIN AND AS INDICATED ON GRADING PLANS. PLANTING BED AREAS SHALL PROVIDE POSITIVE DRAINAGE AS INDICATED ON THE GRADING PLANS AND BE FREE OF HOLES, DIVOTS, OR HIGH/LOW SPOTS WHICH MAY CAUSE WATER TO COLLECT. BACKFILL PLANTING HOLES WITH A MIXTURE OF 1/3 ORGANIC MATERIAL, 1/3 TOPSOIL, AND 1/3 SANDY LOAM.
8. A PERMANENT UNDERGROUND IRRIGATION SYSTEM WITH A BACKFLOW DEVICE APPROVED BY THE CITY OF SALEM, SHALL BE PROVIDED FOR ALL LANDSCAPED AREAS WITHIN THE PROJECT WORK AREA FOR THE ESTABLISHMENT AND LONG-TERM HEALTH OF PLANT MATERIAL. THE IRRIGATION SYSTEM SHALL BE 'DESIGN-BUILD' BY THE LANDSCAPE CONTRACTOR, USING CURRENT WATER-SAVING TECHNOLOGY, AND INCLUDE ALL MATERIALS, COMPONENTS, CITY APPROVED BACKFLOW OR ANTI-SIPHON DEVICES, VALVES, ETC. NECESSARY FOR THE COMPLETE AND EFFICIENT COVERAGE OF LANDSCAPE AREAS SHOWN. THE LANDSCAPE CONTRACTOR SHALL COORDINATE WITH THE GENERAL CONTRACTOR AND OWNER FOR IRRIGATION POINT-OF-CONNECTION (P.O.C.), SLEEVING LOCATION, CONTROLLER, POWER SOURCE, AND MAINLINE LAYOUT PRIOR TO ANY PAVING REPAIR OR STRIPING. CONTRACTOR SHALL PROVIDE THE CITY OF SALEM WITH AN IRRIGATION PLAN INCLUDING ZONING AND COMPONENT LAYOUT FOR APPROVAL PRIOR TO INSTALLATION AS A DELAYED SUBMITTAL.
9. THE OWNER SHALL BE RESPONSIBLE FOR MAINTAINING ALL LANDSCAPE MATERIAL IN GOOD CONDITION SO AS TO PRESENT A HEALTHY, NEAT AND ORDERLY APPEARANCE IN KEEPING WITH CURRENT INDUSTRY STANDARDS. UNHEALTHY OR DEAD PLANT MATERIALS SHALL BE REPLACED IN CONFORMANCE TO THE REQUIREMENTS OF THE ORIGINALLY APPROVED LANDSCAPE PLAN.
10. MULCH: APPLY 3" DEEP WELL-AGED DARK HEMLOCK OR FIR, MEDIUM GRIND, UNDER AND AROUND ALL PLANTS IN PLANTING BEDS. DO NOT COVER FOLIAGE OR ROOT CROWNS OF PLANT MATERIAL WITH MULCH.
11. GROUNDCOVER SHALL NOT BE PLANTED CLOSER THAN 24" FROM CATCH BASINS OR DRAIN AREAS. SHRUBS SHALL NOT BE PLANTED CLOSER THAN 36" FROM CATCH BASINS AND BUILDING FOUNDATIONS.

PLANT SCHEDULE

TREES	QTY	BOTANICAL NAME	COMMON NAME	SIZE/CONTAINER	SPACING
	9	ACER RUBRUM 'FRANKSRED'	RED SUNSET MAPLE	2" CAL MIN./B&B	AS SHOWN

STREET TREES	QTY	BOTANICAL NAME	COMMON NAME	SIZE/CONTAINER	SPACING
	2	ULMUS PARVIFOLIA 'EMER II'	ALLEE ELM	2" CAL MIN./B&B	AS SHOWN

SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	SIZE/CONTAINER	SPACING
	37	BERBERIS DARWINII	DARWIN BARBERRY	3 GAL CONT.	36" o.c.
	46	BERBERIS THUNBERGII 'CRIMSON PYGMY'	CRIMSON PYGMY BARBERRY	2 GAL CONT.	30" o.c.
	44	ILEX X MESERVEAE 'MONNIEVES'	SCALLYWAG HOLLY	3 GAL CONT.	36" o.c.
	53	MAHONIA REPENS	CREEPING MAHONIA	1 GAL CONT.	24" o.c.

GROUND COVERS	QTY	BOTANICAL NAME	COMMON NAME	SIZE/CONTAINER	SPACING
	226	LIRIOPE MUSCARI 'BIG BLUE'	BIG BLUE LILYTURF	1 GAL CONT	24" o.c.
	17	RUBUS CALYCINOIDES 'EMERALD CARPET'	EMERALD CARPET CREEPING BRAMBLE	1 GAL CONT	30" o.c.

LANDSCAPE DATA

SITE:
GROSS SITE AREA: 1.08 AC (±47,108 SF)
TOTAL LANDSCAPE AREA REQUIRED: 15% MIN. SEE NARRATIVE FOR ADJUSTMENT
TOTAL LANDSCAPE AREA PROVIDED WITHIN PROJECT LIMITS: ±2,355 SF (5%)

TOTAL PROPOSED INTERIOR AREA OF THE PARKING LOT (INCLUDES THE SUM OF ALL PARKING SPACES, AISLES, PLANTING ISLANDS, CORNER AREAS AND CURBED AREAS, BUT NOT INCLUDING INTERIOR DRIVEWAYS, PER CODE SECTION 806.35 (D)(2): ±18,312 SF
MINIMUM PARKING LOT LANDSCAPING REQUIRED: 15% SEE NARRATIVE FOR ADJUSTMENT
TOTAL PROPOSED PARKING LOT LANDSCAPING AREA PROPOSED: 5.7% (±2,705 SF)

MINIMUM COMMON OPEN SPACE REQUIRED (±47,108 GROSS SITE SF X 0.30): 14,132 SF
TOTAL COMMON OPEN SPACE PROPOSED: N/A, SEE NARRATIVE FOR ADJUSTMENT
TOTAL OPEN SPACE AND SETBACK AREA (LANDSCAPE AREAS NOT INCLUDING PARKING LOT LANDSCAPE): N/A, SEE NARRATIVE FOR ADJUSTMENT

TREES:
MINIMUM SITE TREES REQUIRED. (SEE NARRATIVE FOR ADJUSTMENT): 8 TOTAL
PROPOSED SITE TREES: 9 (EXCLUDES STREET TREES)

TOTAL TREE CANOPY COVERAGE OF OPEN SPACE AND SETBACK AREAS (SUM TOTAL OF ESTIMATED MATURE CANOPY = 8 TREES X π 17.5^2): ± 8,655 SF

PARKING
REQUIRED PARKING: 145 STALLS. SEE NARRATIVE FOR ADJUSTMENT
PROPOSED PARKING: 38 STALLS
REQUIRED BICYCLE PARKING: 16
PROPOSED BICYCLE PARKING: 16

MINIMUM NUMBER OF PARKING LOT TREES REQUIRED (1 PER 12 PARKING STALLS): 3 TREES
PROPOSED NUMBER OF PARKING LOT TREES: 9 TREES

TOTAL SITE PLANT UNITS

PLANT MATERIAL	PU VALUE	QTY PROPOSED	TOTAL PU	REQUIRED PU	PROPOSED PU
1.5" CAL. SHADE TREES	10 PU	9	90 PU	TREE PU: 84 (40%)	TREE PU: 90
1"-1.5" ORNAMENTAL TREE	0 PU	0	0 PU		
6' CONIFER	0 PU	0	0 PU		
3G LARGE SHRUB	2 PU	81	162 PU	SHRUB PU: 125 (60%)	SHRUB PU: 272
1G AND 2G SMALL SHRUB	1 PU	99	99 PU		
LAWN/GROUNDCOVER	1 PU/50 SF	577 SF	11 PU		

LANDSCAPE IRRIGATION TO BE A DEFERRED SUBMITTAL

NOT FOR CONSTRUCTION

DD
75% DESIGN DEVELOPMENT

CB|Two ARCHITECTS
A LIMITED LIABILITY COMPANY
500 Liberty Street SE, Suite 100 / Salem, Oregon 97301
Ph:503.480.8700 Fx: 503.480.8701

REGISTERED PROFESSIONAL LANDSCAPE ARCHITECT
PETER IMMANEY
OREGON
3/19/19
NOT FOR CONSTRUCTION

AKS ENGINEERING & FORESTRY, LLC
9600 NE 126TH AVE STE 2520
VANCOUVER, WA 98682
P: 360.882.0419
F: 360.882.0426
aks-eng.com
AKS
ENGINEERING · SURVEYING · NATURAL RESOURCES
PLANNING · LANDSCAPE ARCHITECTURE
AKS PROJECT # - 7743

SALEM FAMILY YMCA
685 COURT ST NE
SALEM OREGON 97301

the YMCA

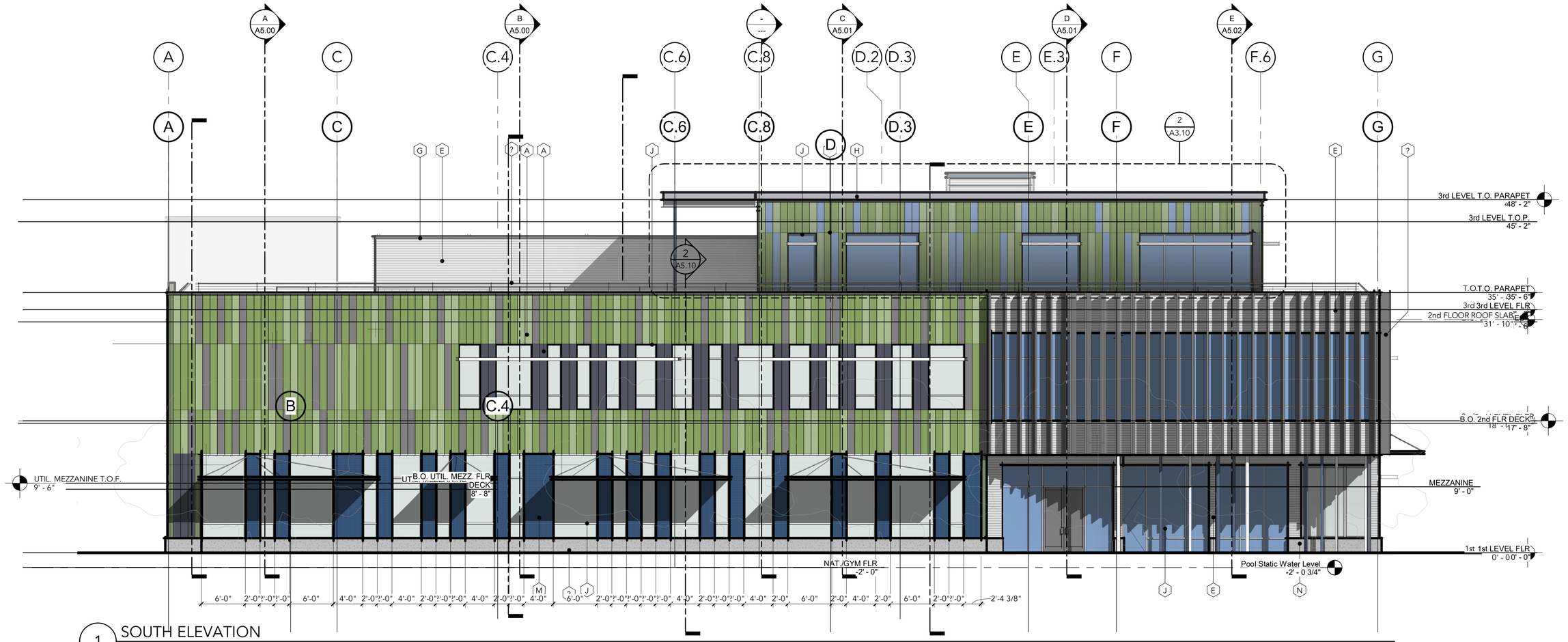
Issue:	75% DD
Date:	03.02.2020

Rev:	Description	Date:

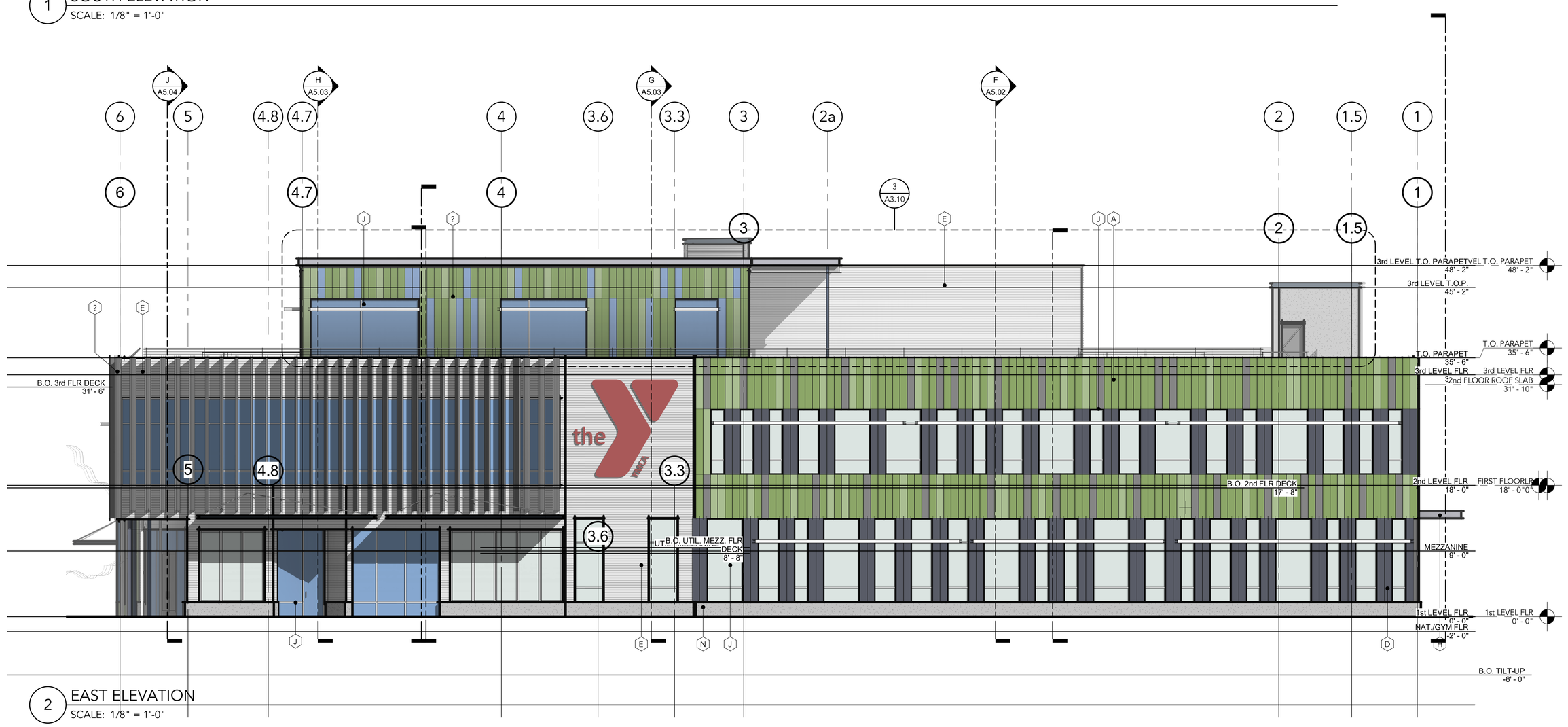
LANDSCAPE PLAN

L1.0

Attachment C



1 SOUTH ELEVATION
SCALE: 1/8" = 1'-0"

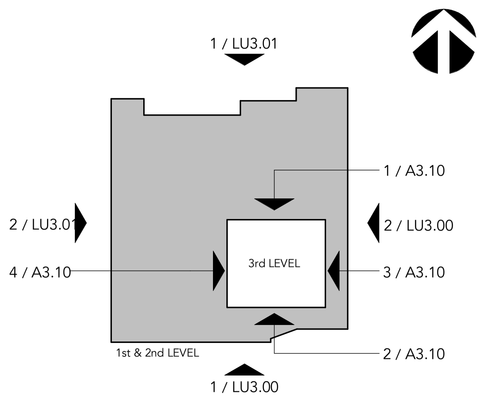


2 EAST ELEVATION
SCALE: 1/8" = 1'-0"

EXTERIOR ELEVATION COLOR & FINISH LEGEND

A	MATERIAL:	METAL
	MANUF:	AEP SPAN
	SERIES:	FLEX SERIES (FX20-12)
	FINISH:	MIN. 20 GAUGE
	COLOR:	TBD (LT GREEN)
B	MATERIAL:	METAL
	MANUF:	AEP SPAN
	SERIES:	FLEX SERIES (FX20-12)
	FINISH:	MIN. 20 GAUGE
	COLOR:	TBD (DK GREEN)
C	MATERIAL:	METAL
	MANUF:	AEP SPAN
	SERIES:	FLEX SERIES (FX20-12)
	FINISH:	MIN. 20 GAUGE
	COLOR:	TBD (LT GREY)
D	MATERIAL:	METAL
	MANUF:	AEP SPAN
	SERIES:	FLEX SERIES (FX20-12)
	FINISH:	MIN. 20 GAUGE
	COLOR:	TBD (DK GREY)
E	MATERIAL:	METAL
	MANUF:	AEP SPAN
	SERIES:	FLEX SERIES (FX10-12)
	FINISH:	MIN. 20 GAUGE
	COLOR:	TBD (WHITE OR VERY LT GREY)
F	MATERIAL:	PERFORATED METAL
	MANUF:	-
	SERIES:	-
	FINISH:	-
	COLOR:	-
G	MATERIAL:	BRAKE METAL TRIM
	MANUF:	-
	SERIES:	-
	FINISH:	PRE-FINISHED
	COLOR:	TBD
H	MATERIAL:	BRAKE METAL TRIM
	MANUF:	-
	SERIES:	-
	FINISH:	PRE-FINISHED
	COLOR:	TBD
J	MATERIAL:	STOREFRONT
	MANUF:	KAWNEER
	SERIES:	451T TRIFAB
	FINISH:	ANODIZED
	COLOR:	CLEAR
K	MATERIAL:	ALUMINUM
	MANUF:	KAWNEER
	SERIES:	VERSOLEIL SUNSHADE
	FINISH:	ANODIZED
	COLOR:	CLEAR
L	MATERIAL:	TRANSLUCENT PANEL
	MANUF:	KALWALL
	SERIES:	-
	FINISH:	-
	COLOR:	-
M	MATERIAL:	BRICK VENEER
	MANUF:	-
	SERIES:	-
	FINISH:	GLAZED
	COLOR:	TBD (BLUE)
N	MATERIAL:	PRE-CAST CONCRETE
	MANUF:	-
	SERIES:	-
	FINISH:	TBD
	COLOR:	TBD (CHARCOAL)
C	MATERIAL:	CONCRETE PANEL
	MANUF:	-
	SERIES:	-
	FINISH:	FORM LINER TBD
	COLOR:	TBD (CHARCOAL)
P	MATERIAL:	STEEL
	MANUF:	-
	SERIES:	-
	FINISH:	PAINTED
	COLOR:	TBD (BLUE)
C	MATERIAL:	-
	MANUF:	-
	SERIES:	-
	FINISH:	-
	COLOR:	-

KEY PLAN



NOT FOR CONSTRUCTION

LU
LAND USE

CB|Two ARCHITECTS
A LIMITED LIABILITY COMPANY
500 Liberty Street SE, Suite 100 / Salem, Oregon 97301
Ph: 503.480.8700 / Fx: 503.480.8701

OWNER
FAMILY YMCA OF MARION & POLK COUNTIES
PH: 503.363.0417

CONTRACTOR
CD REDDING CONSTRUCTION
PH: 503.581.0048

CIVIL ENGINEER
WESTECH ENGINEERING
PH: 503.585.2474

STRUCTURAL ENGINEER
KPFF PORTLAND STRUCTURAL
PH: 503.227.3251

MECH / ELECT / PLUMBING
MFIA, INC.
PH: 503.234.0548

INTERIOR DESIGN
CB TWO ARCHITECTS
PH: 503.480.8700

LANDSCAPE ARCHITECT
AKS ENGINEERING & FORESTRY
PH: 360.882.0419

JURISDICTION
CITY OF SALEM
PH: 503.588.6256

SALEM FAMILY YMCA

685 COURT ST NE
SALEM OREGON 97301

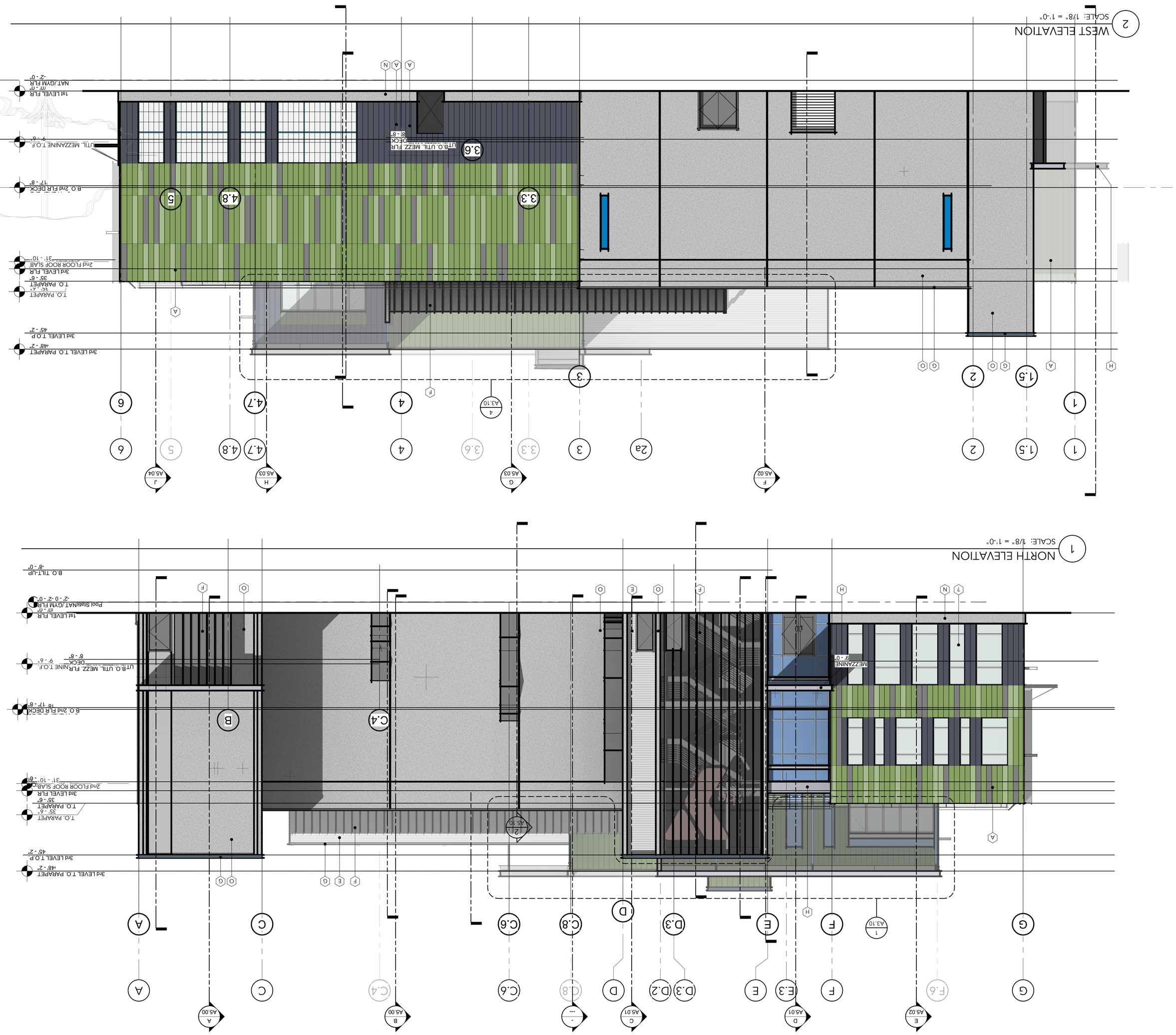
Issue:	LAND USE
Date:	02.28.2020

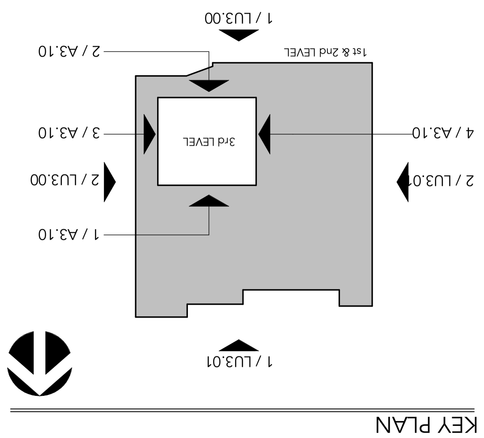
Rev:	Description	Date:

OVERALL EXTERIOR ELEVATIONS

LU3.00

3/3/2020 2:40:10 PM





EXTERIOR ELEVATION COLOR & FINISH LEGEND

A	MATERIAL:	METAL	J	MATERIAL:	STOREFRONT		
	MANUF.:	AEP SPAN		MANUF.:	KAWNEER		
	SERIES:	FLEX SERIES (FX20-12)		SERIES:	451T TRIFAB		
	FINISH:	MIN. 20 GAUGE		FINISH:	ANODIZED		
	COLOR:	TBD (LT GREEN)		COLOR:	CLEAR		
B	MATERIAL:	METAL	K	MATERIAL:	ALUMINUM		
	MANUF.:	AEP SPAN		MANUF.:	KAWNEER		
	SERIES:	FLEX SERIES (FX20-12)		SERIES:	VERSOLEL SUNSHADE		
	FINISH:	MIN. 20 GAUGE		FINISH:	ANODIZED		
	COLOR:	TBD (DK GREEN)		COLOR:	CLEAR		
C	MATERIAL:	METAL	L	MATERIAL:	TRANSLUCENT PANEL		
	MANUF.:	AEP SPAN		MANUF.:	KALWALL		
	SERIES:	FLEX SERIES (FX20-12)		SERIES:	-		
	FINISH:	MIN. 20 GAUGE		FINISH:	-		
	COLOR:	TBD (LT GREY)		COLOR:	-		
D	MATERIAL:	METAL	V	MATERIAL:	BRICK VENEER		
	MANUF.:	AEP SPAN		MANUF.:	-		
	SERIES:	FLEX SERIES (FX20-12)		SERIES:	-		
	FINISH:	MIN. 20 GAUGE		FINISH:	GLAZED		
	COLOR:	TBD (DK GREY)		COLOR:	TBD (BLUE)		
E	MATERIAL:	METAL	N	MATERIAL:	PRE-CAST CONCRETE		
	MANUF.:	AEP SPAN		MANUF.:	-		
	SERIES:	FLEX SERIES (FX10-12)		SERIES:	-		
	FINISH:	MIN. 20 GAUGE		FINISH:	TBD		
	COLOR:	TBD (WHITE OR VERY LT GREY)		COLOR:	TBD (CHARCOAL)		
F	MATERIAL:	PERFORATED METAL	G	MATERIAL:	CONCRETE PANEL		
	MANUF.:	-		MANUF.:	-		
	SERIES:	-		SERIES:	-		
	FINISH:	-		FINISH:	FORM LINER TBD		
	COLOR:	-		COLOR:	TBD (CHARCOAL)		
G	MATERIAL:	BRAKE METAL TRIM	P	MATERIAL:	STEEL		
	MANUF.:	-		MANUF.:	-		
	SERIES:	-		SERIES:	-		
	FINISH:	PRE-FINISHED		FINISH:	PAINTED		
	COLOR:	TBD		COLOR:	TBD (BLUE)		
H	MATERIAL:	BRAKE METAL TRIM	G	MATERIAL:	-		
	MANUF.:	-		MANUF.:	-		
	SERIES:	-		SERIES:	-		
	FINISH:	PRE-FINISHED		FINISH:	-		
	COLOR:	TBD		COLOR:	-		

OWNER
FAMILY YMCA OF MARION & POLK COUNTIES
PH: 503.363.0417

CONTRACTOR
CO REDDING CONSTRUCTION
PH: 503.581.0048

CIVIL ENGINEER
WESTECH ENGINEERING
PH: 503.585.2474

STRUCTURAL ENGINEER
KPFF PORTLAND STRUCTURAL
PH: 503.227.3251

MECH / ELECT / PLUMBING
MFIA, INC.
PH: 503.234.0548

INTERIOR DESIGN
CB TWO ARCHITECTS
PH: 503.480.8700

LANDSCAPE ARCHITECT
AKS ENGINEERING & FORESTRY
PH: 360.882.0419

JURISDICTION
CITY OF SALEM
PH: 503.588.6256

LU
LAND USE

NOT FOR CONSTRUCTION

CB|Two ARCHITECTS
A LIMITED LIABILITY COMPANY
500 Liberty Street SE, Suite 100 / Salem, Oregon 97301
PH: 503.480.8700 / Fx: 503.480.8701

SALEM FAMILY YMCA

685 COURT ST NE
SALEM OREGON 97301

the YMCA

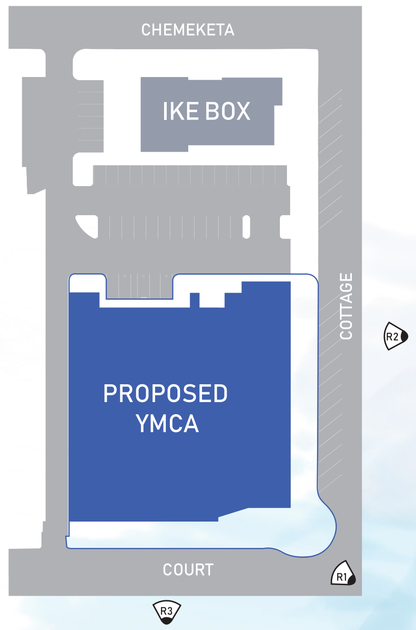
Issue:	LAND USE
Date:	02.28.2020

Rev:	Description	Date:

OVERALL EXTERIOR ELEVATIONS

LU3.01

3/3/2020 2:41:01 PM



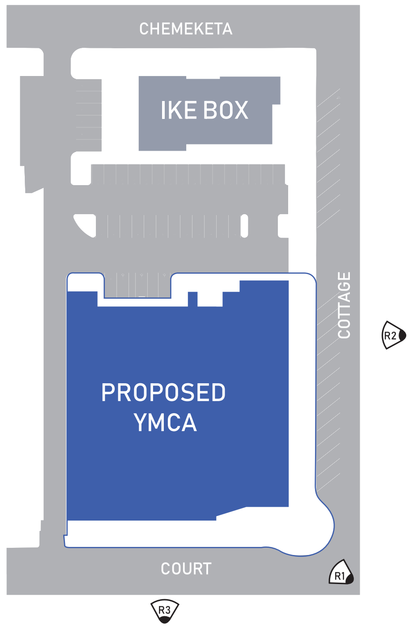
CB|TWO ARCHITECTS
A LIMITED LIABILITY COMPANY

SALEM FAMILY YMCA
YMCA of Marion and Polk Counties
SALEM, OR

the YMCA

OCT. 2, 2019

CONCEPTUAL RENDERING **R1**

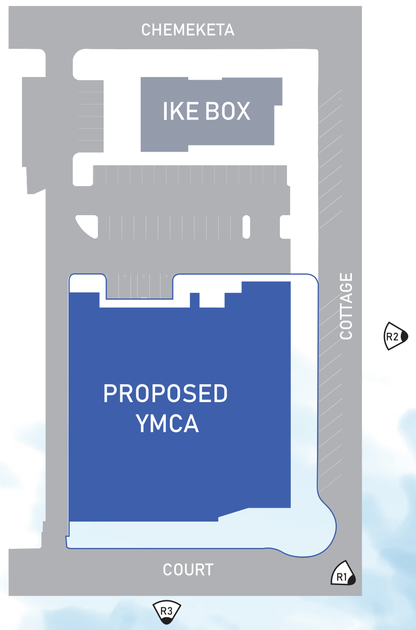


CB|TWO ARCHITECTS
A LIMITED LIABILITY COMPANY

SALEM FAMILY YMCA
YMCA of Marion and Polk Counties
SALEM, OR

OCT. 2, 2019

CONCEPTUAL RENDERING **R2**



CB|Two ARCHITECTS
A LIMITED LIABILITY COMPANY

SALEM FAMILY YMCA
YMCA of Marion and Polk Counties
SALEM, OR

OCT. 2, 2019

CONCEPTUAL RENDERING **R3**

CB|Two ARCHITECTS
A LIMITED LIABILITY COMPANY

March 2, 2020

City of Salem
Community Development Department
Planning Division
555 Liberty Street SE, Room 305
Salem, OR 97301

RE: Salem Family YMCA Consolidated Land Use Application
Written Statement

SECTION I. – CONSOLIDATED LAND USE APPLICATION REQUEST

CB Two Architects, agent for, the Salem Family YMCA, applicant, is pleased to submit a consolidated land use application as allowed under SRC 300.120. The Salem Family YMCA is requesting approval for: a Class 3 Design Review (guidelines for the General Retail Retail/Office Overlay); Class 3 Site Plan Review; Adjustments to certain development standards for off-street parking minimums, minimum building setback in the CR zone, 5 foot vehicle use area setback, minimum percentage of landscaping; and Class 2 Driveway Permit for the relocation and removal of driveways.

SECTION II. – PROJECT DESCRIPTION

The subject property is approximately 1.08 acres comprised of a consolidation of multiple lots which have until recently housed the approximately 109,800 square foot Salem Family YMCA, a 2,950 square foot commercial office building, the 14,550 square foot YMCA apartment building and about 9,624 square foot off-street parking area. The new Salem Family YMCA will include a 53,599 square foot building in three floors with an open track and covered outdoor lounge area on the roof. On-site parking is provided on the north side of the proposed building with 38 vehicle spaces and 16 bicycle spaces. An additional 40 off-site parking spaces will be provided in existing surface parking lots located across the street from the facility on Cottage Street. The new facility will include swimming pool, gymnasium, fitness, group exercise areas, health center and community spaces as well as administrative offices.

SECTION III. – DESIGN REVIEW

Sec. 632.020. - Design review.

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

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

The development proposal will follow the design review guidelines for the General Retail/Office Overlay Zone as set forth in SRC 632.025. Details related to the proposal are provided within this narrative and will illustrate compliance with the specific noted guideline as required.

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

This proposal does not include multiple family housing.

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

The development site is not located within a historic district, therefore historic design review standards or guidelines do not apply to this development proposal.

Sec. 632.025. - Design review guidelines and design review standards.

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

(1) *Building setbacks.*

(A) *Design review guidelines.*

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

The proposed building has been sited to the property lines with a primary building entry located within a recess to provide a covered entry and seating area at the corner of Court and Cottage Streets. This design approach better defines the public entry at the street corner (one of two primary public entries) and provides weather protection at this building entry as well as an area for covered outdoor seating while meeting the building codes and public works requirements for building entries. Please see the Site Plan, Sheet A1.00 of the Plan Set, for more information related to building siting.

(2) *Building orientation and design.*

(A) *Design review guidelines.*

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

The building is oriented towards Court Street and the street corner of Court and Cottage Streets where larger expanses of storefront and other glazing systems are incorporated into the building design. A main entry to the building is located on the Court Street façade near the aforementioned street corner. Building overhangs and awnings are incorporated to provide weather protection and provide a covered plaza at the building's street side entry. The building siting and use of glazing encourages interaction between the public right-of-way and building occupants increasing safety by providing "eyes on" the public street in this location. These amenities do not currently exist at this corner, which can be described as a pedestrian thoroughfare taking State employees to and from the central business core via the public sidewalk on Court Street.

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

Awnings or building overhangs are provided for the majority of the Court Street façade which has the highest level of pedestrian traffic. Awnings are also provided on the Cottage Street facade near the street corner where secondary entrances and gathering spaces are located. An awning over the entry door on the north façade, where the off-street parking lot is located, is also planned. Awnings are strategically placed to identify building entries and public use spaces. Sunshades are provided above ground floor windows for the remainder of the Cottage Street façade which provides a cohesive ground floor design that remains pedestrian oriented and is appropriate to the building's architecture.

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

As noted previously, the development site is not located within the Salem Downtown Historic District; and also, there are no above grade pedestrian walkways proposed with this project.

SECTION IV. - SITE PLAN REVIEW

The development proposal requires a Class 3 Site Plan Review and is subject to the development standards of SRC 522.010 for developments located within the CR zone, as well as other applicable standards found in Chapters SRC800.00, SRC 802, SRC 803.00, SRC 804, SRC 805.00, SRC 806.00, and SRC 807. All standards that apply to the proposal are provided and detailed information regarding the development proposals compliance is noted either within a table format or following the noted standard (standards will be in *italics*) identified in **bold** type.

SRC 522.010 Development Standards

(a) Lot Standards

LOT STANDARDS		
Requirement	*Standard*	**Project Information**
Lot Area		
All Uses	*None*	**The development site is 1.08 acres or 47,108 square feet.**
Lot Width		
All Uses	*None*	**The development site has a width of 166 ft.**
Street Frontage		
Uses other than single family	*Min. 16 ft.*	**The development site has frontage on three streets: 166 ft. on Court St.; 271 feet on Cottage St.; and 40 feet on Chemeketa Street.**

(b) Setbacks

SETBACKS		
Requirement	*Standard*	Project Information
Abutting Street		
Buildings		
All uses	*Min. 5 ft.*	The building is sited on the property lines fronting Court and Cottage Streets as prescribed by the General Retail/Office Overlay, an adjustment to this standard is requested and information specific to the request is found in Section V. – Adjustments within this narrative.
Accessory Structures		
Accessory to all uses other than single and multiple family	*Min. 5 ft.*	Accessory structures are limited to the trash enclosure which is located adjacent to the alley.
Vehicle Use Areas		
All uses	*10 feet or 6 feet with a berm or wall min.*	The parking area is not able to provide setbacks to the street that meet dimensional standards therefore an adjustment is needed and included in the Section V. - Adjustment of this narrative.
Interior Front		
Buildings		
Uses other than single or multiple family	*Zone-to-zone setback* *None for Commercial*	This development does not include an interior front yard therefore this standard does not apply.
Interior Side		
Buildings		
Uses other than single and multiple family	*Zone-to-zone setback* *None for Commercial*	The proposed development will have a building setback to the neighboring property of approximately 90 ft.
Accessory Structures		
Accessory to uses other than single and	*Zone-to-zone setback*	The trash enclosure is setback from the neighboring property by more than 25 ft.

multiple family	*None for Commercial*	
Vehicle Use Areas	*Zone-to-zone setback* *Min. 5 ft. for Commercial*	The parking areas are setback from the adjacent property by a min. of 5 ft. and no more than 17 feet.
Interior Rear		
Buildings		
Uses other than single and multiple family	*Zone-to-zone setbacks* *None for Commercial*	The proposed building is setback more than 90 ft. from the neighboring property line on the north. There are no other properties abutting the development site.
Accessory Structures		
Accessory to uses other than single or multiple family	*Zone-to-zone setbacks* *None for Commercial*	The proposed trash enclosure is more than 25 ft. from the neighboring property.
Vehicle Use Areas		
Uses other than multiple family	*Zone-to-zone setbacks* *5 ft. for Commercial*	The vehicle use areas are setback by 5 ft. or more from the neighboring property where setback is required.

(c) Lot Coverage

LOT COVERAGE; HEIGHT		
Requirements	*Standard*	Project Information
Lot Coverage		
Buildings and Accessory Structures		
All uses	*No Max.*	The Salem Family YMCA facility will be approximately 53,599 square feet, the trash enclosure is approximately 173 square feet (trash enclosure is not covered).
Rear Yard Coverage		
Buildings		

All uses	*N/A*	
Accessory Structures		
Accessory to all uses	*No Max.*	As noted, the trash enclosure is approximately 173 square feet and is not covered.
Height		
Buildings		
All uses	*Max. 50 ft.*	The proposed building has a building height of 48 ft. 2 in.
Accessory Structures		
Accessor to uses other than single and multiple family	*Max. 50 ft.*	Trash enclosure height is 6 ft. tall.

(d) Landscaping

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

The proposed building is not setback from the property lines as overlay guidelines and standards prefers no setback. Landscaping is provided between public sidewalk and parking. However, setback from parking to the street property line is not met therefore an adjustment to this standards is required and included as part of this consolidated land use application.

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

Chapter 807 requires vehicle use areas be setback from the right-of-way by a minimum of 10 feet or 6 feet with a berm or wall, this development provides varying setbacks. In some places we are able to provide the 10 feet in others we are not able to provide a setback to the property line where vehicle maneuvering is required and still in other areas, we have landscaping adjacent to parking stalls that provides some setback but not the full 6 to 10 feet. As noted previously, an adjustment to this standard is included in the requested land use applications and is found in Section V. - Adjustments of this narrative.

SRC 807 also, requires a minimum of 5 percent landscaping for parking areas that are 50,000 square feet or less, the development proposal provides 5.7 percent landscaping meeting the standard.

(3) Development site. A minimum of 15 percent of the development site shall be landscaped. Landscaping shall meet the Type A standard set forth in SRC chapter 807.

Other required landscaping under the UDC, such as landscaping required for setbacks or vehicle use areas, may count towards meeting this requirement.

The previous development area included approximately 600 square feet of landscape for the entire half block, the proposal will provide approximately 2,350 square feet of landscaping or up to 5 percent on the Family YMCA site; while this is an increase of nearly 300 percent to the existing conditions it is still less than the 15 percent required triggering the need for an adjustment. The required adjustment is included in our land use request and is further detailed in Section V. - Adjustments.

Sec. 800.055. - Solid waste service areas.

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

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

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

(2) Any change to an existing solid waste service area for receptacles of one cubic yard or larger that requires a building permit.

The solid waste service area is provided adjacent to the public alley and is located for convenience for the YMCA and the solid waste collection franchisee.

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

(1) Pad area. In determining the total concrete pad area for any solid waste service area:

(A) The pad area shall extend a minimum of one foot beyond the sides and rear of the receptacle; and

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

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

The pad area for the trash enclosure will meet the dimensional requirements and bin size will not exceed 2 yards.

(2) Minimum separation.

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

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

There is space to allow the 1.5 feet separation between the receptacle and side walls as needed. The enclosure walls will be constructed of CMU and will not include a roof.

(3) Vertical clearance.

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

(B) Receptacles greater than two cubic yards in size shall be provided with a minimum of 14 feet of unobstructed overhead or vertical clearance for servicing.

The trash enclosure does not include a roof and it is located away from other structures therefore there are no overhead obstructions in or around the enclosure.

(c) Permanent drop box and compactor placement standards.

(1) All permanent drop boxes shall be placed on a concrete pad that is a minimum of six inches thick. The pad shall have a slope of no more than one percent and shall be designed to discharge stormwater runoff consistent with the overall stormwater management plan for the site approved by the Director.

(2) All permanent compactors shall be placed on a concrete pad that is structurally engineered or in compliance with the manufacturer specifications. The pad shall have a slope of no more than three percent and shall be designed to discharge stormwater runoff consistent with the overall stormwater management plan for the site approved by the Director.

(3) Pad area. The pad area shall be a minimum of 12 feet in width. The pad area shall extend a minimum of five feet beyond the rear of the permanent drop box or compactor.

(4) Minimum separation. A minimum separation of five feet shall be provided between the permanent drop box or compactor and any combustible walls, combustible roof eave lines, or building or structure openings.

There is no permanent drop box or compactors proposed therefore this section does not apply.

(d) Solid waste service area screening standards.

(1) Solid waste, recycling, and compostable service areas shall be screened from all streets abutting the property and from all abutting residentially zoned property by a minimum six-foot-tall sight-obscuring fence or wall; provided, however, where receptacles, drop boxes, and compactors are located within an enclosure, screening is not required. For the purpose of this standard, abutting property shall also include any residentially zoned property located across an alley from the property.

(2) Existing screening at the property line shall satisfy screening requirements if it includes a six-foot-tall sight-obscuring fence or wall.

As indicated previously a trash enclosure is proposed and will have a height of 6 feet.

(e) Solid waste service area enclosure standards. When enclosures are used for required screening or aesthetics, such enclosures shall conform to the following standards:

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

The trash enclosure will have a 12 foot wide front opening as required.

(2) Measures to prevent damage to enclosure.

(A) Enclosures constructed of wood or chainlink fencing material shall contain a minimum four-inch nominal high bumper curb at ground level located 12 inches inside the perimeter of the outside walls of the enclosure to prevent damage from receptacle impacts.

(B) Enclosures constructed of concrete, brick, masonry block, or similar types of material shall contain a minimum four-inch nominal high bumper curb at ground level located 12 inches inside the perimeter of the outside walls of the enclosure, or a fixed bumper rail to prevent damage from receptacle impacts.

(C) The requirements under subsections (e)(2)(A) and (B) of this section shall not apply if the enclosure is designed to be separated:

(i) A minimum distance of two feet from the sides of the container or receptacles; and

(ii) A minimum of three feet from the rear of the container or receptacles.

The proposed enclosure will be constructed of CMU and will include a 4 inch curb bumper rail reducing the risk of damage from receptacles.

(3) Enclosure gates. Any gate across the front opening of an enclosure shall swing freely without obstructions. For any opening that is less than 15 feet in width, the gates shall open a minimum of 120 degrees. For any opening that is 15 feet or greater in width, the gates shall open a minimum of 90 degrees. All gates shall have restrainers in the open and closed positions.

Enclosure gates will open 120 degrees or more as required.

(4) Prohibited enclosures. Receptacles shall not be stored in buildings or entirely enclosed structures unless the receptacles are:

(A) Stored in areas protected by an automatic sprinkler system approved by the City Fire Marshal; or

(B) Stored in a building or structure of a fire resistive Type I or Type IIA construction that is located not less than ten feet from other buildings and used exclusively for solid waste receptacle storage.

Standard noted.

(f) Solid waste service area vehicle access.

(1) Vehicle operation area.

(A) A vehicle operation area shall be provided for solid waste collection service vehicles that is free of obstructions and no less than 45 feet in length and 12 feet in width. Vehicle operation areas shall be made available in front of every receptacle, or, in the case of multiple receptacles within an enclosure, in front of every enclosure opening.

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

(i) Directly in front of the permanent location of the receptacle; or

(ii) In a location where the receptacle can be safely maneuvered manually not more than 45 feet into a position at one end of the vehicle operation area for receptacle servicing.

The trash enclosure is sited adjacent to the alley which will be 20 feet wide in this location and will not require maneuvering more than 10 feet into a position at one end of the vehicle operation area for receptacle servicing.

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

As noted previously the vehicle operation area is in the alley adjacent to the western property line.

(D) In the event that access to the vehicle operation area is not a direct approach into position for operation of the service vehicle, a turnaround, designed and constructed pursuant to the Public Works Design Standards, shall be required to allow safe and convenient access for collection service.

(2) Vehicle operation areas shall be designed so that waste collection service vehicles are not required to back onto a public street or leave the premises.

(3) Vehicle operation areas shall be paved with asphalt, concrete, or other hard surfacing approved by the Director, and shall be adequately designed, graded, and drained to the approval of the Director.

(4) Signs. "No Parking" signs shall be placed in a prominent location on the enclosure, or painted on the pavement in front of the enclosure or receptacle, to ensure unobstructed and safe access for the servicing of receptacles.

The alley provides adequate space for maneuvering and will not require hauling vehicles to back onto the street. The developer will post "No Parking" signs as required.

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

Standard noted.

SRC 802 – Public Improvements

Public utility servicing connections will meet all City of Salem Public Works design standards as required.

SRC 803 – Streets and right-of-way

Street improvements are limited to sidewalk replacement, street tree planting and other streetscape implementation that will meet all City of Salem Public Works design standards as required.

Sec. 804.025. - Class 2 driveway approach permit.

A Class 2 driveway approach permit is required for this development and is included within Section V. of this narrative .

Sec. 805.005. - Vision clearance areas.

Vision clearance areas that comply with this section shall be provided at the corners of all intersections; provided, however, vision clearance areas are not required in the Central Business (CB) Zone.

(a) Street intersections. Vision clearance areas at street intersections shall comply with the following:

(3) One-way streets. Notwithstanding subsections (a)(1) and (2) of this section, at an uncontrolled or controlled intersection of a one-way street, no vision clearance area is required on the corners of the intersection located downstream from the flow of traffic (see Figure 805-3).

The development site is located at the northwest corner of Court and Cottage Streets NE both are one way streets and the intersection is controlled by a signal at the Cottage Street NE connection. Traffic on Court Street NE flows west so no vision clearance area is required for the building which is sited at the property line; however the building is set back at the ground level in this location. The Cottage Street NE driveway, as previously mentioned, provides vision clearance on the north side of the driveway as required.

Sec. 806.015. - Amount off-street parking.

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

Table 806-1
Recreation, Entertainment, and Cultural Services and Facilities
Recreational and cultural community services – 1 per 350 sq. ft.

The minimum required parking for the new 53,599 square foot Salem Family YMCA facility is 153 spaces. The development proposal provides 38 spaces on-site, with 40 spaces provided in off-site lots across Cottage Street for a total of 78 off -street parking spaces provided. An adjustment to the minimum standard is requested, information specific to the request can be found in Section V. – Adjustments within this narrative.

Sec. 806.075. – Amount of off-street loading.

(a) Off-street parking used for loading. An off-street parking area meeting the requirements of this chapter may be used in place of a required off-street loading space when the use or activity does not require a delivery vehicle which exceeds a maximum combined vehicle and load rating of 8,000 pounds and the off-street parking area is located within 25 feet of the building or the use or activity that it serves.

The proposed project will not require deliveries from vehicles weighing more than 8,000 pounds therefore the proposed on-site parking area will be adequate to meet the needs for deliveries.

Sec. 808.030. - Tree and vegetation removal permits.

(a) Applicability.

(1) Except as provided in subsection (a)(2) of this section, no trees or native vegetation protected under SRC 808.015, SRC 808.020, or SRC 808.025 shall be removed unless a tree and vegetation removal permit has been issued pursuant to this section.

The proposed project anticipates removing the single tree that is located within the development site. The tree a, identified as a "pineoak" on the survey or existing conditions plan, is located along the western property line and will be within the area being dedicated for alley right-of-way.

(b) Procedure type. A tree and vegetation removal permit is processed as a Type I procedure under SRC chapter 300.

This standard is understood. There are no plans to remove existing trees within the street right of way that fronts the development site.

(d) Approval criteria. An application for a tree and vegetation removal permit shall be granted if one or more of the following criteria are met:

(2) Repair, alteration, or replacement of existing structures. The tree or native vegetation removal is reasonably necessary to effect the otherwise lawful repair, alteration, or replacement of structures existing as of June 21, 2000, the footprint of the repaired, altered, or replacement structure is not enlarged, and no additional riparian corridor area is disturbed beyond that essential to the repair, alteration, or replacement of the existing structure.

A single on-site tree which is located along the western property line, where a 4 foot strip of property is being dedicated for alley right-of-way, will be removed. The landscape plan shows 9 new trees to be planted within the redevelopment site which confirms that the 2 to 1 replacement ratio will be met by this proposal. Please refer to the Landscape Plan, Sheet L1.0, of the Plan Set included with this submittal for locations and types for all new trees.

SECTION V. – CLASS 2 DRIVEWAY APPROACH

Sec. 804.025. - Class 2 driveway approach permit.

(a) Required. A Class 2 driveway approach permit is required for:

(1) A driveway approach onto a parkway, major arterial, or minor arterial;

(2) A driveway approach onto a local or collector street providing access to a use other than single family or two family;

(3) A driveway approach providing access to a corner lot that abuts only local or collector streets, where the driveway approach will provide access onto the street with the higher street classification; or

(4) Maintenance, repair, or replacement of an existing permitted driveway approach, which is part of, or needed for, redevelopment of commercial or industrially zoned property.

The development site is served by five driveways, three accessing Cottage Street (a local street), one accessing Chemeketa Street (a collector), and one accessing the alley that borders the site's western property line. The redevelopment proposal seeks to relocate one of the three Cottage Street driveway approaches, to construct two approaches from the alley and close the remaining approaches.

(b) Procedure type. A Class 2 driveway approach permit is processed as a Type II procedure under SRC chapter 300.

As previously noted, the Class 2 driveway approach is included within this consolidated land use application which is being reviewed as Type III procedure due to other components of the consolidated application.

(c) Submittal requirements. In lieu of the application submittal requirements under SRC chapter 300, an application for a Class 2 driveway approach permit shall include the following:

Required application materials, such as the completed application form and proposed site plan are included within the consolidated application package as required.

(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;

The proposed driveway approaches onto Cottage Street and the alley will meet the required standards including the Public Works Design Standards.

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

There are no site conditions that prevent the use of the proposed location.

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

The development site does not have access to an arterial.

(4) The proposed driveway approach, where possible:

(A) Is shared with an adjacent property; or

(B) Takes access from the lowest classification of street abutting the property;

The proposed locations take access from the lowest classification of streets abutting the property, which is Cottage Street that is classified as a local street, and the alley as desired by code.

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

Cottage Street in this location is a one-way street with traffic going south bound so the vision clearance area is on the north side of the driveway which requires a 10 foot by 50 foot vision clearance area which is provided at this location.

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

The proposed driveways will not create traffic hazard, the 26 foot width provides safe right in / right out turning movements from Cottage Street. The alley driveways have a 26 foot width and a 22 foot width and the alley has a 20 width in this location, further promoting safe access and turning movements into the public right-of-way.

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

The proposed driveways do not result in significant adverse impacts. The development proposal will improve existing conditions by closing 4 non-conforming driveways which currently access two public streets and limiting access from the lowest street classification to a single right in/right our driveway on Cottage Street and two approaches off of the alley.

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

The reduction of driveways that access surrounding streets and the relocation/replacement of a single driveway onto a street conforming to City standards will minimize impacts and improve conditions.

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

The development site is located in an area that is zoned commercially, and reduces the number of existing driveways accessing City streets there are no adverse impacts from the proposed driveway locations.

SECTION VI. – ADJUSTMENTS

The design team has worked earnestly to provide a project design that meets all of the applicable development standards found in the UDC; however due to site constraints, programing needs and conflicts within the standards total compliance is not practicable. The drafters of the UDC anticipated that flexibility would be needed to allow for developers to provide alternative means to meet the purposes of the Code when circumstances exist that preclude strict adherence. This development proposal requires the following Class 2 adjustments: minimum building setback SRC 522.010(b); minimum setbacks for vehicle use areas SRC 522.010(b) and SRC 806; landscape setback dimensions for vehicle use areas; minimum percentage of landscaping SRC 522.010(d); and required number of off-street parking spaces SRC 806.015. Section 250.005(d) indicates that a Class 2 adjustment "shall be granted" if all of the applicable criteria are met:

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

(i) Clearly inapplicable to the proposed development; or

(ii) Equally or better met by the proposed development.

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

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

Information providing details as to how each of the requested adjustments meets the above criteria: (A)(ii) Equally or better met by the proposed development; and (C) If more than one adjustment has been requested the cumulative effect of all the adjustments result in a project which is still consistent with the overall purpose of the zone; Criterion (B) is not applicable because the site is not located in a residential zone is provided below.

Minimum Building Setback

The minimum building setback to property lines abutting streets in the CR zone is 5 feet; however, the General Retail/Office Overlay wants setbacks minimized and prefers no setback to the abutting streets. The facades of the structures formerly on the development site were constructed contiguous to the street property line which is consistent with the majority of buildings neighboring the development site as well as throughout Salem's downtown. Siting the building on the property line will provide a pedestrian oriented development that is desired and will promote greater interaction between the building and the public right-of-way. We believe that meeting the guidelines of the overlay better meets the objectives identified in the Salem Area Comprehensive Plan.

Minimum Setback to Vehicle Use Areas to Streets

The minimum setback for vehicle use areas to streets is found in SRC 806.035(c)(2)(C) and asks for a minimum 6 foot setback from property line with a 3 foot wall, the applicant request a reduction to this setback dimension with no wall. Site constraints and emergency access requirements impact the ability to maximize the amount of on-site parking and meet setback requirements. The proposed plan includes improving existing parking areas to include

landscape separations between sidewalks and vehicle use areas with varying setbacks for parking to public sidewalk of 6 feet 9 inches down to 4 feet 2 inches, setbacks to property lines are less. However, the proposed parking areas will improve an existing condition as there is no separation from the existing parking areas along Cottage Street. Granting approval will allow the Salem Family YMCA to provide 38 on-site parking spaces in a parking lot that provides required fire access, safer circulation patterns and meets current design standards, except for the setback dimensions and a wall. The proposed redevelopment will reduce the amount of non-conformance that currently exists and provides a landscaped separation between the sidewalk and parking for an improved pedestrian environment on both Cottage and Chemeketa Streets where they are adjacent to off-street parking. The proposed design locates parking parallel to sidewalks with landscaped separations eliminating existing conflicts between the public sidewalk and vehicle maneuvering within existing parking areas for a safer and improved pedestrian environment in this location. The intent of the setback is to provide a physical separation between vehicle use areas and pedestrian paths, which is met by the design. The new Salem Family YMCA will provide needed improvements on this half block better serving the community and meeting the intent of the standard.

Landscape Area

The CR Zone asks for 15 percent of the site to include landscaping our development proposes 5 percent. The site size and the programing needs of the Salem Family YMCA preclude the development from providing more landscaping; however the redevelopment of these facilities will increase landscaping on these properties and provides a new facility that meets the goals of the CR Zone, the General Retail/Office Overlay and the Comprehensive Plan. The proposal reduces the amount of non-conformance that currently exists on these properties and will provide a modern well programmed community center that provides landscaping that will incorporate trees in and around vehicle use areas.

Required Parking

Required off-street parking for this development is 153 spaces the development proposal provides 78 spaces, through the 38 on-site spaces (for members and guests) and 40 leased spaces (for members, guest and staff) which are located across Cottage Street. An adjustment to the minimum is required as the YMCA is not able to meet the minimum parking requirement, but is confident, given their historic experience in this location, that the 78 that are provided will adequately meet their needs. The previous development site included: the Salem Family YMCA building which was approximately 110,000 square feet, a commercial office building of 2,950 square feet, the YMCA apartment building was 14,550 square feet and a 42 space parking lot which served all the Salem Family YMCA. In addition to the 42 spaces that were located on their site, the YMCA leased 36 parking spaces in a non-conforming parking lot located at the corner of Cottage and Court Streets for a total of 78 spaces to serve their 110,000 square foot facility and their apartment building. The redevelopment plans include replacing the Salem Family YMCA with a new facility that is 51,461 square feet (half the size of the former building with 30 fewer staff). Fewer amenities will be available in the new facility as it will have only 1 pool (former facility had 2), no racquet ball, or all day child care further reducing their need for parking. Plus 80 percent of the YMCA's members who utilize the YMCA's facilities during the week day work in the area and walk to the facility. There are also up to 84 part time spaces on the upper deck of the DAS parking structure available for lease to the YMCA Monday through Friday after 5:00PM and all day on weekends which are peak hours for the YMCA as they have expanded programs in the evenings and on weekends.

Included in the redevelopment plan is the addition of 7on-street parking spaces along Cottage Street, though these additional street parking spaces cannot be added to the project's parking count it does add to the City's on-street parking inventory and the spaces will be adjacent to the development. For these reasons and given that the Salem Family YMCA has historically operated utilizing their available parking with few problems the applicant and their design team believes the proposed parking is adequate for their needs. This redevelopment proposal provides a new facility for the community's benefit, reduces the amount of non-conformance that has existed with the former constructions, and adds parking to the City's on-street parking inventory.

The requested adjustments will not negatively impact the development site or the neighboring properties. The overall development proposal meets the spirit of the applicable standards and is the minimum needed. The new Salem Family YMCA will reduce non-conforming conditions and bring needed site and streetscape improvements to this busy street corner. The proposal is consistent with the purpose of the zone which is to provide a variety of commercial uses in the area, many of these uses will be found within the facility with recreational and personal health services, administrative office uses, and community resources.

VII. – CONCLUSION

The applicant is looking forward to the redevelopment of the Salem Family YMCA facility and their continued participation as an important community resource. The new facility will provide the community with a fresh and modern place for recreation, support services and community gatherings in a facility that meets their programing needs. The overall proposal meets the intent of the UDC and will bring needed improvements to this area of Salem.

MEMO

TO: Olivia Dias, Planner III
Community Development Department

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

DATE: April 22, 2020

SUBJECT: **PUBLIC WORKS RECOMMENDATIONS**
DR-SPR-DAP-ADJ20-01 (20-104830-RP)
685 COURT STREET NE
YMCA REDEVELOPMENT

PROPOSAL

A consolidated application for the redevelopment of the YMCA (recreational and cultural community service) consisting of the proposed three-story, 53,599-square-foot building and vehicle use area, and modifications to driveways on Cottage Street NE and Chemeketa Street NE.

The application includes the following:

1) A Class 3 Design Review and Class 3 Site Plan review for the proposed building;

2) A Class 2 Driveway Approach Permit for the proposed driveway onto Cottage Street; and

3) A Class 2 Adjustment to:

   a) Allow portions of the proposed building adjacent to Court Street NE and Cottage Street NE to be set back less than 5 feet as required under SRC 522.010(b);

   b) Reduce the minimum six- to ten-foot vehicle use area setback required to zero feet, pursuant to SRC 806.035(c)(2), to the property line abutting Cottage Street NE;

   c) Reduce the minimum six- to ten-foot vehicle use area setback required to two feet, pursuant to SRC 806.035(c)(2) to the property line abutting Chemeketa Street NE;

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

d) Reduce 15 percent landscaping for the development to 5 percent;

e) Reduce required parking spaces from 153 spaces to 78 spaces, with 40 spaces across Cottage Street NE; and

f) Eliminate the required 4-foot wall required for Vehicle Use Areas abutting a street setback less than 10 feet.

The subject property is approximately 0.33 acres in size, zoned CR (Retail Commercial) within the General Retail/Office Overlay Zone, located at 299 Cottage Street NE and 685-695 Court Street SE (Marion County Assessor Map and Tax Lot Numbers073W27AA / 1800 073W27AA / 1600 073W27AA / 1500 and 073W27AA / 1400).

RECOMMENDED CONDITIONS OF APPROVAL

1. Replace nonconforming portions of existing sidewalk along the frontage of the property pursuant to SRC 78.180(a).

2. Provide a minimum of 4 street trees along the development frontage.

3. Reconstruct existing curb cuts that will no longer access a vehicle use area to PWDS and re-stripe on-street parking, as needed.

FACTS

Streets

1. Court Street NE

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

   b. Existing Condition—This street has an approximate 58-foot improvement within a 99-foot-wide right-of-way abutting the subject property.

2. Cottage Street NE

   a. Standard—This street is designated as a Local street in the Salem TSP. The standard for this street classification is a 30-foot-wide improvement within a 60-foot-wide right-of-way.

   b. Existing Condition—This street has an approximate 58-foot improvement within a 99-foot-wide right-of-way abutting the subject property.

3. Chemeketa Street NE

   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 58-foot improvement within a 99-foot-wide right-of-way abutting the subject property.

Storm Drainage

1. Existing Conditions

   a. A 12-inch storm main is located in Cottage Street NE.

   b. An 8-inch storm main is located near the southeast corner of the subject property.

   c. A 10-inch storm main is located in the alley abutting the western boundary of the subject property.

Water

1. Existing Conditions

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

   b. A 12-inch water main is located in Court Street NE. Mains of this size generally convey flows of 2,100 to 4,900 gallons per minute.

   c. A 10-inch water main is located in Cottage Street NE. Mains of this size generally convey flows of 1,500 to 3,400 gallons per minute.

   d. An 8-inch water main is located in Chemeketa Street NE. Mains of this size generally convey flows of 900 to 2,200 gallons per minute.

Sanitary Sewer

1. Existing Conditions

   a. A 10-inch sewer main is located in Court Street NE.

   b. A 48-inch sewer main is located in Cottage Street NE.

   c. A 24-inch sewer main is located in Chemeketa Street NE.

d. An 8-inch sewer main is located in the alley abutting the western boundary of the subject property.

CRITERIA AND FINDINGS

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

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

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

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

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

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

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

Finding— Court Street NE, Cottage Street NE, and Chemeketa Street NE meet or exceed the right-of-way width standards pursuant to the Salem TSP; therefore, no additional right-of-way is required as a condition of the proposed development. The development site is served by fully developed streets that met the standards in effect at the time the streets were originally constructed; therefore, pursuant to SRC 803.065(a)(2), no additional street improvements are required.

However, streetscape improvements are warranted along all property frontages. The applicant shall replace nonconforming portions of existing sidewalk along the frontage of the property pursuant to SRC 78.180(a) and provide a minimum of four (4) new street trees along the development frontage pursuant to SRC 86.015(e). In addition, existing curb cuts that will no longer access a vehicle use area shall be reconstructed to PWDS and on-street parking shall be re-striped, as needed.

No special setback is required along the development frontage because the existing rights-of-way meet the standards for their classifications of street.

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

Finding—The applicant is proposing to relocate the driveway approach along the Cottage Street NE frontage. See Class 2 Driveway Approach findings below. The proposed location will require the removal of a street tree. The applicant received approval for the removal of this street tree on April 21, 2020, under permit number 20-105818-TR.

The driveway access onto Cottage Street NE provides for safe turning movements into and out of the property. The alley provides secondary access and, as shown on the site plan, allows for safe turning movements into and out of the property.

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

Finding—The Public Works Department has reviewed the applicant's preliminary plan for this site. The water, sewer, and storm infrastructure are available within surrounding streets/areas and are adequate to serve the proposed development. The applicant shall design and construct all utilities (sewer, water, and storm drainage) according to PWDS and to the satisfaction of the Public Works Director. The applicant is advised that the trash area shall be designed in compliance with PWDS.

The applicant's engineer submitted a statement demonstrating compliance with Stormwater PWDS Appendix 004-E(4) and SRC Chapter 71. The preliminary stormwater design demonstrates the use of green stormwater infrastructure to the maximum extent feasible. At the time of development, the storm drainage system shall be designed and constructed in compliance with SRC Chapter 71 and PWDS.

Criteria—A Class 2 Driveway Approach Permit shall be granted if:

(1) The proposed driveway approach meets the standards of this Chapter and the PWDS;

Finding—The proposed driveway meets the standards for SRC Chapter 804 and PWDS.

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

Finding—The proposed location will require the removal of a street tree. The applicant received approval for the removal of this street tree on April 21, 2020, under permit number 20-105818-TR. With the removal of the street tree, there are no site conditions prohibiting the location of the proposed driveway.

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

Finding—The proposed driveway is not accessing onto an Arterial street.

(4) The proposed driveway approach, where possible:

i. Is shared with an adjacent property; or

ii. Takes access from the lowest classification of street abutting the property;

Finding—The proposed driveway is currently located with access to the lowest classification of street abutting the subject property.

(5) Proposed driveway approach meets vision clearance standards;

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

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

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

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

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

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

Finding—The proposed driveway approach is located on a Local street and does not create a significant impact to 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 adverse impact on the functionality of the adjacent streets.

Prepared by: Jennifer Scott, Program Manager
cc: File