

TO: HEARINGS OFFICER

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

**SUBJECT: CONDITIONAL USE / CLASS 3 SITE PLAN REVIEW / CLASS 2 ADJUSTMENT / CLASS 2 DRIVEWAY APPROACH PERMIT / CLASS 1 DESIGN REVIEW CASE NO. CU-SPR-ADJ-DAP-DR21-02
3200 BLOCK OF BOONE ROAD SE - 97317
AMANDA NO. 20-116280-ZO, 20-116282-RP, 20-116283-ZO, 20-116281-ZO & 20-116285-DR**

REQUEST

Summary: Development of a new fifteen building apartment complex with 210 dwelling units.

Request: A Conditional Use Permit request to allow a new multi-family residential use, and Class 3 Site Plan Review, Class 2 Driveway Approach Permit, and Class 1 Design Review for development of a new fifteen building apartment complex containing a total of 210 dwelling units, with a Class 2 Adjustment request to:

- 1) Allow an off-street parking area in front of adjacent buildings, instead of behind or beside buildings as required by SRC 702.020(d)(2);
- 2) Increase the maximum building length per SRC 702.020(e)(1) from 150 feet to 176.6 feet;
- 3) To eliminate the requirement for a minimum of 40 percent of the buildable width to be occupied by buildings placed at the minimum setback per 702.020(e)(4); and
- 4) To eliminate the direct pedestrian access to adjacent sidewalk requirement for ground level units per 702.020(e)(5).

For property approximately 27 acres in size, zoned IC (Industrial Commercial), and located at the 3200 Block of Boone Road SE - 97317 (Marion County Assessor Map and Tax Lot number: 083W13A / 00300).

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

APPLICANT/OWNER: John Eld, MWSH Boone Road Property LLC

AGENT: Brandie Dalton, Multi-Tech Engineering, Inc.

RECOMMENDATION

Based upon the Facts and Findings contained in this staff report, staff recommends that the Hearings Officer APPROVE the request for a conditional use, site plan review, adjustments 1-3, driveway approach permit, and design review applications subject to the following conditions of approval:

CONDITIONAL USE:

- Condition 1:** Prior to building permit issuance the applicant shall demonstrate the proposal complies with all applicable fire department access requirements.
- Condition 2:** Prior to issuance of building permit, the applicant shall demonstrate that in coordination with Salem Keizer Public Schools, a safe accessible bus transportation route shall be provided for the proposed development. This may be accomplished by either 1) completing a street connection to 36th Avenue SE that accommodates school buses, 2) by providing sidewalks along Boone Road SE and on 36th Avenue SE connecting to a school bus stop to be located on 36th Avenue SE, or 3) the applicant may coordinate an alternative plan with Salem Keizer Public Schools to ensure a safe bus route is provided for this development.
- Condition 3:** Along the southern property line, the applicant shall construct a minimum six-foot tall, decorative, sight-obscuring fence or wall. The fence or wall shall be constructed of materials commonly used in the construction of fences and walls, such as wood, stone, rock, brick, or other durable materials. Chain-link fencing with slats shall not be allowed to satisfy this requirement.
- Condition 4:** The multi-family use shall contain no more than 210-dwelling units.

SITE PLAN REVIEW:

- Condition 5:** The final plat for Partition 19-12 shall be recorded prior to issuance of any civil site work or building permits.
- Condition 6:** Prior to building permit issuance the applicant shall revise the site plan to comply with the minimum vehicle use area setback requirement to the north and east.
- Condition 7:** Development of the solid waste service areas shall conform to all applicable standards of SRC Chapter 800.
- Condition 8:** At the time of building permit, the applicant shall demonstrate that the bicycle parking pads comply with all applicable development standards of SRC Chapter 806.
- Condition 9:** At the time of building permit, the applicant shall provide a minimum of three off-street loading spaces in compliance with all applicable off-street loading development standards of SRC Chapter 806.

- Condition 10:** At the time of building permit submittal, the applicant shall provide an updated tree inventory documenting any trees lost on the property during the ice storm event in February 2021.
- Condition 11:** Provide a 40-foot-wide temporary construction easement to the City of Salem along the entire frontage of 36th Avenue SE. The easement may be modified pursuant to PWDS after completion of the street improvements along 36th Avenue SE.
- Condition 12:** Along the entire frontage of abutting streets, dedicate right-of-way on the development side of the centerline to equal a minimum half-width of 36 feet on 36th Avenue SE and a minimum half-width of 30 feet on Boone Road SE.
- Condition 13:** Along Boone Road SE from 36th Avenue to 32nd Avenue, construct a minimum 15-foot-wide half-street improvement on the development side and a minimum 15-foot-wide turnpike improvement on the opposite side of the centerline. This improvement shall include a reconfiguration of the existing Boone/32nd intersection as described in Exhibit 14 of the TIA.
- Condition 14:** Pay the Bonaventure Reimbursement District Fee for Kuebler Boulevard Street Improvements pursuant to Resolution No. 2015-17.
- Condition 15:** The applicant's Traffic Engineer shall provide sight distance information for the driveway located on the inside of the curve of the proposed new street. On-street parking may need to be limited based on the findings of the sight distance analysis.
- Condition 16:** Construct an 8-inch S-1 water main from 36th Avenue SE to 32nd Avenue SE.
- Condition 17:** Pay a temporary access fee of \$114,600 and connect to the existing S-1 water system as a temporary facility pursuant to SRC 200.080(a).
- Condition 18:** Construct a master plan sewer main in 36th Avenue SE from Kuebler Boulevard SE to Boone Road SE
- Condition 19:** Construct an 8-inch sewer main from 36th Avenue SE to 32nd Avenue SE.
- Condition 20:** The applicant's engineer shall complete a downstream stormwater analysis pursuant to PWDS 4.2k to evaluate the adequacy of the stormwater linking facilities.

- Condition 21:** As a condition of residential use, the applicant has two options for providing park facilities to serve the subject property:
- a. Convey or acquire property for dedication of neighborhood park facility NP-29 or equivalent; or
 - b. Pay a temporary access fee of 13.5 percent of the Parks SDCs due for the residential uses

ADJUSTMENTS:

- Condition 22:** The adjusted development standards, as approved in this zoning adjustment, shall only apply to the specific development proposal shown in the attached site plan. Any future development, beyond what is shown in the attached site plan, shall conform to all applicable development standards of the UDC, unless adjusted through a future land use action.

DESIGN REVIEW:

- Condition 23:** All trees designated for preservation shall be marked and protected during construction. Any tree designated for preservation shall require that at least 70 percent of a circular area beneath the tree measuring one foot in radius for every one inch of dbh be protected by an above ground silt fence, or its equivalent. Protection measures shall continue until the issuance of a certificate of final occupancy.
- Condition 24:** A lighting plan shall be provided at the time of building permit application demonstrating that lighting will be provided that illuminates all exterior dwelling unit entrances, parking areas, and pedestrian paths within the development.
- Condition 25:** Any ground-level unit, cluster of units, or interior lobbies, or portions thereof, located within 25 feet of the property line abutting a street shall have a building entrance facing the street, with direct pedestrian access to the adjacent sidewalk.

Staff recommends that the Hearings Officer DENY the Class 2 Adjustment request to eliminate the direct pedestrian access to adjacent sidewalk requirement for ground level units per 702.020(e)(5).

APPLICATION PROCESSING

On October 16, 2020, Conditional Use Permit, Class 3 Site Plan Review, Class 2 Adjustment, Class 2 Driveway Approach Permit, and Class 1 Design Review applications were accepted for processing. After receiving additional information, the collective

applications were deemed complete for processing on January 21, 2021. The 120-day state mandated decision deadline for this collective application is May 21, 2021.

The public hearing before the City of Salem Hearings Officer is scheduled for February 24, 2021, at 5:30 p.m. Notice of public hearing was sent by mail to surrounding property owners and tenants pursuant to Salem Revised Code (SRC) requirements on February 4, 2021. Public hearing notice was also posted on the property on February 11, 2021 pursuant to SRC requirements.

PROPOSAL

The applicant has submitted Conditional Use Permit, Class 3 Site Plan Review, Class 2 Adjustment, Class 2 Driveway Approach Permit and Class 1 Design Review applications for development of a proposed fifteen building apartment complex with a total of 210 dwelling units with associated site improvements for property located at 3230 Boone Road SE.

SUMMARY OF RECORD

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

APPLICANT'S STATEMENT

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

FACTS AND FINDINGS

1. Salem Area Comprehensive Plan (SACP) designation

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

An Urban Growth Area Preliminary Declaration has been previously approved for the subject property (UGA 19-01) to determine the public facilities required for development of approximately 80 acres, including the subject property located at 3230 Boone Road SE.

2. Zoning and Surrounding Land Uses

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

North: Across Boone Road SE; IG (General Industrial)

South: RA (Residential Agriculture)

East: IC (Industrial Commercial)

West: Interstate 5

3. Site Analysis

The subject property is proposed Parcel 1 from Tentative Partition Plan PAR19-12 and is approximately 27 acres and has approximately 405 feet of frontage on Boone Road SE. Boone Road SE is designated as a Local street in the Transportation System Plan.

4. Neighborhood and Citizen Comments

The subject property is located within the Southeast Mill Creek Association (SEMCA). Pursuant to SRC Chapter 300, the applicant is required to contact the Neighborhood Association prior to submittal of this consolidated application. On October 23, 2020 the applicant contacted SEMCA meeting the requirements of SRC 300.310(c). Notice was provided to SEMCA and to surrounding addresses, property owners, and tenants within 250 feet of the subject property. At the time of this staff report, no neighborhood association or public comments had been received.

5. City Department and Public Agency Comments

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

The Salem Building and Safety Division reviewed the proposal and identified no issues.

The Salem Fire Department reviewed the proposal and commented the development will require a minimum of 2 separate and approved means of fire department access. As shown on sheet SDR5, only 1 access point is provided from Boone and 32nd. Fire department access is required to be provided within 150 feet of all portions of the structures, fire hydrants are required to be located within 600 feet of all portions of the structures, aerial fire department access is required if the building height exceeds 30 feet, and the FDCs shall be located within 100 feet of a fire hydrant in an approved location.

Condition 1: Prior to building permit issuance the applicant shall demonstrate the proposal complies with all applicable fire department access requirements.

The Historic Preservation Officer/City Archaeologist has reviewed the proposal and commented that while there are no known archaeological resources on the property located at 3230 Boone Rd SE (083W13A00300), this tax lot is within Salem's High Probability archaeological zone and there are several known archaeological sites within the Area of Potential Effect for this project. At the time of City permit submittal authorizing ground disturbing activity on the site (i.e. grading/civil site work), the applicant shall provide evidence of notification to the Oregon State Historic Preservation Office (SHPO) of this project. Additionally, prior to any ground disturbing activity on the site, the applicant shall ensure the Confederated Tribes of the Grand Ronde, the Confederated Tribes of the Siletz and the Confederated Tribes of Warm Springs have been notified of the project. At the time of permit submittal, the applicant shall provide a copy of their Inadvertent Discovery Plan or shall ensure the City of Salem's Inadvertent Discovery Plan (IDP) is in place during ground disturbing activity.

Salem-Keizer Public Schools has reviewed the proposal and provided a response letter included as **Attachment E**. In summary, the subject property is located outside of the walk zone for Lee Elementary School, Judson Middle School, and South Salem High School, and students living at the proposed facility will be eligible for transportation. Salem-Keizer Public Schools comments that in order to access this property with school buses, improvements will be needed so that buses can drive through in a forward direction, without backing and with sufficient clearance at all times. This may be accomplished by completing a street connection to 36th Avenue SE, or school buses could stop on 36th Avenue SE at Boone Road SE which would require completion of sidewalks along Boone Road SE and on 36th Avenue SE connecting the subject property with a school bus stop to be located on 36th Avenue SE. Bus pullouts and a covered shelter shall be provided. Finally, the applicant may coordinate an alternative plan with Salem Keizer Public Schools to ensure a safe bus route is provided for this development.

Condition 2: Prior to issuance of building permit, the applicant shall demonstrate that in coordination with Salem Keizer Public Schools, a safe accessible bus transportation route shall be provided for the proposed development. This may be accomplished by either 1) completing a street connection to 36th Avenue SE that accommodates school buses, 2) by providing sidewalks along Boone Road SE and on 36th Avenue SE connecting to a school bus stop to be located on 36th Avenue SE, or 3) the applicant may coordinate an alternative plan with Salem Keizer Public Schools to ensure a safe bus route is provided for this development.

Marion County Public Works reviewed the proposal and is requesting to be included in the TIA scoping since potential intersection improvements at Boone

Road and 36th Avenue may include the east leg of that intersection, then Marion County Public Works Engineering would need to be involved in the plan review and permitting process.

6. Analysis of Conditional Use Criteria

SRC Chapter 240.005(a)(1) provides that:

No building, structure, or land shall be used or developed for any use which is designated as a conditional use in the UDC unless a conditional use permit has been granted pursuant to this Chapter.

SRC Chapter 240.005(d) establishes the following approval criteria for a conditional use permit:

Criterion 1:

The proposed use is allowed as a conditional use in the zone.

Finding: SRC Chapter 551, Table 551-1 provides that multi-family uses are allowed in the IC (Industrial Commercial) zone with a conditional use permit.

Criterion 2:

The reasonably likely adverse impacts of the use on the immediate neighborhood can be minimized through the imposition of conditions.

Finding: The applicant states that the proposed development is compatible with the surrounding land uses. The subject property is near the City limits boundary and was annexed into the City in 2011. The property south of Kuebler Boulevard and east of Interstate 5 is a transitional area with many within the Urban Growth boundary that are outside of City limits. To the north is property zoned IG (General Industrial), which is occupied by single family dwellings. Further east is property zoned CO (Commercial Office) occupied by a senior living facility. To the south is a large RA (Residential Agriculture) zoned property with a single-family dwelling. There are many underdeveloped areas and properties in the vicinity and this immediate area is likely to see future development and growth.

The development standards of the zoning code, including setbacks, building height, and landscaping, are intended to address the difference in compatibility that arises from between different uses. The multi-family residential design standards require additional screening for apartment complexes where they abut single family residential zoning; this includes more robust landscaping and fencing. Staff recommends that the Hearings Officer adopt a condition of approval requiring the applicant to provide a decorative sight obscuring fence along the southern property line where the proposed multi-family use abuts RA (Residential Agriculture) zoning.

Condition 3: Along the southern property line, the applicant shall construct a minimum six-foot tall, decorative, sight-obscuring fence or wall. The fence or wall shall be constructed of materials commonly used in the construction of fences and walls, such as wood, stone, rock, brick, or other durable materials. Chain-link fencing with slats shall not be allowed to satisfy this requirement.

The proposed 210-unit multi-family residential development has been evaluated based on the size and scale of the development as shown on the site plan and is found to have minimal impact on the immediate neighborhood. Any future increase to the size and scale of the development beyond 210-dwelling units will require approval of a separate conditional use permit, therefore, the following condition of approval is proposed:

Condition 4: The multi-family use shall contain no more than 210-dwelling units.

As conditioned, staff finds that the proposed development will have a minimal impact on the immediate neighborhood.

Criterion 3:

The proposed use will be reasonably compatible with and have minimal impact on the livability or appropriate development of surrounding property.

Finding: To determine if the proposed multi-family use is reasonably compatible with the surrounding area, it is first appropriate to determine if the proposed multi-family use is consistent with the goals and policies of the Salem Area Comprehensive Plan for multi-family residential development and siting.

Residential Development (SACP IV Section E)

Establishing Residential Uses.

The location and density of residential uses shall be determined after considering the proximity to services. Such services include, but are not limited to, shopping, employment and entertainment opportunities, parks, religious institutions, schools and municipal services. Relative proximity shall be determined by distance, access, and ability to provide services to the site.

Multi-Family Housing.

Multiple family developments should be located in areas that provide walking, auto or transit connections to:

- 1) Employment Centers
- 2) Shopping Areas
- 3) Transit Service
- 4) Parks
- 5) Public Buildings

Finding: Access to the subject property is provided by Boone Road SE, a proposed extension of 32nd Street SE and a new unnamed street that will connect 32nd Street SE to the southern edge of the property. These streets are designated as local streets. There is not a public sidewalk network in the area to connect to existing employment, shopping, or public services, leaving the proposed development largely auto dependent. Transit service is not provided in the area currently. However, as the area develops and grows in the future, public sidewalks and transit service will likely extend to the subject property.

Kuebler Boulevard provides access to nearby Commercial Street SE and Lancaster Drive SE corridors where services including a mix of largely commercial retail sales and services and office land uses can be found. Convenient access to Interstate 5 is also provided.

The nearest public parks to the subject property are Wes Bennett Park, which is classified as a Neighborhood Park, and Woodmansee Park, which is classified as a Community Park. Wes Bennett Park is located approximately 2.3 miles to the west of the subject property, accessed by Kuebler Boulevard SE and Reed Lane SE. Woodmansee Park is located approximately 3.3 miles to the northwest, accessed by Kuebler Boulevard and Sunnyside Road SE.

Future City parks that are nearby include Reed Road Park, which is classified as a Neighborhood Park and Fairview Park, which is classified as a Community Park. Reed Road Park is located at the intersection of Reed Road SE and is approximately 1.9 miles to the west of the subject property accessed by Kuebler Boulevard SE and Battle Creek Road SE. Fairview Park is located on Old Strong Road SE and is approximately 2.2 miles to the northwest of the subject property accessed by 32nd Avenue, Fairview Industrial Drive SE and Reed Road SE.

Lee Elementary School, Judson Middle School, and South Salem High School will serve students in this area. Students residing at the proposed development are outside of the walk zone and will be eligible for school transportation. As conditioned, the applicant shall coordinate with Salem Keizer Public Schools to provide a safe accessible route for bus transportation.

The City is in the midst of a multi-year project to update the Salem Area Comprehensive Plan, this project is known as Our Salem. After more than a year and a half of outreach, Planners have developed a vision for future growth and development in the Salem area. The vision includes goals and a map that reflect priorities voiced by the community. The proposed comprehensive plan map for this area shows a mixture of commercial, industrial commercial, industrial and residential uses south of Kuebler and east of Interstate 5.

The proposed multi-family use for the subject property is consistent with the goals and policies of the Salem Area Comprehensive Plan for multi-family residential development and siting. As conditioned, staff finds that the

proposed development will have a minimal impact on the livability and appropriate development of surrounding property.

7. Analysis of Class 3 Site Plan Review Approval Criteria

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

Criterion 1:

The application meets all applicable standards of the UDC.

Finding: The applicant is requesting approval to develop a new fifteen building 6multi-family residential apartment complex with a total of 210 dwelling units. The proposed site plan complies with all applicable development standards of the Unified Development Code (UDC).

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

SRC 551.005(a) – Uses:

Finding: Permitted, special and conditional uses for the IC zone are found in SRC Chapter 551, Table 551-1. Multiple family residential uses require a conditional use permit in the IC zone per Table 551-1.

SRC 551.010(a) – Lot Standards:

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

Finding: The subject property is proposed Parcel 1 from Tentative Partition Case No. PAR19-12. This parcel is approximately 27.03 acres in size and has approximately 350 feet of frontage along Boone Road SE, exceeding the minimum lot standards of the IC zone. Prior to issuance of any civil site work or building permits for the proposed development, the final plat for Partition 19-12 shall be recorded.

Condition 5: The final plat for Partition 19-12 shall be recorded prior to issuance of any civil site work or building permits.

SRC 551.010(b) – Setbacks:

North: Adjacent to the north is right-of-way for Boone Road SE and property zoned IG (General Industrial). Multi-family buildings and structures adjacent to a street require a minimum five-foot setback, vehicle use areas require a minimum 6-10 foot setback. Multi-family buildings, structures and vehicle use areas require a minimum 15-foot setback adjacent to an interior front property line.

Finding: On the eastern portion of the site, proposed Building 1 is setback approximately 10 feet from Boone Road SE, and the proposed off-street parking area is setback approximately 13 feet, in compliance with this standard. On the western portion of the site, a proposed vehicle use area abuts the IG zoned property to the north, the site plan indicates that the vehicle use area will have a 10-foot setback, less than the minimum 15-foot standard. As a condition of approval of building permit issuance, the applicant shall revise the site plan to comply with the minimum setback requirement.

Condition 6: Prior to building permit issuance the applicant shall revise the site plan to comply with the minimum vehicle use area setback requirement to the north and east.

South: Adjacent to the south is an interior side yard abutting property zoned RA (Residential Agriculture). For multi-family residential uses, there is a minimum 15-foot building and vehicle use area setback required abutting an interior rear yard.

Finding: The proposed development is located on the northern portion of the site, more than 635 feet from the southern property line, in compliance with this standard.

East: Adjacent to the east is property zoned IC (Industrial Commercial). Multi-family buildings, structures and vehicle use areas require a minimum 15-foot setback adjacent to an interior side property line.

Finding: Proposed Building 3 is setback approximately 15 feet from the property to the east, in compliance with the setback requirement. The site plan indicates that the vehicle use area will have a 10-foot setback, less than the minimum 15-foot standard. As a condition of approval of building permit issuance, the applicant shall revise the site plan to comply with the minimum setback requirement.

West: Adjacent to the west is right-of-way for Interstate 5. Interstate 5 is not a street making this an interior side lot line. Multi-family buildings, structures and vehicle use areas require a minimum 15-foot setback adjacent to an interior side property line.

Finding: Proposed building 14 is setback approximately 20 feet from the western property line and vehicle use and solid waste service areas are setback more than 15 feet from the western property, in compliance with the setback requirement.

SRC 551.010(c) – Lot Coverage, Height:

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

Finding: The proposed multi-family buildings range in height from 36-43 feet. The proposed clubhouse is approximately 24 feet in height, and the proposed garages and carports are less than 15 feet in height, in compliance with the maximum height allowance of the IC zone.

SRC 551.010(d) – Landscaping:

- (1) *Setbacks.* Required setbacks shall be landscaped. Landscaping shall conform to the standards set forth in SRC Chapter 807.
- (2) *Vehicle Use Areas.* Vehicle use areas shall be landscaped as provided under SRC Chapter 806 and SRC Chapter 807.
- (3) *Development Site.* A minimum of 15 percent of the development site shall be landscaped. Landscaping shall meet the Type A standard set forth in SRC Chapter 807. Other required landscaping under the UDC, such as landscaping required for setbacks or vehicle use areas, may count towards meeting this requirement.

Finding: The total area of the subject property is approximately 27 acres; however, the area of proposed development is split into two development sites on the northern portion of the property.

The western portion of the development site is approximately 391,482 square feet in size, requiring a minimum of 58,722 square feet of landscape area ($391,482 \times 0.15 = 58,722.3$). The site plan indicates that approximately 145,761 square feet (37%) of the western portion of the development site will be landscaped, exceeding the minimum requirement.

The eastern portion of the development site is approximately 107,008 square feet in size, requiring a minimum of 16,051 square feet of landscape area ($107,008 \times 0.15 = 16,051.2$). The site plan indicates that approximately 52,224 square feet (49%) of the eastern portion of the development site will be landscaped, exceeding the minimum requirement.

SRC 551.015(a) – Design Review:

Multiple family development shall be subject to design review according to the multiple family design review standards set forth in SRC Chapter 702.

Finding: The applicant has applied for Class 1 Design Review, demonstrating that the proposed multi-family development is consistent with the multiple family design review standards set forth in SRC Chapter 702.

Airport Overlay Zone SRC 602

Development within the Airport Overlay Zone must comply with the development standards applicable in the underlying zone and the development standards set forth in this section. The development standards in this section are in addition to, and not in lieu of, all other applicable development standards in the underlying zone. Where the development standards in this section conflict with the development standards applicable in the underlying zone or any other overlay zone, the more restrictive development standards shall be the applicable development standard.

SRC 602.020(a) – Height. Except as otherwise provided in this chapter, no building, structure, or object shall be erected or increased in height, and no vegetation shall be allowed to grow, to a height in excess of the height limitations set forth in this subsection. If all or part of a lot is located in more than one Airport Overlay Zone area, the applicable height limitation shall be the most restrictive height limitation.

Finding: The subject property is located in the horizontal surface of the Airport Overlay Zone.

SRC 602.020(a)(6) – Horizontal area. In the horizontal area, no building, structure, object or vegetation growth shall have a height greater than that established by a horizontal plane 150 feet above the airport elevation (Airport elevation means an elevation that is 210 feet above mean sea level).

Finding: Per the requirements of the Airport Overlay Zone, building heights shall not project further than 360 feet above mean sea level. The applicant's site plan indicates that the elevation of the property ranges from approximately 240 feet to 306 feet above mean sea level. The height of the building placed at the highest point of the property is approximately 39 feet in height, bringing the overall maximum height to approximately 345 feet, less than the maximum allowance. Final elevations and building heights will be reviewed at the time of building permit to ensure compliance with this height requirement.

General Development Standards SRC 800

SRC 800.055(a) – Applicability.

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

Finding: The site plan indicates that two solid waste service areas, one on the west and one on the east side of the site, with receptacles greater than 1 cubic yard in size are proposed. The solid waste service area design standards apply to the proposed development, the following is a summary of applicable design standards.

SRC 800.055(b) – Solid Waste Receptacle Placement Standards.

All solid waste receptacles shall be placed at grade on a concrete pad that is a minimum of 4 inches thick, or on an asphalt pad that is a minimum of 6 inches thick. The pad shall have a slope of no more than 3 percent and shall be designed to discharge stormwater runoff.

- 1) Pad area. In determining the total concrete pad area for any solid waste service area:
 - a. The pad area shall extend a minimum of 1-foot beyond the sides and rear of the receptacle.

- b. The pad area shall extend a minimum 3 feet beyond the front of the receptacle.
- c. In situations where receptacles face each other, a minimum four feet of pad area shall be required between the fronts of the facing receptacles.

Finding: The design and materials for the slab is not indicated in the proposed plans but will be reviewed for conformance with this development standard at the time of building permit review. The proposed enclosure is large enough that the receptacles may face each other with four feet or more of separation provided.

Condition 7: Development of the solid waste service areas shall conform to all applicable standards of SRC Chapter 800.

- 2) Minimum Separation.
 - a. A minimum separation of 1.5 feet shall be provided between the receptacle and the side wall of the enclosure.
 - b. A minimum separation of 5 feet shall be provided between the receptacle and any combustible walls, combustible roof eave lines, or building or structure openings.

Finding: Adequate separation distance is provided within the enclosure. Receptacles will not be placed within 5 feet of a building or structure.

- 3) Vertical Clearance.
 - a. Receptacles 2 cubic yards or less in size shall be provided with a minimum of 8 feet of unobstructed overhead or vertical clearance for servicing.
 - b. Receptacles greater than 2 cubic yards in size shall be provided with a minimum of 14 feet of unobstructed overhead or vertical clearance for servicing.

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

SRC 800.055(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.

Finding: The design and materials for the slab where the compactor will be placed is not indicated in the proposed plans but will be reviewed for conformance with this development standard at the time of building permit review.

SRC 800.055(d) – Solid Waste Service Area Screening Standards.

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

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

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

When enclosures area used for required screening or aesthetics, such enclosure shall conform to the following standards:

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

Finding: The width of the proposed front openings for the enclosures are approximately 24 feet and 14.5 feet, exceeding the minimum standard.

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

Finding: The design and materials for the enclosure walls, or measures of preventing damage to the enclosure, is not indicated in the proposed plans but will be reviewed for conformance with this development standard at the time of building permit review.

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

Finding: The enclosure gates appear to be less than 15 feet in length, however, the site plan does not indicate the angle of the swing for the gate but will be reviewed for conformance with this development standard at the time of building permit review.

SRC 800.055(f) – Solid Waste Service Area Vehicle Access.

- 1) Vehicle Operation Area. A vehicle operation area shall be provided for solid waste collection service vehicles that are free of obstructions and no less than 45 feet in length and 15 feet in width. Vehicle operation areas shall be made available in front of every receptacle.

Finding: The proposed vehicle operation area meets the minimum dimensional requirements for service vehicle access.

Streets and Right-of-Way Improvements Connectivity SRC 803

SRC 803.030(a) – Street Spacing.

Streets shall have a maximum spacing of 600 feet from right-of-way line to right-of-way line along one axis, and not less than 120 feet and not more than 400 feet from the right-of-way line to right-of-way line along the other axis.

Finding: Pursuant to Condition 24 from PAR 19-12, streets are required through the property, including the two adjacent lots to the east under common ownership (083W13A / 00100 and 00200), at no greater than 600-foot intervals. The applicant has requested alternative street standards showing only one street through the adjacent property that connects out to 36th Avenue SE. With this application, staff is not addressing the request for alternative street standards on the adjacent properties. Future development applications for 083W13A / 00100 and 00200 are subject to the street spacing and connectivity requirements of SRC Chapter 803 and PAR19-12.

Off-Street Parking, Loading, and Driveways SRC 806

SRC 806.005 - Off-Street Parking; When Required.

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

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

Required off-street parking shall be located on the same development site as the use or activity it serves.

SRC 806.015 - Amount of Off-Street Parking.

- a) *Minimum Required Off-Street Parking.* For multi-family residential uses containing 13 or more dwelling units, a minimum of one space is required per studio unit or dwelling unit with one bedroom. A minimum of 1.5 spaces are required per dwelling unit with 2 or more bedrooms.
- b) *Compact Parking.* Up to 75 percent of the minimum off-street parking spaces required under this Chapter may be compact parking spaces.
- c) *Carpool and Vanpool Parking.* New developments with 60 or more required off-street parking spaces, and falling within the public services and industrial use classifications, and the business and professional services use category, shall designate a minimum of five percent of their total off-street parking spaces for carpool or vanpool parking.
- d) *Maximum Off-Street Parking.* The maximum number of off-street parking spaces shall not exceed 1.75 times the minimum number of spaces required.

Finding: The proposed multi-family use contains a total of 210 dwelling units, 30 of the proposed units are single bedroom, and the remaining 180 units are two-bedroom units. A minimum of 300 off-street parking spaces are required for the proposed use $((30 \times 1) + (180 \times 1.5) = 300)$. The maximum off-street parking allowance is 1.75 times the minimum requirement, or 53 spaces $(300 \times 1.75 = 525)$. The site plan indicates that 406 spaces are proposed, with 21 of the spaces proposed to be compact. Carpool/vanpool parking spaces are not required for multi-family uses.

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

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

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

Finding: As indicated in the findings above, the vehicle use area setbacks are not met to the north and to the east. The applicant shall revise the site plan to comply with minimum setback requirements. As conditioned, the proposed vehicle use area complies with the minimum perimeter setback standards

identified in the IC zone development standards and by SRC Chapter 806, and the minimum 5-foot setback requirement adjacent to a building or structure.

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

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

Finding: Pursuant to SRC 702.020(b)(8), multiple family developments with 13 or more units are exempt from the landscaping requirements in SRC Chapter 806; therefore, this standard is not applicable.

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

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

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

Finding: The proposed off-street parking area is developed consistent with the additional development standards for grade, surfacing, and drainage. Bumper guards and wheel barriers are shown on the proposed site plan.

The parking area striping, marking, signage and lighting shall be consistent with SRC Chapter 806, required compact parking spaces shall be marked and signed per SRC 806.035(k)(2). The subject property is adjacent to residential zones to the south, SRC 806.035(m) requires a minimum six-foot tall sight-obscuring fence, wall, or hedge be provided to screen the off-street parking area from abutting residentially zoned property. As conditioned, the applicant shall provide decorative fencing along the southern property line to provide screening for the proposed use.

Bicycle Parking

SRC 806.045 - General Applicability.

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

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

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

SRC 806.055 - Amount of Bicycle Parking.

Per SRC Chapter 806, Table 806-8, multi-family residential uses are required to provide the greater of four spaces or one space per 10 dwelling units.

Finding: The proposed 210-unit multi-family residential apartment complex requires a minimum of 21 bicycle parking spaces. The site plan indicates that 24 bicycle parking spaces are provided, meeting the minimum bicycle parking requirements.

SRC 806.060 – Bicycle Parking Development Standards.

- (a) Location. Except as otherwise provided in this section, bicycle parking shall be located outside a building.
- (1) Bicycle parking located outside a building shall be located within a convenient distance of, and be clearly visible from, the primary building entrance. In no event shall bicycle parking be located more than 50 feet from the primary building entrance, as measured along a direct pedestrian access route.
- (2) Where bicycle parking cannot be located outside a building, it may be located inside a building within a convenient distance of, and accessible from, the primary building entrance.
- (b) Access. Bicycle parking areas shall have direct and accessible access to the public right-of-way and the primary building entrance that is free of obstructions and any barriers, such as curbs or stairs, which would require users to lift their bikes in order to access the bicycle parking area.
- (c) Dimensions. Except as provided in subsection (f) of this section, bicycle parking areas shall meet the following dimension requirements:
- (1) Bicycle parking spaces. Bicycle parking spaces shall be a minimum of six feet in length and two feet in width with the bicycle rack centered along the long edge of the bicycle parking space. Bicycle parking space width may be reduced, however, to a minimum of three feet between racks where the racks are located side-by-side.
- (2) Access aisles. Bicycle parking spaces shall be served by a minimum four-foot-wide access aisle. Access aisles serving bicycle parking spaces may be located within the public right-of-way.
- (d) Surfacing. Where bicycle parking is located outside a building, the bicycle parking area shall consist of a hard surface material, such as concrete, asphalt pavement, pavers, or similar material, meeting the Public Works Design Standards.
- (e) Bicycle racks. Where bicycle parking is provided in racks, the racks may be floor, wall, or ceiling racks. Bicycle racks shall meet the following standards.
- (1) Racks must support the bicycle frame in a stable position, in two or more places a minimum of six inches horizontally apart, without damage to wheels, frame, or components.
- (2) Racks must allow the bicycle frame and at least one wheel to be locked to the rack with a high security, U-shaped shackle lock;
- (3) Racks shall be of a material that resists cutting, rusting, and bending or deformation; and

- (4) Racks shall be securely anchored.
- (5) Examples of types of bicycle racks that do, and do not, meet these standards are shown in Figure 806-10.

Finding: The site plan shows four individual bicycle parking pads, each with three staple racks, which provide two bicycle parking spaces each, for a total of twenty-four bicycle parking spaces. However, one of the bicycle parking pads with required bicycle parking spaces is provided near the proposed tot lot and sports court in a location more than 50 feet from a primary building entrance, and therefore not in compliance with SRC 806.060(a)(1). At the time of building permit, the applicant shall demonstrate that the bicycle parking pads comply with all applicable development standards of SRC Chapter 806.

Condition 8: At the time of building permit, the applicant shall demonstrate that the bicycle parking pads comply with all applicable development standards of SRC Chapter 806.

Off-Street Loading Areas

SRC 806.065 - General Applicability.

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

SRC 806.075 - Amount of Off-Street Loading.

For multi-family residential uses containing 200 or more dwelling units, a minimum of three loading spaces are required. If a recreation building is provided, at least one of the required loading spaces shall be located in conjunction with the recreation building.

Finding: The proposed 210-unit apartment complex requires a minimum of three off-street loading spaces, and because the complex includes a recreation building, at least one of the loading spaces shall be located in conjunction with the recreation building. The proposed site plan indicates that only two loading spaces are provided on the western portion of the site, less than the minimum required. One of the spaces is in conjunction with the recreation building. At the time of building permit, the applicant shall demonstrate that the development is in compliance with all applicable off-street loading development standards of SRC Chapter 806.

Condition 9: At the time of building permit, the applicant shall provide a minimum of three off-street loading spaces in compliance with all applicable off-street loading development standards of SRC Chapter 806.

Landscaping

All required setbacks shall be landscaped with a minimum of 1 plant unit per 20 square feet of landscaped area. A minimum of 40 percent of the required number

of plant units shall be a combination of mature trees, shade trees, evergreen/conifer trees, or ornamental trees. Plant materials and minimum plant unit values are defined in SRC Chapter 807, Table 807-2.

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

Finding: The proposed site plan indicates that 211,119 square feet of landscaping will be provided for the development site requiring a minimum of 10,660 plant units ($211,119 / 20 = 10,559.9$). Of the required plant units, a minimum of 4,264 plant units ($10,660 \times 0.4 = 4,264$) shall be a combination of mature trees, shade trees, evergreen/conifer trees, or ornamental trees.

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

Condition 10: At the time of building permit submittal, the applicant shall provide an updated tree inventory documenting any trees lost on the property during the ice storm event in February 2021.

Natural Resources

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

There are no riparian areas located on the subject property. The applicant identifies five significant trees on the subject property. Four of the significant trees will remain and one significant tree, an Oregon White Oak approximately 54 inches in diameter, is in the path of proposed A Street and will be removed. SRC 808.030(a)(2)(B) provides that removal of a significant tree may be allowed when required by the City for the installation of a public road.

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

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

SRC 810 - Landslide Hazards: A geological assessment or report is required when regulated activity is proposed in a mapped landslide hazard area. There are areas of mapped landslide hazard located on the subject property equal to three points, in addition, multi-family residential development is assigned two activity points. Per Table 810-1E, a total of five points indicates a moderate landslide hazard risk, a geological assessment of the property is required for the proposed development.

A Geological Assessment, prepared by Northwest Geological Services Inc., and dated October 17, 2018, was submitted to the City of Salem. This assessment demonstrates the proposed development should not exacerbate existing geologic hazards and recommends that foundations, cuts, and fills be designed by a qualified professional using recommendations from a geotechnical investigation. A preliminary geotechnical investigation, prepared by Redmond Geotechnical Services, and dated December 11, 2014, was also submitted to the City of Salem. This report demonstrates that the subject property can be developed without increasing the potential for slope hazard on the site or adjacent properties.

Criterion 2:

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

Finding: The existing right-of-way is substandard along the frontages of abutting streets. The applicant shall be required to dedicate right-of-way on the development side of the centerline to equal a half-width of 36 feet on 36th Avenue SE and a half-width of 30 feet on Boone Road SE. Additional right-of-way dedication may be required because of conflict with existing waterways.

The existing improvement along the frontage of 36th Avenue SE does not meet Minor Arterial standards. Improvements to 36th Avenue SE are not warranted with this current phase pursuant to SRC 803.040.

The existing improvement along the frontage of Boone Road SE does not meet Local street standards. The applicant shall construct a minimum 15-foot-wide half-street improvement on the development side and a 15-foot-wide turnpike improvement on the opposite side of the centerline along Boone Road SE from 36th Avenue SE to 32nd Avenue SE to Local Street standards. These improvements shall include streetlights and sidewalks on the development side but may be modified pursuant to SRC 803.065 because of conflict with the existing waterway abutting the south side of the street.

CPC-ZC17-02 limits traffic impacts from future development on the subject property to a maximum of 12,916 average daily trips. A TIA was submitted with the site plan review application. The TIA recommends that the intersection of 32nd Avenue SE and Boone Road SE be modified to create a standard 4-way intersection.

The proposed internal street alignment accommodates for future street connections to 36th Avenue, Boone Road, and the southerly neighboring property.

- Condition 11:** Provide a 40-foot-wide temporary construction easement to the City of Salem along the entire frontage of 36th Avenue SE. The easement may be modified pursuant to PWDS after completion of the street improvements along 36th Avenue SE.
- Condition 12:** Along the entire frontage of abutting streets, dedicate right-of-way on the development side of the centerline to equal a minimum half-width of 36 feet on 36th Avenue SE and a minimum half-width of 30 feet on Boone Road SE.
- Condition 13:** Along Boone Road SE from 36th Avenue to 32nd Avenue, construct a minimum 15-foot-wide half-street improvement on the development side and a minimum 15-foot-wide turnpike improvement on the opposite side of the centerline. This improvement shall include a reconfiguration of the existing Boone/32nd intersection as described in Exhibit 14 of the TIA.
- Condition 14:** Pay the Bonaventure Reimbursement District Fee for Kuebler Boulevard Street Improvements pursuant to Resolution No. 2015-17.

Criterion 3:

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

Finding: The applicant's Traffic Engineer shall provide sight distance information for this driveway located on the inside of the curve, especially if vehicles are parked along the roadway. On-street parking may need to be limited based on the findings of the sight distance analysis.

- Condition 15:** The applicant's Traffic Engineer shall provide sight distance information for the driveway located on the inside of the curve of the proposed new street. On-street parking may need to be limited based on the findings of the sight distance analysis.

Criterion 4:

The proposed development will be adequately served with City water, sewer,

stormwater facilities, and other utilities appropriate to the nature of the development.

Finding: The water infrastructure in the area is underserved. As a condition of development in the S-1 water service level, the applicant shall be required to construct *Water System Master Plan* S-1 facilities needed to serve the development, which include Coburn S-1 Reservoir, Boone Road Pump Station, and transmission mains connecting the facilities. Prior to plat approval, the applicant shall construct an 18-inch S-1 water main in 36th Avenue SE from Boone Road SE to the south line of the subject property and an 8-inch S-1 water main along Boone Road SE from 36th Avenue SE to 32nd Avenue SE.

Condition 16: Construct an 8-inch S-1 water main from 36th Avenue SE to 32nd Avenue SE.

Because temporary capacity is available in the Mill Creek Reservoir and Deer Park Pump Station, the applicant has the option of entering into a Temporary Facilities Access Agreement with the City of Salem as specified in the UG Preliminary Declaration UGA 19-01. Prior to development on proposed parcel 3, the applicant shall pay a temporary access fee of \$10,000 per acre and connect to the existing S-1 water system as a temporary facility pursuant to SRC 200.080(a).

Condition 17: Pay a temporary access fee of \$114,600 and connect to the existing S-1 water system as a temporary facility pursuant to SRC 200.080(a).

A small portion of proposed parcel 1 is located within the S-2 water service level. No S-2 services are available for this portion of the property. The maximum first floor of any structure constructed on the subject property shall not exceed an elevation of 358 feet.

The nearest available sewer facility appears to be located in 36th Avenue SE at the intersection of Kuebler Boulevard SE. As a condition of sewer service, all developments will be required to provide public sewers to adjacent upstream parcels. This shall include the extension of sewer mains in easements or rights-of-way across the property to adjoining properties, and across the street frontage of the property to adjoining properties when the main is located in the street right-of-way. This shall include trunk sewers that are oversized to provide capacity for upstream development (PWDS Sewer Division 003). Prior to plat approval, the applicant shall construct a 24-inch sewer main in 36th Avenue SE from Kuebler Boulevard SE to Boone Road SE, an 18-inch sewer main in 36th Avenue SE from Boone Road SE to the south line of the subject property, and an 8-inch sewer main in Boone Road SE from 36th Avenue SE to 32nd Avenue SE.

Condition 18: Construct a master plan sewer main in 36th Avenue SE from Kuebler Boulevard SE to Boone Road SE

Condition 19: Construct an 8-inch sewer main from 36th Avenue SE to 32nd Avenue SE.

The location of the nearest available public storm system is unknown at this time. The applicant shall complete a downstream stormwater analysis pursuant to PWDS 4.2k to evaluate the adequacy of the stormwater linking facilities. The applicant is advised to contact Public Works Development Services staff to coordinate the scope of downstream stormwater analysis and improvements.

Condition 20: The applicant's engineer shall complete a downstream stormwater analysis pursuant to PWDS 4.2k to evaluate the adequacy of the stormwater linking facilities.

The proposed development is subject to SRC Chapter 71 and PWDS as adopted in Administrative Rule 109, Division 004. To demonstrate the proposed parcels can meet PWDS, the applicant shall submit a tentative stormwater design prior to final plat approval. The stormwater systems shall be tentatively designed to accommodate future impervious surfaces of all parcels and the applicant shall construct stormwater facilities that are proposed in the public right-of-way.

No existing parks facilities are available within ½ mile of the subject property. The Comprehensive Parks System Master Plan shows that a future Neighborhood Park (NP 29) is planned on or near the subject property.

Condition 21: As a condition of residential use, the applicant has two options for providing park facilities to serve the subject property:

- a. Convey or acquire property for dedication of neighborhood park facility NP-29 or equivalent; or
- b. Pay a temporary access fee of 13.5 percent of the Parks SDCs due for the residential uses

8. Analysis of Class 2 Adjustment Criteria

SRC Chapter 250.005(d)(2) provides that an applicant for a Class 2 Adjustment shall be granted if all of the following criteria are met:

Criterion 1:

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

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

Finding: The applicant is requesting four Class 2 Adjustments to:

- 1) Allow an off-street parking area in front of adjacent buildings, instead of behind or beside buildings as required by SRC 702.020(d)(2);
- 2) Increase the maximum building length per SRC 702.020(e)(1) from 150 feet to 176.6 feet;
- 3) To eliminate the requirement for a minimum of 40 percent of the buildable width to be occupied by buildings placed at the minimum setback per 702.020(e)(4); and
- 4) To eliminate the direct pedestrian access to adjacent sidewalk requirement for ground level units per 702.020(e)(5).

Allow an off-street parking area in front of adjacent buildings, instead of behind or beside buildings as required by SRC 702.020(d)(2):

Most of the site will be developed in compliance with this standard, however the applicant is requesting a Class 2 Adjustment in one location to allow an off-street parking area and garage to be developed in front of an adjacent building (Building 13) along proposed "A Street", instead of behind or beside a building as required by SRC 702.020(d)(2). The applicant explains that the purpose of the standard is to provide a pedestrian friendly development with buildings located as close as possible to public sidewalks, instead of surface parking areas. In this case, due to the location of a significant tree, an Oregon white oak approximately 27 inches in diameter at breast height, it is not possible to move proposed building 13 any closer to "A Street" without removing the tree.

The proposal to retain the significant tree and enhance the area with additional landscaping equally or better meets the intent of this provision and is therefore in compliance with this criterion.

Increase the maximum building length per SRC 702.020(e)(1) from 150 feet to 176.6 feet:

Proposed buildings 9, 10, 11, 12, 13, and 14 exceed the 150-foot maximum building length allowance. The applicant is requesting a Class 2 Adjustment to allow these buildings to have a maximum length of 161-176.6 feet.

The applicant indicates that the purpose of the maximum building length standard is to promote building and site design that contributes positively to a sense of neighborhood and to the overall streetscape by carefully relating building mass, entries and yards to public streets. While the proposed buildings exceed the maximum length visual design elements added to the buildings such as dormers, off-sets, contrasting building materials and balconies will break up the mass of the buildings. Longer building lengths will not require large cuts or fill and will work better with the natural grade of the site.

The proposal equally or better meets the intent of this provision and is therefore in compliance with this criterion.

To eliminate the requirement for a minimum of 40 percent of the buildable width to be occupied by buildings placed at the minimum setback per 702.020(e)(4):

The minimum building setback requirement in the IC zone is 5 feet adjacent to a street and pursuant to SRC 702.020(e)(4), a minimum of 40 percent of the buildable width shall be occupied by buildings placed at the minimum setback line. The applicant is requesting a Class 2 Adjustment to place buildings at a 20-foot setback adjacent to all streets.

The applicant indicates that locating buildings at the minimum 5-foot setback line is not feasible for this development because it would conflict with the required 10-foot public utility easements along the streets. In addition, the minimum setback for multi-family developments in multi-family residential zoning designations where this design standard would typically be found is 20 feet. The proposed setback increase would allow for a multi-family development that is similar in appearance from the street to other complexes in the City, the applicant further indicates the larger setback will provide more room for landscaping.

The applicant is requesting to reduce the buildable width standard from 40 percent to 18 percent along the Boone Road frontage. The frontage along Boone Road is approximately 312 feet, the site plan indicates that approximately 49 feet of the buildable width will be occupied. The applicant is requesting the adjustment because due to site topography, the stormwater detention pond needs to be in this location.

The applicant is also requesting to reduce the buildable width standard from 40 percent to 37 percent along the "A Street" frontage. The buildable width along "A Street" is approximately 418 feet, the site plan indicates that approximately 155 feet of the buildable width will be occupied. The applicant is requesting the adjustment in this location due to the desire to preserve a significant tree.

The proposal equally or better meets the intent of this provision and is therefore in compliance with this criterion.

To eliminate the direct pedestrian access to adjacent sidewalk requirement for ground level units per 702.020(e)(5).

The applicant is requesting to eliminate the requirement to orient buildings to the street and provide direct pedestrian pathways from the public sidewalk to ground floor units. The applicant explains that the buildings are oriented inwards towards the site, but will be visually appealing including windows, offsets and architectural features where facing the street.

The applicant explains that due to the slope of the property it would be very difficult to provide pedestrian pathways that are ADA compliant and offers that the common pathways will provide a pathway to the public sidewalk that equally meets the purpose of the standard.

The purpose of the standard is to provide a pedestrian friendly development with buildings oriented outward towards the street, and with direct pedestrian access from ground floor units to the abutting sidewalk. While the slope may pose a challenge for design, the pathways to individual units would not be subject to ADA requirements, and stairs could be provided to those units. Further, the use of windows, offsets and other architectural elements does not equally or better address the requirement for orienting the building entrances outward toward the public streets rather than to the interior of the site.

Staff finds that the applicant has not demonstrated that the proposal equally or better meets the intent of this provision, and therefore is recommending that the Hearings Officer deny this adjustment request.

Criterion 2:

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

Finding: The proposed use is for multi-family residential and the subject property is surrounded by residential zoning and uses, however the subject property is located within an IC (Industrial Commercial) zone; therefore, the criterion is not applicable.

Criterion 3:

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

Finding: Four separate Class 2 Adjustments have been requested with this development. Each of the adjustments has been evaluated separately for conformance with the Adjustment approval criteria. The cumulative impact of the adjustments results in an overall project which is consistent with the intent and purpose of the zoning code.

Any future development, beyond what is shown in the proposed plans, shall conform to all applicable development standards of the UDC, unless adjusted through a future land use action.

Condition 22: The adjusted development standards, as approved in this zoning adjustment, shall only apply to the specific development proposal shown in the attached site plan. Any future development, beyond what is shown in the attached site plan, shall conform to all applicable development standards of the UDC, unless adjusted through a future land use action.

9. Analysis of Class 2 Driveway Approach Permit Criteria

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

Driveway Approach Permit – East Side of 32nd Avenue

Criterion 1:

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

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

Criterion 2:

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

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

Criterion 3:

The number of driveways onto an arterial is minimized.

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

Criterion 4:

The proposed driveway approach, where possible:

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

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

Criterion 5:

The proposed driveway approach meets vision clearance standards.

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

Criterion 6:

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

Finding: The proposed driveway approach is located on the inside of a curve and may limit visibility for turning movements. The applicant's Traffic Engineer shall provide sight distance information for this driveway located on the inside of the curve, especially if vehicles are parked along the roadway. On-street parking may need to be limited based on the findings of the sight distance analysis.

Criterion 7:

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

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

Criterion 8:

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

Finding: The proposed driveway approach is located on a local street and does not create a significant impact to adjacent streets and intersections.

Criterion 9:

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

Finding: The proposed development is surrounding by residentially zoned property. The proposed driveway is taken from the lowest classification street abutting the subject property. The driveway balances the adverse impacts to residentially zoned property and will not have an adverse effect on the functionality of the adjacent streets.

Driveway Approach Permit – West Side of 32nd Avenue

Criterion 1:

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

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

Criterion 2:

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

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

Criterion 3:

The number of driveways onto an arterial is minimized.

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

Criterion 4:

The proposed driveway approach, where possible:

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

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

Criterion 5:

The proposed driveway approach meets vision clearance standards.

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

Criterion 6:

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

Finding: 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.

Criterion 7:

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

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

Criterion 8:

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

Finding: The proposed driveway approach is located on a local street and does not create a significant impact to adjacent streets and intersections.

Criterion 9:

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

Finding: The proposed development is surrounding by residentially zoned property. The proposed driveway is taken from the lowest classification street abutting the subject property. The driveway balances the adverse impacts to residentially zoned property and will not have an adverse effect on the functionality of the adjacent streets.

Driveway Approach Permit – New Internal Street

Criterion 1:

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

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

Criterion 2:

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

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

Criterion 3:

The number of driveways onto an arterial is minimized.

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

Criterion 4:

The proposed driveway approach, where possible:

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

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

Criterion 5:

The proposed driveway approach meets vision clearance standards.

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

Criterion 6:

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

Finding: 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.

Criterion 7:

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

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

Criterion 8:

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

Finding: The proposed driveway approach is located on a local street and does not create a significant impact to adjacent streets and intersections.

Criterion 9:

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

Finding: The proposed development is surrounding by residentially zoned property. The proposed driveway is taken from the lowest classification street abutting the subject property. The driveway balances the adverse impacts to

residentially zoned property and will not have an adverse effect on the functionality of the adjacent streets.

10. Analysis of Class 1 Design Review Criteria

Salem Revised Code (SRC) 225.005(e)(1) provides that a Class 1 Design Review application shall be approved if all of the applicable design review standards are met.

Development Standards – Multiple Family Design Review Standards SRC 702

SRC 702.020 - Design review standards for multiple family development with thirteen or more units.

(a) Open space standards.

- (1) To encourage the preservation of natural open space qualities that may exist on a site and to provide opportunities for active and passive recreation, all newly constructed multiple family developments shall provide a minimum 30 percent of the gross site area as designated and permanently reserved open space. For the purposes of this subsection, the term "newly constructed multiple family developments" shall not include multiple family developments created through only construction or improvements to the interior of an existing building(s). Indoor or covered recreation space may count toward this open space requirement.

Finding: The proposed development occurs on the northern portion of the subject property. The development site is approximately 11.5 acres in size and is further split into two sites, the eastern portion is approximately 107,008 square feet in size and the western portion is approximately 392,303 square feet in size. As indicated in the table below, each of the portions of the development site will comply with the minimum open space requirement.

Property	Site Area (SF)	Open Space Required (30%)	Open Space Proposed (SF)
West Side	392,303	117,691	208,591
East Side	107,008	32,102	61,193
Total	499,311	149,793	269,784

- (A) To ensure usable open space, at least one common open space area shall be provided within the development that is at least 1,000 square feet in size, plus an additional 250 square feet for every 20 units, or portion thereof, over 20 units and has a minimum dimension of 25 feet for all sides.

Finding: The development site is split into two sites, the eastern portion contains 174 dwelling units, requiring an open space area 3,000 square feet in size. The western portion contains 36 dwelling units, requiring an open space area 1,250 square feet in size. As indicated in the table below, each of the

portions of the development site will comply with the minimum open space requirement.

Property	Number of Units	Open Space Required (SF)	Open Space Proposed (SF)
West Side	174	3,000	10,600
East Side	36	1,250	4,604
Total	210	4,250	

(B) To ensure the provided open space is usable, a maximum of 15 percent of the common open space shall be located on land with slopes greater than 25 percent.

Finding: The existing conditions plan indicates there are not slopes greater than 25 percent. Therefore, the applicant meets this requirement.

(C) To allow for a mix of different types of open space areas and flexibility in site design, private open space, meeting the size and dimension standards set forth in Table 702-4, may count toward the open space requirement. All private open space must meet the size and dimension standards set forth in Table 702-4.

Finding: The applicant has met the minimum open space requirement by providing common open space. Therefore, the applicant does not need to use the reductions offer by this section to meet the common open space requirement.

(D) To ensure a mix of private and common open space in larger developments, private open space, meeting the size and dimension standards set forth in Table 702-4, shall be provided for a minimum of 20 percent of the dwelling units in all newly constructed multiple family developments with 20 or more dwelling units. Private open space shall be located contiguous to the dwelling unit, with direct access to the private open space provided through a doorway.

Finding: The applicant is providing private open space for each unit. Ground floor units will have patios at least 96 square feet in size, with no dimension less than six feet. The second and third story units will have a minimum 60 square feet in size. The private open space meets the size requirements in Table 702-4, as required by SRC 702.020 (a)(1)(C) above. According to the applicant's written statement, all private open space located contiguous to the dwelling unit will be screened with a five-foot site obscuring wood fence or landscaping.

(E) To encourage active recreational opportunities for residents, the square footage of an improved open space area may be counted twice toward the total amount of required open space, provided each such area

meets the standards set forth in this subsection. Example: a 750-square-foot improved open space area may count as 1,500 square feet toward the open space requirement.

- (i) Be a minimum 750 square feet in size with a minimum dimension of 25 feet for all sides; and
- (ii) Include at least one of the following types of features:
 - a. Covered pavilion.
 - b. Ornamental or food garden.
 - c. Developed and equipped children's play area, with a minimum 30-inch tall fence to separate the children's play area from any parking lot, drive aisle, or street.
 - d. Sports area or court (e.g., tennis, handball, volleyball, basketball, soccer).
 - e. Swimming pool or wading pool.

Finding: The applicant has met the minimum open space requirement by providing common open space. Therefore, the applicant does not need to utilize this standard.

(F) To encourage proximity to and use of public parks, the total amount of required open space may be reduced by 50 percent for developments that are located within one-quarter mile of a publicly-owned urban, community, or neighborhood park as measured along a route utilizing public or private streets that are existing or will be constructed with the development.

Finding: The development site is not located within one-quarter mile of a public-owned park. The applicant's site plan indicates that the open space area provided for the subject property meets the minimum requirements as indicated above without using this reduction.

(b) Landscaping standards.

(1) To encourage the preservation of trees and maintain or increase tree canopy, a minimum of one tree shall be planted or preserved for every 2,000 square feet of gross site area.

Finding: The proposed area of development is approximately 9 acres on the west side (392,303 square feet) and approximately 2.46 acres on the east side (107,008 square feet). However, the entire property is approximately 27.03 acres in size (Parcel 1 from Tentative Partition Case No. PAR19-01). The following is a summary table showing the minimum number of trees required to be planted or preserved with the development:

Property	Size (Square Feet)	Trees Required (1 tree/2,000 SF)	Trees Proposed
West Side	392,303	196	295
East Side	107,008	54	84
Total	499,311	250	379

The applicant indicates that a total of 379 trees will be incorporated into the development site. For the west side, 295 trees are proposed, exceeding the 196-tree minimum requirement. For the east side, 84 trees are proposed, exceeding the 54-tree minimum requirement.

All trees designated for preservation shall be marked and protected during construction. Any tree designated for preservation shall require that at least 70 percent of a circular area beneath the tree measuring one foot in radius for every one inch of dbh be protected by an above ground silt fence, or its equivalent. Protection measures shall continue until the issuance of a certificate of final occupancy.

Condition 23: All trees designated for preservation shall be marked and protected during construction. Any tree designated for preservation shall require that at least 70 percent of a circular area beneath the tree measuring one foot in radius for every one inch of dbh be protected by an above ground silt fence, or its equivalent. Protection measures shall continue until the issuance of a certificate of final occupancy.

- (2) Where a development site abuts property that is zoned Residential Agricultural (RA) or Single Family Residential (RS), a combination of landscaping and screening shall be provided to buffer between the multiple family development and the abutting RA or RS zoned property. The landscaping and screening shall include the following:
- (A) A minimum of one tree, not less than 1.5 inches in caliper, for every 30 linear feet of abutting property width; and
 - (B) A minimum six-foot tall, decorative, sight-obscuring fence or wall. The fence or wall shall be constructed of materials commonly used in the construction of fences and walls, such as wood, stone, rock, brick, or other durable materials. Chain-link fencing with slats shall not be allowed to satisfy this standard.

Finding: The subject property abuts property zoned RA (Residential Agriculture) to the south. As recommended in the conditions of approval for the Conditional Use Permit, a minimum six-foot tall decorative, sight-obscuring fence or wall consistent with the requirements of this section shall be installed along the southern property line.

- (3) To define and accentuate primary entryways, a minimum of two plant units, shall be provided adjacent to the primary entryway of each dwelling unit, or combination of dwelling units.

Finding: The landscaping plan provided indicates at least two plant units will be installed at each shared entrance.

- (4) To soften the visual impact of buildings and create residential character, new trees shall be planted, or existing trees shall be preserved, at a minimum density of ten plant units per 60 linear feet of exterior building wall. Such trees shall be located not more than 25 feet from the edge of the building footprint.

Finding: The landscaping plan provided indicates at least ten plant units of trees per 60 linear feet of exterior building wall are to be planted on each side of the proposed buildings.

- (5) Shrubs shall be distributed around the perimeter of buildings at a minimum density of one plant unit per 15 linear feet of exterior building wall.

Finding: The landscaping plan provided indicates at least one plant unit of shrubs per 15 linear feet are to be planted on each side of the proposed buildings.

- (6) To ensure the privacy of dwelling units, ground level private open space shall be physically and visually separated from common open space with perimeter landscaping or perimeter fencing.

Finding: According to the applicant's written statement and landscape plan, all private open space located contiguous to the dwelling unit will be screened with five-foot tall landscaping ensuring privacy for private open space areas.

- (7) To provide protection from winter wind and summer sun and to ensure trees are distributed throughout a site and along parking areas, a minimum of one canopy tree shall be planted along every 50 feet of the perimeter of parking areas. Trunks of the trees shall be located within ten feet of the edge of the parking area (see Figure 702-3).

(A) A minimum of one canopy tree shall be planted within each planter bay.

(B) A landscaped planter bay a minimum of nine feet in width shall be provided at a minimum spacing of one for every 12 spaces. (see Figure 702-3).

Finding: The parking area contains 406 parking spaces, requiring 34 planter bays at least nine feet in width. The landscaping plan indicates at least 40 planter bays, nine feet in width, each with a canopy tree. A minimum of one canopy tree is provided every 50 feet around the perimeter of the parking areas.

- (8) Multiple family developments with 13 or more units are exempt from the landscaping requirements in SRC chapter 806.

Finding: The is more than thirteen units; therefore, exempt from SRC 806.

- (c) Site safety and security.

- (1) Windows shall be provided in all habitable rooms, other than bathrooms, on each wall that faces common open space, parking areas, and pedestrian paths to encourage visual surveillance of such areas and minimize the appearance of building bulk.
- (2) Lighting shall be provided that illuminates all exterior dwelling unit entrances, parking areas, and pedestrian paths within the development.
- (3) Fences, walls, and plant materials shall not be installed between street-facing dwelling units and public or private streets in locations that obstruct the visibility of dwelling unit entrances from the street. For purposes of this standard, the term "obstructed visibility" means the entry is not in view from the street along one-half or more of the dwelling unit's frontage.
- (4) Landscaping and fencing adjacent to common open space, parking areas, and dwelling unit entryways shall be limited to a maximum height of three feet to encourage visual surveillance of such areas.

Finding: The floor plans provided indicate windows will be provided in each habitable room and on each wall overlooking common open space, parking areas and pedestrian paths. The applicant has not provided a lighting plan; however, the written statement indicates that exterior lighting will be provided on the buildings and along pedestrian paths. To ensure the standard will be complied with, staff recommends that following condition:

Condition 24: A lighting plan shall be provided at the time of building permit application demonstrating that lighting will be provided that illuminates all exterior dwelling unit entrances, parking areas, and pedestrian paths within the development.

According to the site plan and landscaping plan, there are no fences near the entryways or common open space.

(d) Parking and site design.

- (1) To minimize large expanses of continuous pavement, parking areas greater than 6,700 square feet in area shall be physically and visually separated with landscaped planter bays that are a minimum of nine feet in width. Individual parking areas may be connected by an aisle or driveway (see Figure 702-3).

Finding: The applicant indicates that the parking area for the west side is approximately 113,378 square feet in size with approximately 10,561 square feet or 9% interior parking area landscaping, and the parking area for the east side is approximately 30,235 square feet in size with approximately 3,517 square feet or 12 % interior parking area landscaping. Each section of the parking area is divided by a nine-foot-wide planter in compliance with this standard.

- (2) To minimize the visual impact of on-site parking and to enhance the pedestrian experience, off-street surface parking areas and vehicle

maneuvering areas shall be located behind or beside buildings and structures. Off-street surface parking areas and vehicle maneuvering areas shall not be located between a building or structure and a street.

Finding: The applicant has requested an adjustment to this standard to allow an off-street parking area to be provided in front of a building, rather than behind or beside. Findings for the Adjustment can be found in Section 8 of this report.

(3) Where a development site abuts, and is located uphill from, property zoned Residential Agriculture (RA) or Single Family Residential (RS), and the slope of the development site within 40 feet of the abutting RA or RS zoned property is 15 percent or greater, parking areas shall be set back not less than 20 feet from the property line of the abutting RA or RS zoned property to ensure parking areas are designed to consider site topography and minimize visual impacts on abutting residential properties.

Finding: The subject property abuts RA zoned property to the south; however, because the slope of the development site within 40 feet of the abutting RS zoned property is less than 15 percent, this criterion is not applicable.

(4) To ensure safe pedestrian access to and throughout a development site, pedestrian pathways shall be provided that connect to and between buildings, common open space, and parking areas, and that connect the development to the public sidewalks.

Finding: The proposed site plan shows sidewalks from the parking area to each building, between buildings, and connecting to the common open space and to public sidewalks along Boone Road SE, 32nd Avenue SE, and "A" Drive SE, in compliance with this section.

(e) Façade and building design.

(1) To preclude long monotonous exterior walls, buildings shall have no dimension greater than 150 feet.

Finding: The applicant has requested an adjustment to this standard to allow buildings to exceed the maximum 150-foot dimension. Findings for the Adjustment can be found in Section 8 of this report.

(2) Where a development site abuts property zoned Residential Agricultural (RA) or Single Family Residential (RS), buildings shall be setback from the abutting RA or RS zoned property as set forth in Table 702-5 to provide appropriate transitions between new buildings and structures on-site and existing buildings and structures on abutting sites.

(A) A 5-foot reduction is permitted to each required setback in Table 702-5 provided that the height of the required fence in Sec. 702.015(b)(1)(B) is increased to eight feet tall.

Finding: Per Table 702-5, the proposed buildings are required to be setback a minimum of 1 foot for each 1 foot of building height, but in no case less than 20 feet. Proposed Building 13 is the closest building to the southern property line and is setback approximately 725 feet to the southern property line. The proposal complies with this setback standard.

- (3) To enhance compatibility between new buildings on site and abutting residential sites, balconies located on building facades that face RA or RS zoned properties, unless separated by a street, shall have fully sight-obscuring railings.

Finding: A proposed street, "A Drive SE" separates the proposed apartment complex from the RA zoned property to the south; therefore, this standard is not applicable.

- (4) On sites with 75 feet or more of buildable width, a minimum of 40 percent of the buildable width shall be occupied by building placed at the setback line to enhance visual interest and activity along the street. Accessory structures shall not apply towards meeting the required percentage.

Finding: The applicant has requested an adjustment to eliminate the requirement for buildings to be placed at the minimum 10-foot setback line, rather the applicant is proposing to set the buildings back approximately 20 feet adjacent to abutting streets. Findings for the Adjustment can be found in Section 8 of this report.

- (5) To orient buildings to the street, any ground-level unit, cluster of units, or interior lobbies, or portions thereof, located within 25 feet of the property line abutting a street shall have a building entrance facing the street, with direct pedestrian access to the adjacent sidewalk.

Finding: The applicant has requested an adjustment to eliminate the requirement for ground floor units within 25 feet of the property line abutting a street to have direct pedestrian access to the adjacent sidewalk. Findings for the Adjustment can be found in Section 8 of this report.

Staff is recommending that the Hearings Officer deny this adjustment request. If the request for Adjustment is denied, the applicant shall be required to orient the building entrances towards the abutting streets and provide direct pedestrian access to each ground floor units within 25 feet of the property line abutting a street.

Condition 25: Any ground-level unit, cluster of units, or interior lobbies, or portions thereof, located within 25 feet of the property line abutting a street shall have a building entrance facing the street, with direct pedestrian access to the adjacent sidewalk.

- (6) A porch or architecturally defined entry area shall be provided for each ground level dwelling unit. Shared porches or entry areas shall be provided to not more than four dwelling units. Individual and common entryways shall be articulated with a differentiated roof, awning, stoop, forecourt, arcade or portico.

Finding: Covered entry areas are provided at each of the primary entrances for the dwelling units in compliance with this standard.

- (7) Roof-mounted mechanical equipment, other than vents or ventilators, shall be screened from ground level view. Screening shall be as high as the top of the mechanical equipment and shall be integrated with exterior building design.

Finding: The applicant indicates that roof mounted equipment will be screened and integrated into the building design in compliance with this standard.

- (8) To reinforce the residential character of the neighborhood, flat roofs, and the roof ridges of sloping roofs, shall not exceed a horizontal length of 100 feet without providing differences in elevation of at least four feet in height. In lieu of providing differences in elevation, a cross gable or dormer that is a minimum of four feet in length may be provided.

Finding: For each of the buildings with a roof line exceeding 100 feet in length without a change in elevation of at least four feet, the building design instead includes cross gables greater than four feet in length, in compliance with this standard.

- (9) To minimize the appearance of building bulk, each floor of each building's vertical face that is 80 feet in length or longer shall incorporate one or more of the design elements below (see examples in Figure 702-5). Design elements shall vary from other wall surfaces by a minimum of four feet and such changes in plane shall have a minimum width of six feet.

- (A) Offsets (recesses and extensions).
- (B) Covered deck.
- (C) Covered balcony.
- (D) Cantilevered balcony, provided at least half of its depth is recessed.
- (E) Covered entrance.

Finding: According to the applicant's written statement and building elevation plans, building offsets, covered decks, recessed balconies and covered entrances will be incorporated into the design for each building in compliance with this standard.

- (10) To visually break up the building's vertical mass, the first floor of each building, except for single-story buildings, shall be distinguished from its upper floors by at least one of the following (see examples in Figure 702-6):

- (A) Change in materials.
- (B) Change in color.

(C) Molding or other horizontally-distinguishing transition piece.

Finding: According to the applicant's written statement and building elevation plans, the first floor of each building will have contrasting building materials and colors, as well as using horizontally distinguishing transition pieces to visually break up the mass of each building, in compliance with this standard.

RECOMMENDATION

Based upon the Facts and Findings contained in this staff report, staff recommends that the Hearings Officer **APPROVE** the request for a conditional use, site plan review, adjustments 1-3, driveway approach permit, and design review collective applications for the proposed development of a 210-unit multi-family residential apartment complex for property approximately 27 acres in size and located at 3230 Boone Road SE subject to the following conditions of approval:

CONDITIONAL USE:

Condition 1: Prior to building permit issuance the applicant shall demonstrate the proposal complies with all applicable fire department access requirements.

Condition 2: Prior to issuance of building permit, the applicant shall demonstrate that in coordination with Salem Keizer Public Schools, a safe accessible bus transportation route shall be provided for the proposed development. This may be accomplished by either 1) completing a street connection to 36th Avenue SE that accommodates school buses, 2) by providing sidewalks along Boone Road SE and on 36th Avenue SE connecting to a school bus stop to be located on 36th Avenue SE, or 3) the applicant may coordinate an alternative plan with Salem Keizer Public Schools to ensure a safe bus route is provided for this development.

Condition 3: Along the southern property line, the applicant shall construct a minimum six-foot tall, decorative, sight-obscuring fence or wall. The fence or wall shall be constructed of materials commonly used in the construction of fences and walls, such as wood, stone, rock, brick, or other durable materials. Chain-link fencing with slats shall not be allowed to satisfy this requirement.

Condition 4: The multi-family use shall contain no more than 210-dwelling units.

SITE PLAN REVIEW:

Condition 5: The final plat for Partition 19-12 shall be recorded prior to issuance of any civil site work or building permits.

- Condition 6:** Prior to building permit issuance the applicant shall revise the site plan to comply with the minimum vehicle use area setback requirement to the north and east.
- Condition 7:** Development of the solid waste service areas shall conform to all applicable standards of SRC Chapter 800.
- Condition 8:** At the time of building permit, the applicant shall demonstrate that the bicycle parking pads comply with all applicable development standards of SRC Chapter 806.
- Condition 9:** At the time of building permit, the applicant shall provide a minimum of three off-street loading spaces in compliance with all applicable off-street loading development standards of SRC Chapter 806.
- Condition 10:** At the time of building permit submittal, the applicant shall provide an updated tree inventory documenting any trees lost on the property during the ice storm event in February 2021.
- Condition 11:** Provide a 40-foot-wide temporary construction easement to the City of Salem along the entire frontage of 36th Avenue SE. The easement may be modified pursuant to PWDS after completion of the street improvements along 36th Avenue SE.
- Condition 12:** Along the entire frontage of abutting streets, dedicate right-of-way on the development side of the centerline to equal a minimum half-width of 36 feet on 36th Avenue SE and a minimum half-width of 30 feet on Boone Road SE.
- Condition 13:** Along Boone Road SE from 36th Avenue to 32nd Avenue, construct a minimum 15-foot-wide half-street improvement on the development side and a minimum 15-foot-wide turnpike improvement on the opposite side of the centerline. This improvement shall include a reconfiguration of the existing Boone/32nd intersection as described in Exhibit 14 of the TIA.
- Condition 14:** Pay the Bonaventure Reimbursement District Fee for Kuebler Boulevard Street Improvements pursuant to Resolution No. 2015-17.
- Condition 15:** The applicant's Traffic Engineer shall provide sight distance information for the driveway located on the inside of the curve of the proposed new street. On-street parking may need to be limited based on the findings of the sight distance analysis.
- Condition 16:** Construct an 8-inch S-1 water main from 36th Avenue SE to 32nd Avenue SE.

- Condition 17:** Pay a temporary access fee of \$114,600 and connect to the existing S-1 water system as a temporary facility pursuant to SRC 200.080(a).
- Condition 18:** Construct a master plan sewer main in 36th Avenue SE from Kuebler Boulevard SE to Boone Road SE
- Condition 19:** Construct an 8-inch sewer main from 36th Avenue SE to 32nd Avenue SE.
- Condition 20:** The applicant's engineer shall complete a downstream stormwater analysis pursuant to PWDS 4.2k to evaluate the adequacy of the stormwater linking facilities.
- Condition 21:** As a condition of residential use, the applicant has two options for providing park facilities to serve the subject property:
- a. Convey or acquire property for dedication of neighborhood park facility NP-29 or equivalent; or
 - b. Pay a temporary access fee of 13.5 percent of the Parks SDCs due for the residential uses

ADJUSTMENTS:

- Condition 22:** The adjusted development standards, as approved in this zoning adjustment, shall only apply to the specific development proposal shown in the attached site plan. Any future development, beyond what is shown in the attached site plan, shall conform to all applicable development standards of the UDC, unless adjusted through a future land use action.

DESIGN REVIEW:

- Condition 23:** All trees designated for preservation shall be marked and protected during construction. Any tree designated for preservation shall require that at least 70 percent of a circular area beneath the tree measuring one foot in radius for every one inch of dbh be protected by an above ground silt fence, or its equivalent. Protection measures shall continue until the issuance of a certificate of final occupancy.
- Condition 24:** A lighting plan shall be provided at the time of building permit application demonstrating that lighting will be provided that illuminates all exterior dwelling unit entrances, parking areas, and pedestrian paths within the development.

Condition 25: Any ground-level unit, cluster of units, or interior lobbies, or portions thereof, located within 25 feet of the property line abutting a street shall have a building entrance facing the street, with direct pedestrian access to the adjacent sidewalk.

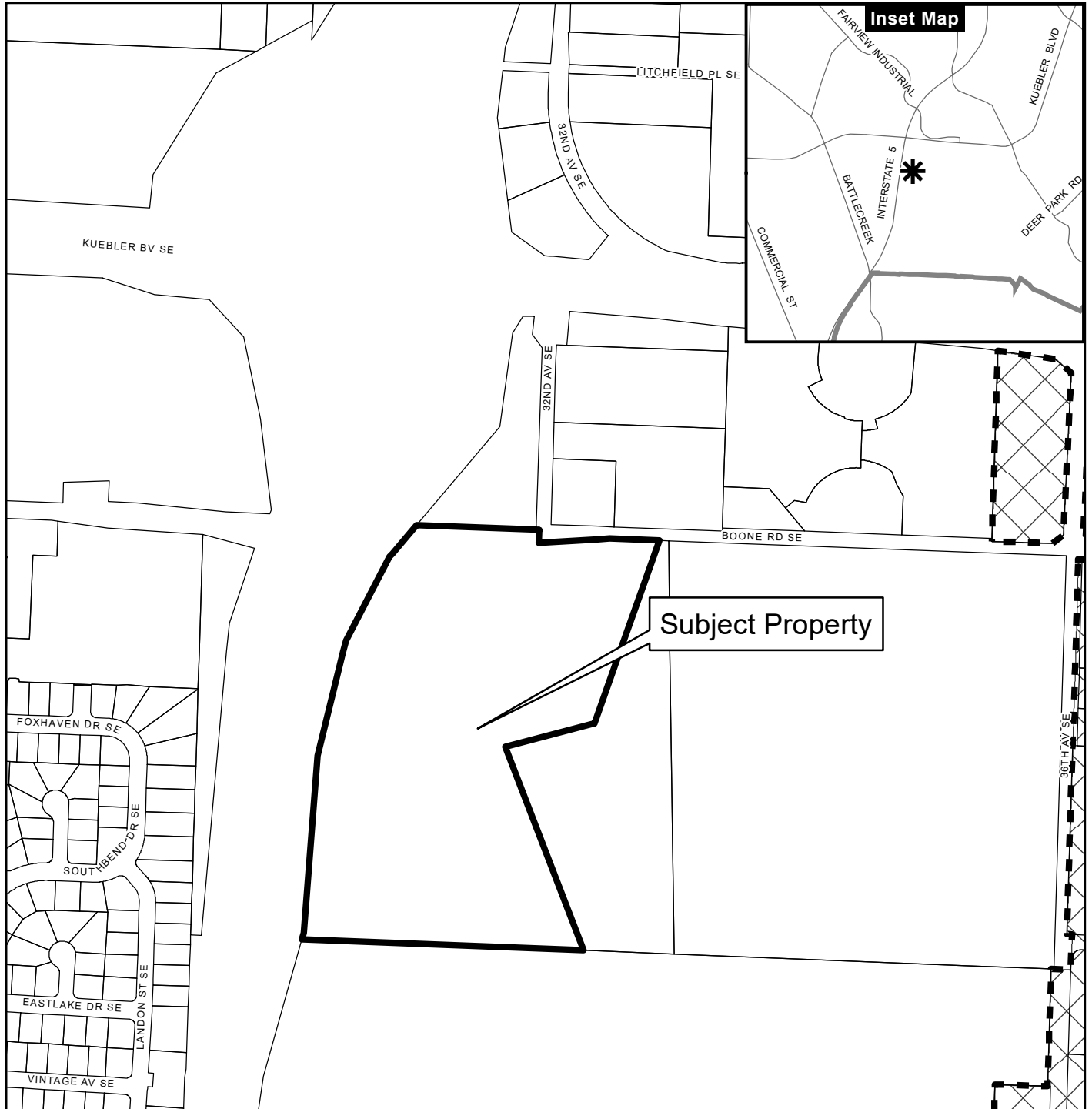
Staff recommends that the Hearings Officer **DENY** the Class 2 Adjustment request to eliminate the direct pedestrian access to adjacent sidewalk requirement for ground level units per 702.020(e)(5).

Prepared by Aaron Panko, Planner III








Application Deemed Complete Date: January 21, 2021
State Mandated Decision Date: May 21, 2021

Attachments: A. Vicinity Map
B. Proposed Development Plans
C. Applicant's Statement Addressing Approval Criteria
D. Public Works Memo
E. Salem-Keizer School District Memo Dated January 29, 2021

Vicinity Map 3230 Boone Road SE



Legend

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



0 100 200 400 Feet



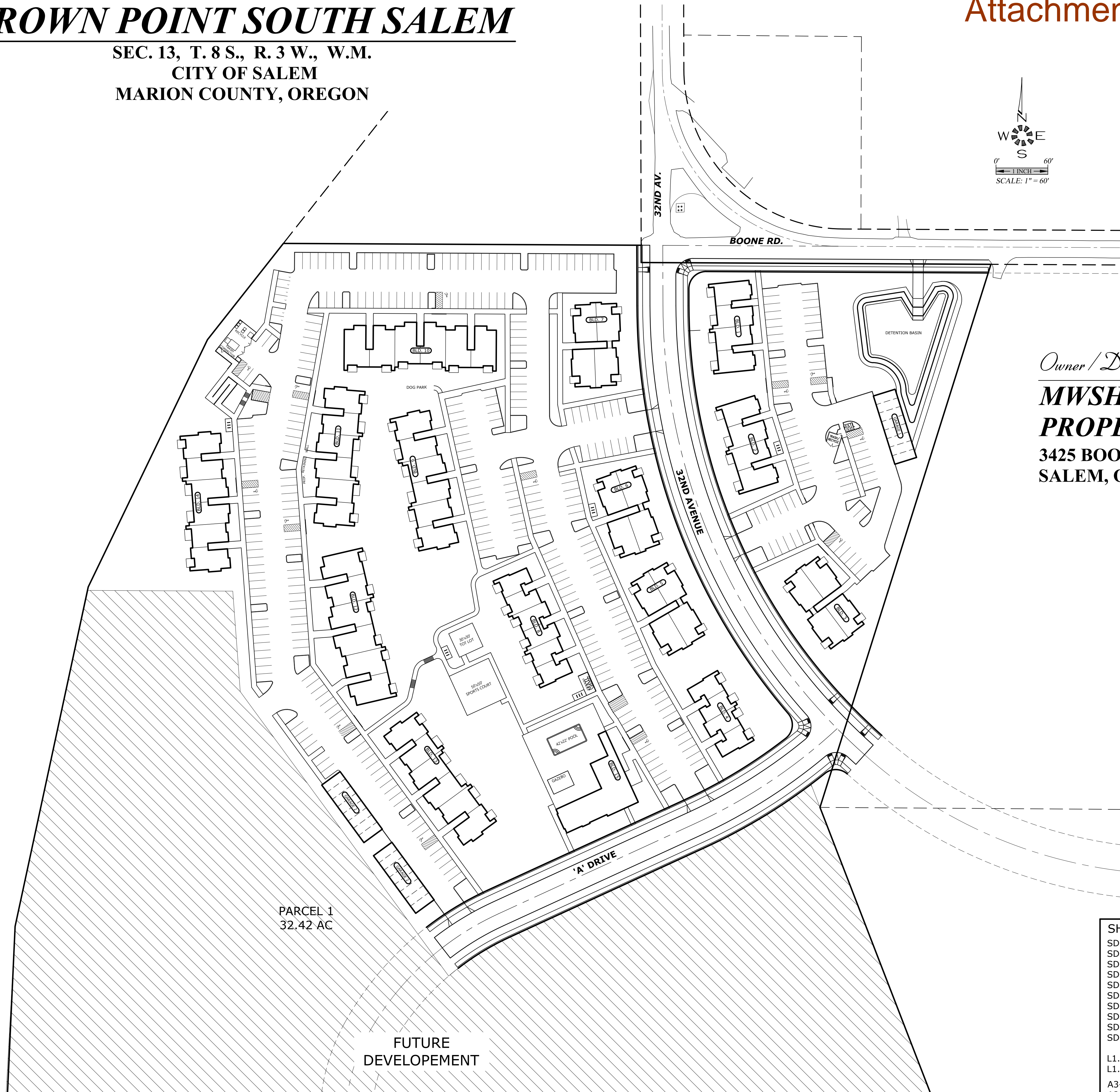
This product is provided as is, without warranty. In no event is the City of Salem liable for damages from the use of this product. This product is subject to license and copyright limitations and further distribution or resale is prohibited.

CROWN POINT SOUTH SALEM

SEC. 13, T. 8 S., R. 3 W., W.M.
CITY OF SALEM
MARION COUNTY, OREGON

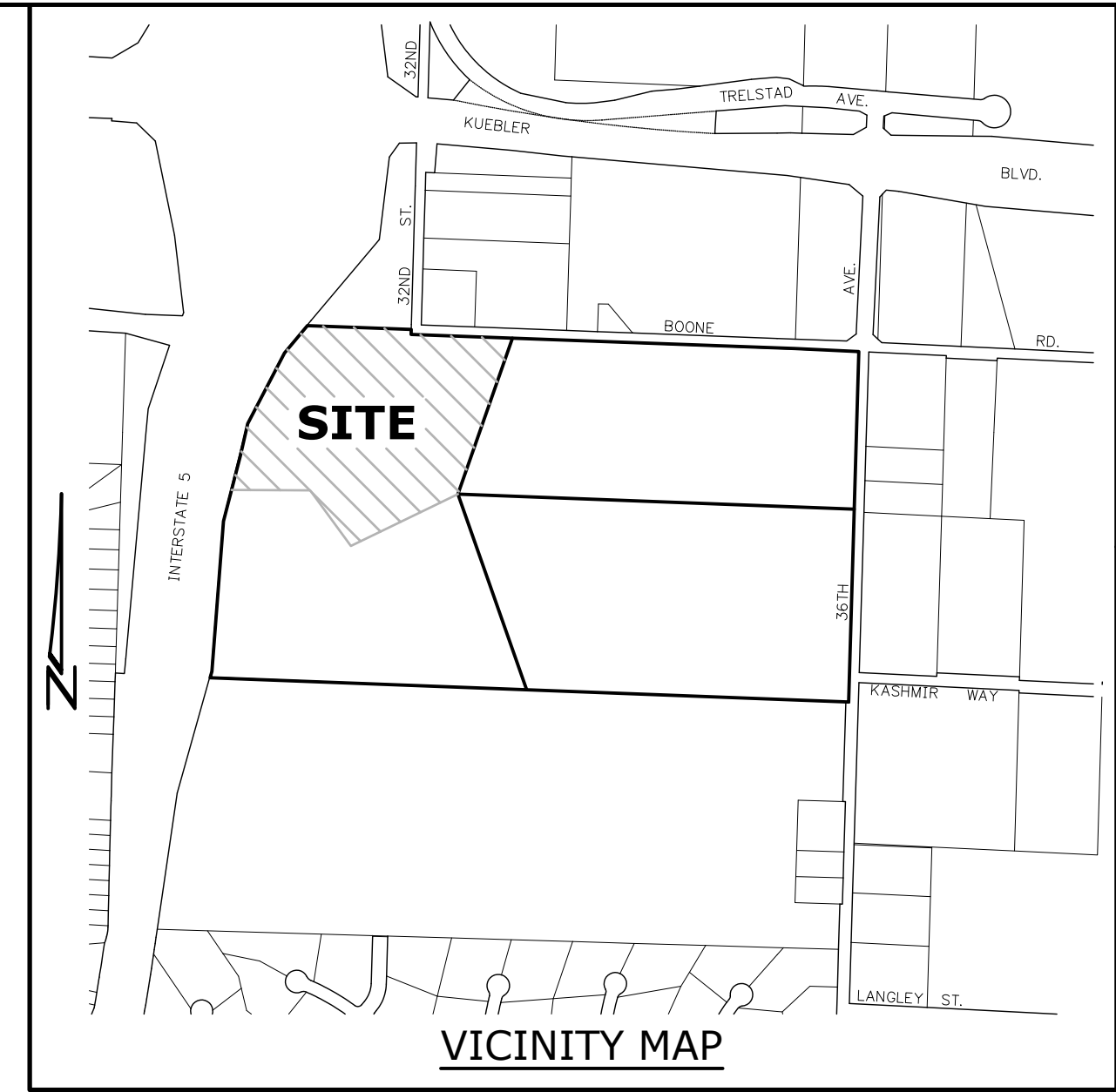
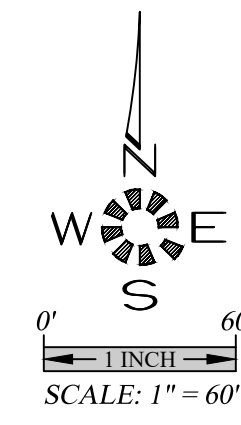
Attachment B

INTERSTATE 5



PARCEL 1
32.42 AC

FUTURE
DEVELOPEMENT



Owner / Developer:
**MWSH BOONE ROAD
PROPERTY, LLC**
3425 BOONE RD. S.E.
SALEM, OR 97317

SHEET INDEX

- SDR1 - COVER SHEET
- SDR2 - EXISTING CONDITIONS PLAN
- SDR3 - OVERALL SITE PLAN
- SDR4 - SITE PLAN
- SDR5 - OPEN SPACE PLAN
- SDR6 - GRADING PLAN
- SDR7 - PRIVATE STORM DRAIN PLAN
- SDR8 - PRIVATE SANITARY SEWER PLAN
- SDR9 - PRIVATE DOMESTIC WATER PLAN
- SDR10 - PRIVATE FIRE SERVICE PLAN

- PUBLIC STREET PLANS
FOR REFERENCE ONLY:**
- 401 STREET PLAN
 - 402 STREET PLAN
 - 403 STREET PLAN
 - 404 STREET PLAN

- L1.1 SCHEMATIC LANDSCAPE PLAN
- L1.2 SCHEMATIC LANDSCAPE PLAN
- A3-C BUILDING 6 & 7 - C - 12 PLEX
- A3-D BUILDING 5 & 9 - D - 12 PLEX
- BUILDING 11, 13 & 14 - D - 18 PLEX
- A3-F BUILDING 1, 2, & 3 - F - 12 PLEX
- A3-G GARAGE ELEVATIONS
- A3-H BUILDING 10 - H - 12 PLEX
- BUILDING 12 - H - 18 PLEX
- A3-X BUILDING 4 - X - 12 PLEX
- A3-X2 BUILDING 8 - X2 - 18 PLEX
- A3-CH CLUBHOUSE

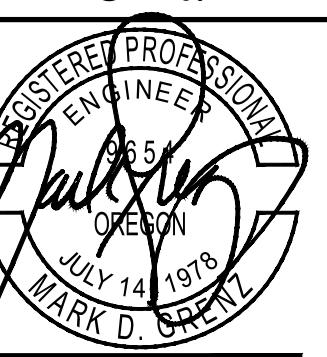


COVER SHEET

CROWN POINT
SOUTH SALEM

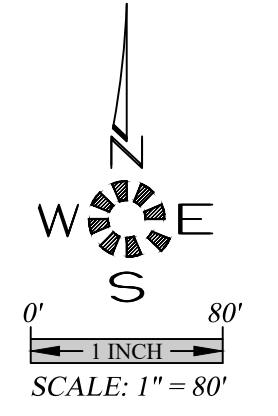
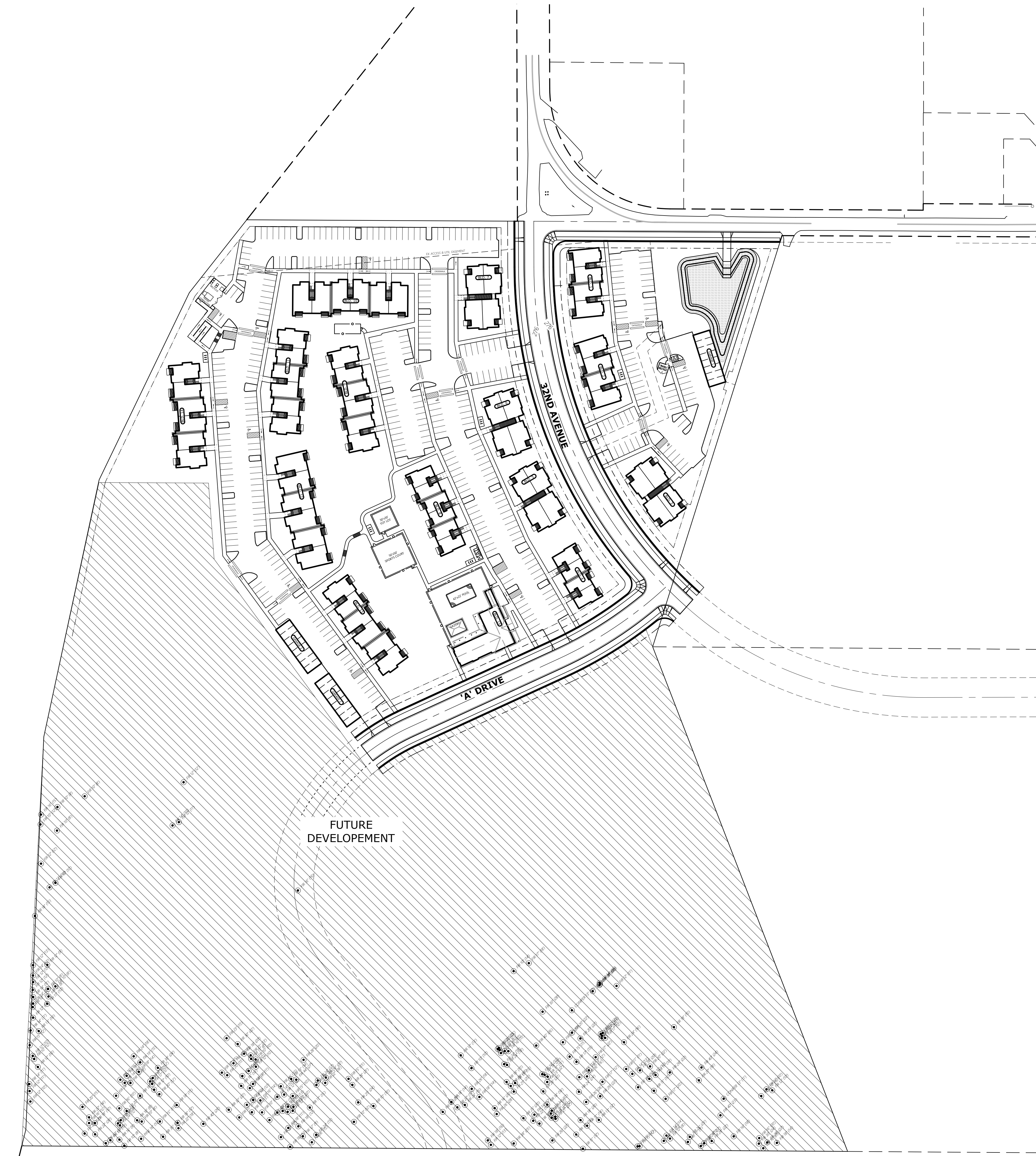
NO CHANGES, MODIFICATIONS
OR REPRODUCTIONS TO BE
MADE TO THESE DRAWINGS
WITHOUT WRITTEN
AUTHORIZATION FROM THE
DESIGN ENGINEER.
DIMENSIONS & NOTES TAKE
PRECEDENCE OVER
GRAPHICAL REPRESENTATION.

Design: M.D.G.
Drawn: D.G.G.
Checked: E.A.H.
Date: MAY 2019
Scale: AS SHOWN



EXPIRES: 06-30-2021
JOB # 6754

SDR1



OVERALL SITE PLAN

CROWN POINT SOUTH SALEM

NO CHANGES, MODIFICATIONS OR REPRODUCTIONS TO BE MADE TO THESE DRAWINGS WITHOUT WRITTEN AUTHORIZATION FROM THE DESIGN ENGINEER.
 DIMENSIONS & NOTES TAKE PRECEDENCE OVER GRAPHICAL REPRESENTATION.

6754 - SDR3-OVERALL
 Design: M.D.G.
 Drawn: D.G.G.
 Checked: E.A.H.
 Date: MAY 2019
 Scale: AS SHOWN

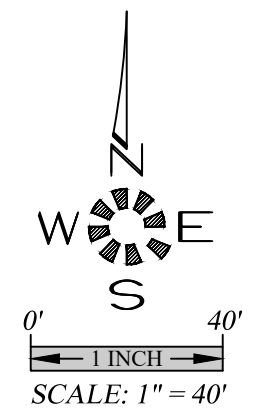


EXPIRES: 06-30-2021

JOB # 6754

SITE PLAN

CROWN POINT SOUTH SALEM



BUILDING/UNIT KEY			
BLDG #	BLDG. TYPE	# OF UNITS	UNIT TYPE
1	F	12	(6) 22e w6a & (6) 22i w6rev2
2	F	12	(6) 22e w6a & (6) 22i w6rev2
3	F	12	(6) 22e w6a & (6) 22i w6rev2
4	A	12	(6) 22e w2 & (6) 11i w1a
5	D	12	(6) 22e w4 & (6) 22i w6rev1
6	C	12	P4
7	C	12	P4
8	B	18	(9) 11e w2 & (9) 11i w1a
9	E	18	(6) 22e w4, (6) 22i w6a, & 22i w6rev2
10	G	18	(9) 32e w14 & (9) 32i w14
11	E	18	(6) 22e w4, (6) 22i w6a, & 22i w6rev2
12	G	18	(9) 32e w14 & (9) 32i w14
13	E	18	(6) 22e w4, (6) 22i w6a, & 22i w6rev2
14	E	18	(6) 22e w4, (6) 22i w6a, & 22i w6rev2
15	CLUBHOUSE	--	--

- WEST SIDE**
 330 TOTAL PARKING STALLS (174 COVERED)
 286 STANDARD STALLS
 21 COMPACT STALLS
 9 HANDICAP STALLS
 2 12'x20' LOADING ZONES
 16 GARAGES (1 HANDICAP)
 18 BICYCLE SPACES IN 3 RACKS (18 REQUIRED)
 1 CLUBHOUSE / MANAGER'S OFFICE
 1 50'x50' SPORTS COURT
 1 30'x30' TOT LOT
 1 TRASH COMPACTOR / RECYCLE
 2 PLAY AREAS
 1 SWIMMING POOL (42'x22')
 1 U.S. MAIL BOX AREA
 1 DOG PARK

- EAST SIDE**
 76 TOTAL PARKING STALLS (37 COVERED)
 64 STANDARD STALLS
 4 HANDICAP STALLS
 8 GARAGES
 6 BICYCLE SPACES IN 1 RACKS (4 REQUIRED)
 1 TRASH / RECYCLE
 1 U.S. MAIL BOX AREA

ADA HANDICAP ACCESSIBILITY NOTES:

- ALL ON-SITE WALKWAYS, PEDESTRIAN CONNECTIONS TO THE PUBLIC SIDEWALK AND ROUTES TO BUILDING ENTRANCES ARE ACCESSIBLE WITH RUNNING SLOPES LESS THAN 5% AND CROSS SLOPE LESS THAN 2% MAX. LANDINGS AT BOTTOM OF STAIRS AND EXT. FACE OF ENTRANCE DOORS SHALL HAVE A SLOPE IN THE DIRECTION OF TRAVEL NOT TO EXCEED 2%.
- HANDICAP PARKING STALLS AND ACCESS AISLES ARE TO HAVE SLOPES IN ANY DIRECTION OF LESS THAN 2% MAX. GRAPHIC MARKINGS & SIGNAGE FOR HANDICAP AND VAN ACCESSIBLE STALLS WILL BE PER OSSC 2010 CHPTR. 11 AND ORS. REQUIREMENTS.
- HANDICAP ACCESSIBLE CURB RAMP SHALL HAVE A RUNNING SLOPE NOT TO EXCEED 1:12 MAX. AND A CROSS SLOPE NOT TO EXCEED 1%.
- THE COMMUNITY BUILDING & ON-SITE LAUNDRY FACILITIES WILL BE FULLY HANDICAP ACCESSIBLE IN ACCORDANCE WITH ANSI A117.1 AND CHAPTER 11 OF THE 2010 OSSC.
- 2% OF THE LIVING UNITS OR (3) UNITS WILL BE TYPE 'A' HANDICAP ACCESSIBLE. THESE INCLUDE A 1, 2 AND 3 BEDROOM UNIT AS INDICATED ON THIS SITE PLAN. THE BALANCE OF THE GROUND FLOOR LIVING UNITS WILL BE TYPE 'B' ADAPTABLE UNITS IN ACCORDANCE WITH ANSI A117.1.

★ THE INDICATED LOWER FLOOR UNITS IN BUILDINGS 5 & 9 ARE TO BE TYPE 'A' UNITS IN ACCORDANCE WITH THE 2014 OSSC SEC 1107.6.2.1.1 (NOTED ON FLOOR PLANS). ALL OTHER LOWER FLOOR UNITS TO BE TYPE 'B' UNITS IN ACCORDANCE WITH THE 2014 OSSC SEC. 1107.6.2.1.2.

- Ⓧ - POLE LIGHT MAXIMUM 14' TALL
- ⬤ - POST LIGHT MAXIMUM 5' TALL
- ▨ - LOCATION OF ELECTRICAL SEPARATION WALL
- ① - MAXIMUM 1:12 SLOPE ON SIDEWALK END RAMPS
- |||| - 6 BICYCLE SPACES.



NO CHANGES, MODIFICATIONS OR REPRODUCTIONS TO BE MADE TO THESE DRAWINGS WITHOUT WRITTEN AUTHORIZATION FROM THE DESIGN ENGINEER. DIMENSIONS & NOTES TAKE PRECEDENCE OVER GRAPHICAL REPRESENTATION.

DESIGN: M.D.G.
 DRAWN: D.S.G.
 CHECKED: E.A.H.
 DATE: MAY 2019
 SCALE: AS SHOWN

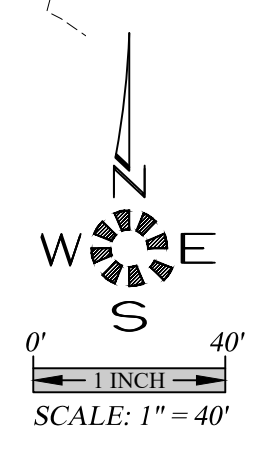


EXPIRES: 06-30-2021
 JOB # 6754

SDR4



PARCEL 1
32.42 AC



0.000.00 = PAVEMENT FINISHED GRADE
 SW = SIDEWALK
 FF = FINISHED FLOOR

GRADING PLAN

**CROWN POINT
 SOUTH SALEM**

NO CHANGES, MODIFICATIONS
 OR REPRODUCTIONS TO BE
 MADE TO THESE DRAWINGS
 WITHOUT WRITTEN
 AUTHORIZATION FROM THE
 DESIGN ENGINEER.
 DIMENSIONS & NOTES TAKE
 PRECEDENCE OVER
 GRAPHICAL REPRESENTATION.

Design: M.D.G.
 Drawn: D.S.G.
 Checked: E.A.H.
 Date: MAY 2019
 Scale: AS SHOWN



JOB # 6754

SDR6

OPEN SPACE PLAN

**CROWN POINT
 SOUTH SALEM**

NO CHANGES, MODIFICATIONS
 OR REPRODUCTIONS TO BE
 MADE TO THESE DRAWINGS
 WITHOUT WRITTEN
 AUTHORIZATION FROM THE
 DESIGN ENGINEER.
 DIMENSIONS & NOTES TAKE
 PRECEDENCE OVER
 GRAPHICAL REPRESENTATION.

05/26 3005-05
 Design: M.D.G.
 Drawn: D.G.G.
 Checked: E.A.H.
 Date: MAY 2019
 Scale: AS SHOWN

REGISTERED PROFESSIONAL
 ENGINEER
 688
 09-0304
 JUL 14 1978
 MARK D. GREY
 EXPIRES: 06-30-2021

JOB # 6754

SDR5

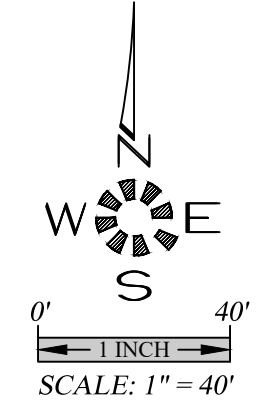
PARCEL 1
 32.42 AC

■ = COMMON OPEN SPACE

SITE AREAS	
BOUNDARY	1,412,323 S.F.
TOTAL SITE	568,078 S.F.
R.O.W. DEDICATION	69,588 S.F.
NET DEVELOPABLE	498,490 S.F.

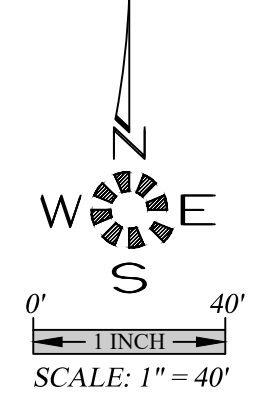
WEST SIDE	
SITE AREA	391,482 S.F.
COMMON OPEN SPACE	179,847 S.F. (31.6%)
COMMON OPEN SPACE WITHIN SETBACKS	28,536 S.F.
PRIVATE SPACE (GROUND FLOOR PATIOS)	5,639 S.F.
LANDSCAPE	145,761 S.F. (25.6%)
PARKING LOT LANDSCAPING	10,105 S.F.

EAST SIDE	
SITE AREA	107,008 S.F.
COMMON OPEN SPACE	42,727 S.F. (39.9%)
COMMON OPEN SPACE WITHIN SETBACKS	18,938 S.F.
PRIVATE SPACE (GROUND FLOOR PATIOS)	1,157 S.F.
LANDSCAPE	52,224 S.F. (48.8%)
PARKING LOT LANDSCAPING	3,109 S.F.





PARCEL 1
32.42 AC

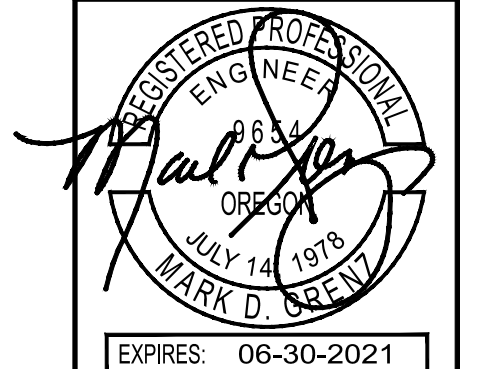


PRIVATE STORM DRAIN PLAN

CROWN POINT SOUTH SALEM

NO CHANGES, MODIFICATIONS OR REPRODUCTIONS TO BE MADE TO THESE DRAWINGS WITHOUT WRITTEN AUTHORIZATION FROM THE DESIGN ENGINEER.
DIMENSIONS & NOTES TAKE PRECEDENCE OVER GRAPHICAL REPRESENTATION.

6754 5807-50
Design: M.D.G.
Drawn: D.G.G.
Checked: E.A.H.
Date: MAY 2019
Scale: AS SHOWN



EXPIRES: 06-30-2021
JOB # 6754

SDR7



NOTE:
CONNECT 8" SANITARY SEWER LINE
TO NEW 36TH AVE. TRUNK LINE.

**PRIVATE SANITARY SEWER
PLAN**

**CROWN POINT
SOUTH SALEM**

NO CHANGES, MODIFICATIONS
OR REPRODUCTIONS TO BE
MADE TO THESE DRAWINGS
WITHOUT WRITTEN
AUTHORIZATION FROM THE
DESIGN ENGINEER.
DIMENSIONS & NOTES TAKE
PRECEDENCE OVER
GRAPHICAL REPRESENTATION.

05249 50869-95
Design: M.D.G.
Drawn: D.S.G.
Checked: E.A.H.
Date: MAY 2019
Scale: AS SHOWN

REGISTERED PROFESSIONAL
ENGINEER
MARK D. GREV
JULY 14, 1978
OR 601

EXPIRES: 06-30-2021
JOB # 6754



PRIVATE DOMESTIC WATER PLAN

CROWN POINT SOUTH SALEM

NO CHANGES, MODIFICATIONS OR REPRODUCTIONS TO BE MADE TO THESE DRAWINGS WITHOUT WRITTEN AUTHORIZATION FROM THE DESIGN ENGINEER.
 DIMENSIONS & NOTES TAKE PRECEDENCE OVER GRAPHICAL REPRESENTATION.

Design: M.D.G.
 Drawn: D.S.G.
 Checked: E.A.H.
 Date: MAY 2019
 Scale: AS SHOWN



EXPIRES: 06-30-2021
 JOB # 6754



PRIVATE FIRE SERVICE PLAN

CROWN POINT SOUTH SALEM

NO CHANGES, MODIFICATIONS OR REPRODUCTIONS TO BE MADE TO THESE DRAWINGS WITHOUT WRITTEN AUTHORIZATION FROM THE DESIGN ENGINEER.
 DIMENSIONS & NOTES TAKE PRECEDENCE OVER GRAPHICAL REPRESENTATION.

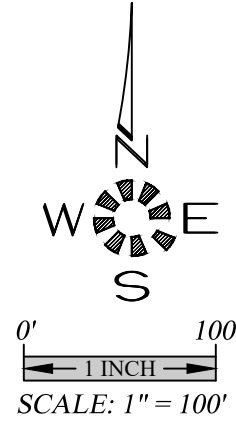
0524 38416-FIRE
 Design: M.D.G.
 Drawn: D.S.G.
 Checked: E.A.H.
 Date: MAY 2019
 Scale: AS SHOWN



EXPIRES: 06-30-2021
 JOB # 6754

J:\17026-6799\17026-CrownPointSouthSalem\Drawings\6754-100-Overall-2/16/2021 12:26:15 AM CSchneider

INTERSTATE 5



OVERALL SITE PLAN

CROWN POINT SOUTH SALEM

NO CHANGES, MODIFICATIONS OR REPRODUCTIONS TO BE MADE TO THESE DRAWINGS WITHOUT WRITTEN AUTHORIZATION FROM THE DESIGN ENGINEER.
DIMENSIONS & NOTES TAKE PRECEDENCE OVER GRAPHICAL REPRESENTATION.

6754-100-100-OVERALL
Design: M.D.G.
Drawn: C.D.S.
Checked: M.D.G.
Date: ---
Scale: AS SHOWN
As-Built: ---



EXPIRES: 06-30-2021
JOB # 6754

GENERAL CONSTRUCTION NOTES

1. Clean subgrade by removing all undesirable vegetation including grasses, weeds, and stumps including roots. Leave subgrade in landscape areas minimum 8" below paving and finish grade. Remove all debris from site.
2. Provide minimum 8" depth 60% granular sand -40% rotted compost topsoil mix from approved source in all shrub beds. Scarify subgrade by rototilling and add topsoil on surface, mix topsoil and subgrade thoroughly. Add additional topsoil as needed to contour shrub beds including berms at noted.
3. Provide minimum 4" depth 60% granular sand -40% rotted compost topsoil mix from approved source in all lawn areas. Scarify subgrade by rototilling and add topsoil on surface. Add additional topsoil as needed to level lawns to slope min. 2%.
4. Coordinate drainage, irrigation and lighting with planting plan.
5. Provide minimum 2" depth fine blend bentonite mulch to all planting beds. Mulch from approved source. Fill all planting beds to within 1" of top of all curbs and walks. Slope all planting beds to drain.
6. Provide one (1) year warranty for all plant materials and workmanship.
7. Locate, protect and avoid disruption of all above and below grade utilities and site features prior to construction. Contractor is responsible for any resulting damages during construction. Call locate before you dig at 1 800 424-5555 or 411.
8. All work performed shall conform to the City of Salem landscape and irrigation requirements, codes and specifications.
9. Verify all quantities shown on the plant list and plans. If discrepancies exist between the graphic representation and the numeric totals, the graphic representation shall rule.
10. All plant materials to be specimen quality with full, symmetrical trunk and foliage, unless otherwise noted.
11. Insure proper drainage of all planting holes prior to installing plant materials. If planting holes do not drain or if heavy clay soils are evident contact landscape architect.

SITE CALCULATIONS

Site Zoning	IC
Site Area	568,078 sf
Landscapable Area	
West	155,866 sf
East	55,333 sf
Lineal sf of site perimeter at setback along ROW	
West	1,080 ft
East	945 ft
Lineal sf of site perimeter not abutting ROW	
West	1,530 ft
East	540 ft
Total of interior parking and driveways	
West	113,378 sf
East	30,235 sf
Total number of parking spaces	
West	330 (168) covered
East	76 (25) covered
Plant Unit Requirements	
Type A Landscape - 1 plant unit per 20 sf of landscapable area	
Total Landscape 211,199/20 sf = 10,159 plant units required	
Total Plant Units provided	64,790
Tree Canopy Requirement	
One tree per 2,000 sf site area	
568,078 sf / 2,000 sf = 284 trees required	
Total trees provided	379

PLANT MATERIAL COUNT

ROW Plant Units	
Street Trees	
Boone Road	10
A Drive	34
32nd Avenue	41
Total	85
Plant Units at 10 units per tree =	850
Lawn	
West	7,920 sf
East	5,880 sf
Total	13,800 sf
Plant Units at 1 unit per sf =	13,800
TOTAL ROW PLANT UNITS	14,650
On-Site Plant Units	
Parking Lot Trees	
West	63
East	19
Total	82
Plant Units at 10 units per tree =	820
Small Flowering Trees	
West	69
East	14
Total	83
Plant Units at 2 units per tree =	166
Large Native Flowering Trees	
West	0
East	0
Total	0
Plant Units at 10 units per tree =	0
Conifer Trees	
West	139
East	51
Total	190
Plant Units at 5 units per tree =	950
Shrubs	
Perimeter West	157
Perimeter East	98
Building West	891
Building East	194
Interior West	102
Interior East	80
Total	1,472
Plant Units at 2 units per shrub =	2,944
Ground Cover/Perennials/Grasses	
West	6,300
East	2,650
Total	8,950
Plant Units at 1 unit per ground cover =	8,950
Lawn	
West	40,860 sf
East	9,850 sf
Total	50,710
Plant Units at 1 unit per lawn sf =	50,710
TOTAL ON-SITE PLANT UNITS	64,790
REQUIRED PLANT UNITS	10,599

BUILDING ELEVATION LANDSCAPE REQUIREMENTS

TREE PLANTING			
Requirement	10 plant units per 60' lineal foot of building elevation	Note - 1 Small Flowering Tree = 10 Units	
Building Number	Elevation facade lineal feet	Required Trees/Proposed Trees	
Building #1	300 LF	30/30 proposed	
Building #2	300 LF	30/30 proposed	
Building #3	300 LF	30/30 proposed	
Building #4	270 LF	27/27 proposed	
Building #5	320 LF	32/32 proposed	
Building #6	300 LF	30/30 proposed	
Building #7	300 LF	30/30 proposed	
Building #8	350 LF	35/35 proposed	
Building #9	420 LF	42/42 proposed	
Building #10	450 LF	45/45 proposed	
Building #11	410 LF	41/41 proposed	
Building #12	450 LF	45/45 proposed	
Building #13	420 LF	42/42 proposed	
Building #14	420 LF	42/42 proposed	
Building #16 CH	328 LF	33/33 proposed	
Total		324 required/1,073 proposed	
SHRUB PLANTING			
Requirement	1 plant per 15' lineal foot of building elevation	Note - 1 Small Flowering Tree = 10 Units	
Building Number	Elevation facade lineal feet	Required Plants/Proposed Plants	
Building #1	300 LF	20/20 proposed	
Building #2	300 LF	20/20 proposed	
Building #3	300 LF	20/20 proposed	
Building #4	270 LF	18/18 proposed	
Building #5	320 LF	21/21 proposed	
Building #6	300 LF	20/20 proposed	
Building #7	300 LF	20/20 proposed	
Building #8	350 LF	23/23 proposed	
Building #9	420 LF	28/28 proposed	
Building #10	450 LF	30/30 proposed	
Building #11	410 LF	27/27 proposed	
Building #12	450 LF	30/30 proposed	
Building #13	420 LF	28/28 proposed	
Building #14	420 LF	28/28 proposed	
Building #16 CH	328 LF	22/22 proposed	
Total		324 required/1,073 proposed	

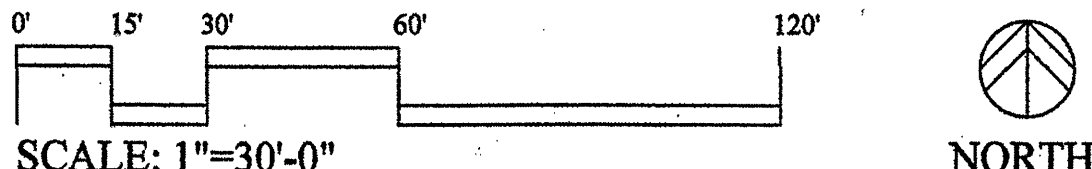
SCHEMATIC PLANT MATERIAL LEGEND

- DECIDUOUS STREET TREES - 2" caliper, B&B at 30' o.c.**
Norway Maple/Acer platanoides
Little Leaf Linden/Tilia cordata
Red Oak/Quercus rubra
- CONIFER TREES - 6" height, B&B.**
Western Red Cedar/Thuja plicata
Shore Pine/Pinus contorta
Weeping Alaska Cedar/Chamaecyparis nootkitensis
- SMALL FLOWERING TREES - 2" caliper, B&B.**
Japanese Snowbell/Styrax japonica
Capital Flowering Pear/Pyrus calleryana "Capital"
Thundercloud Myrobalan Plum/Prunus cerasiformis "Thundercloud"
- LARGE FLOWERING TREES - 2" caliper, B&B.**
Chantilly Flowering Pear/Pyrus calleryana "Chantilly"
Red Bud/Cercis canadensis
Katsura/Cercidiphyllum japonicum
- MEDIUM EVERGREEN FLOWERING SHRUBS - 30" height, B&B at 6' o.c.**
Forest Flame Pieris/Pieris floribunda
Mt. Laurel/Kalmia latifolia
David's Whorlum/Chorizanthe davidii
Oregon Grape/Mahonia aquifolium
- SMALL FLOWERING SHRUBS - 16" height, container at 4' o.c.**
Azalea/Rhododendron species
Sarcococca/Sarcococca ruscifolia
Evergreen Huckleberry/Vaccinium ovatum
Spirea Little Princess/Spiraea japonica "Little Princess"
- GROUND COVERS - 1 gallon at 36" o.c.**
Kinnikinnick/Desmodium illinoense
Pachysandra/Pachysandra terminalis
Hypericum/Hypericum calycinum
- PERENNIAL COLOR GRASSES - 1 gallon at 24" o.c.**
Daylily/Hemerocallis species
Candytuft/Iberis sempervirens
Fatsia/Spiraea Little Princess
Black Mondo Grass/Ophiopogon japonicus
Golden Variegated Sweet Flag/Acorus gramineus "Ogon"
Blue Out Grass/Helicostictum sempervirens
Feather Reed Grass/Calamagrostis acutiflora "Karl Foerster"
- LAWN - Sod from Country Green Premium Sod**

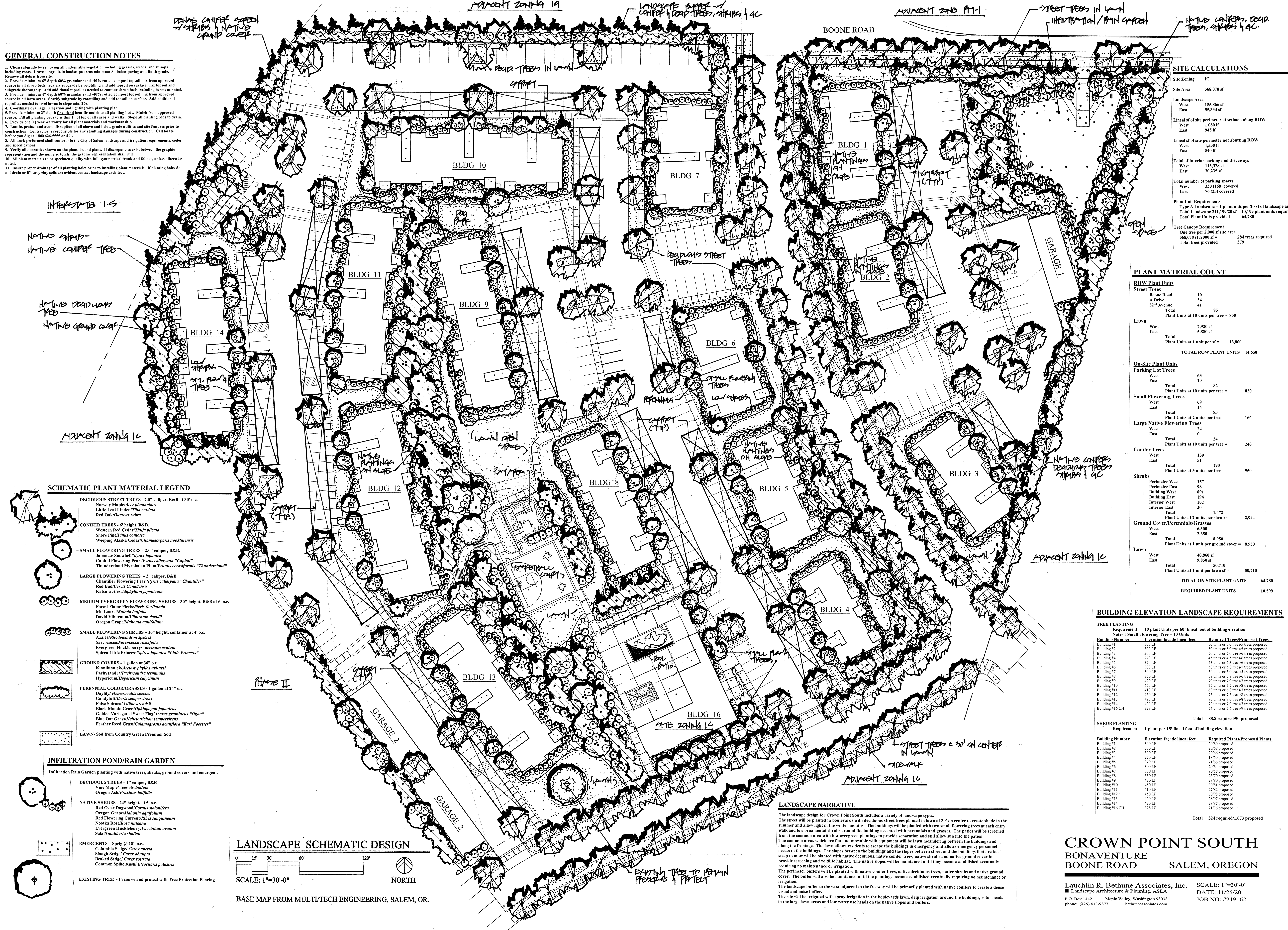
INFILTRATION POND/RAIN GARDEN

- Infiltration Rain Garden planting with native trees, shrubs, ground covers and emergent.
- DECIDUOUS TREES - 1" caliper, B&B**
Vine Maple/Acer circinatum
Oregon Ash/Fraxinus latifolia
 - NATIVE SHRUBS - 24" height, at 5' o.c.**
Red Osier Dogwood/Cornus stolonifera
Oregon Grape/Mahonia aquifolium
Red Flowering Currant/Ribes sanguineum
Nootka Rose/Rosa nutkana
Evergreen Huckleberry/Vaccinium ovatum
Salal/Gaultheria shallon
 - EMERGENTS - Sprig @ 18" o.c.**
Columbia Sedge/Carex aquata
Slough Sedge/Carex obovata
Beaked Sedge/Carex rostrata
Common Spike Rush/Eleocharis palustris

LANDSCAPE SCHEMATIC DESIGN



SCALE: 1"=30'-0"
BASE MAP FROM MULTI/TECH ENGINEERING, SALEM, OR.



LANDSCAPE NARRATIVE

The landscape design for Crown Point South includes a variety of landscape types. The street will be planted in boulevards with deciduous street trees planted in lawn at 30' on center to create shade in the summer and allow light in the winter months. The buildings will be planted with two small flowering trees at each entry walk and low ornamental shrubs around the building accented with perennials and grasses. The patios will be screened from the common area with low evergreen plantings to provide separation and still allow sun into the patios. The common areas which are flat and mowable with equipment will be lawn meandering between the buildings and along the frontage. The lawn allows residents to escape the buildings in emergency and allows emergency personnel access to the buildings. The slopes between the buildings and the slopes between street and the buildings that are too steep to mow will be planted with native deciduous, native conifer trees, native shrubs and native ground cover to provide screening and wildlife habitat. The native slopes will be maintained until they become established eventually requiring no maintenance or irrigation. The perimeter buffers will be planted with native conifer trees, native deciduous trees, native shrubs and native ground cover. The buffer will also be maintained until the plantings become established eventually requiring no maintenance or irrigation. The landscape buffer to the west adjacent to the freeway will be primarily planted with native conifers to create a dense visual and noise buffer. The site will be irrigated with spray irrigation in the boulevards lawn, drip irrigation around the buildings, rotor heads in the large lawn areas and low water use heads on the native slopes and buffers.

CROWN POINT SOUTH
BONAVENTURE
BOONE ROAD
SALEM, OREGON

Lauchlin R. Bethune Associates, Inc.
Landscape Architecture & Planning, ASLA
P.O. Box 1442
Maple Valley, Washington 98038
phone: (425) 432-9877
bethuneassociates.com
SCALE: 1"=30'-0"
DATE: 11/25/20
JOB NO: #219162

Crown Point Apartments Conditional Use

October 14, 2020

SITE HISTORY:

The subject property is 32.42 acres in size, zoned IC, and located on Boone Road (083W13A/Tax Lot 300). The applicant is only developing the northwest corner of the site that is 11.46 (13.06 with r-o-w) acres in size.

On June 13, 2019, a Design Review Pre-App (Pre-App 19-64) was held to discuss the development of the subject property as apartments.

PROPOSAL:

Under SRC 551.005(a)-Table 551-1, multiple family dwellings are allowed within the IC zone with a Conditional Use permit.

The applicant is proposing a development consisting of 210-apartment units as shown on the site plans. The applicant is applying for a Conditional Use for the construction of an apartment complex.

East Side:
36-units

West Side:
174-units

CONDITIONAL USE CRITERIA:

SRC 240.005(d) - An application for a Conditional Use permit shall be granted if all of the following criteria are met:

- (1) The proposed use is allowed as a conditional use in the zone;*
- (2) The reasonably likely adverse impacts of the use on the immediate neighborhood can be minimized through the imposition of conditions; and*
- (3) The proposed use will be reasonably compatible with and have minimal impact on the livability or appropriate development of surrounding property.*

APPLICANT'S REASONS ADDRESSING CHAPTER 240.005(d):

- (1) Under SRC 551.005(a)-Table 551-1, multiple family dwellings are allowed within the IC zone with a Conditional Use permit.
- (2) The proposed apartments will have little to no impact on the neighborhood. The property is bordered on the west side by I-5 which provides a buffer and a setback of at least 100 feet from any development to the west. The property to the north is zoned IG and has and

existing single-family dwelling located on it that is setback at least 50 feet from the property line. The property to the east is zoned IC and is currently vacant. The proposed apartments are setback at least 20 feet from any property line. The large setbacks and adjacent zoning help eliminate any impacts on the surrounding neighborhood.

The proposed apartments will have less an impact on the area than an industrial use that is allowed within the IC zone.

A Traffic Impact Analysis (TIA) dated October 9, 2020 has been provided as part of this submitted.

- (3) The site is bounded on the north by Boone Road, to the south by A Drive, and 32nd Avenue will run north/south through the development. The surrounding land uses within the vicinity are zoned and used as follows and as shown.

North: Across Boone Road, CO (Commercial Office) and IG (General Industrial);
Assisted Living Facilities
East: Outside City Limits; existing industrial and commercial uses
South: RA (Residential Agriculture); vacant land
West: I-5

The apartments will be required to go through Site Plan/Design Review, which requires open space and landscaping at a higher percent than what a commercial use would be required to provide. Amenities like landscaped open space will help with the visual appeal of this area and reduce impacts on the neighborhood. The design standards are in place to help ensure compatibly with adjacent uses.

The proposed apartment development will provide pedestrian paths throughout the site and to Boone Road, A Drive, and 32nd Avenue. The pedestrian paths will provide access and circulation to the surrounding neighborhoods. Therefore, increasing their livability as well.

Therefore, this criteria will be complied with through the Site Plan/Design Review process.

Crown Point Apartments Phase 1

Class 3-Site Plan Review

October 14, 2020

SRC 220.005(f)(3) Class 3 Site Plan Review Criteria:

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

Applicant Findings: The applicant is requesting to meet all Design Review Standards, except Compatibility under SRC 702.035(c)(2)(c). Therefore, the applicant will meet the Compatibility Guidelines under 702.035(c)(1).

All standards have been addressed and met as outlined within this narrative and on the site plans.

The subject property is 32.42 acres in size, zoned IC, and located on Boone Road (083W13A/Tax Lot 300). The applicant is only developing the northwest corner of the site that is 11.46 (13.06 with r-o-w).

The applicant is proposing a development consisting of 210-apartment units as shown on the site plans.

All applicable standards and guidelines have been outlined below and on the attached site plans.

Industrial Commercial (IC)-SRC Chapter 551

Setbacks: All minimum setbacks to property lines, between buildings and distances to the entrances are met as shown on the tentative plan. Therefore, all setback requirements have been met. Setbacks are shown on the tentative plan.

Northwest: 10-foot (parking)setback (IG zoned/existing industrial uses)
Northeast: Adjacent Boone Road; 20-foot (building) setback
East: 10-foot (parking)setback to 15-foot (building) setback (IC zoned/vacant land)
South: Adjacent right-of-way; 20-foot (building) setback
West: Adjacent right-of-way (I-5); 15-foot (parking) setback to 20-foot (garages) setback

Maximum Height: Maximum building height allowed in the IC zone is 70'. All proposed buildings are in compliance with the requirements of the Code.

*Building 1 (Type F) is 38.11 feet in height (measured to the highest point)

*Building 2 (Type F) is 38.11 feet in height (measured to the highest point)

*Building 3 (Type F) is 38.11 feet in height (measured to the highest point)

*Building 4 (Type A) is 36.9 feet in height (measured to the highest point)

*Building 5 (Type D) is 38.6 feet in height (measured to the highest point)

*Building 6 (Type C) is 43.11 feet in height (measured to the highest point)

- *Building 7 (Type C) is 43.11 feet in height (measured to the highest point)
- *Building 8 (Type B) is 36.11 feet in height (measured to the highest point)
- *Building 9 (Type E) is 39.8 feet in height (measured to the highest point)
- *Building 10 (Type 10) is 38 feet in height (measured to the highest point)
- *Building 11 (Type E) is 37.7 feet in height (measured to the highest point)
- *Building 12 (Type G) is 38 feet in height (measured to the highest point)
- *Building 13 (Type E) is 37.7 feet in height (measured to the highest point)
- *Building 14 (Type E) is 38.8 feet in height (measured to the highest point)
- *Building 16 (Recreation Building) is 24.4 feet in height (measured to the highest point).
- *Garage Buildings (3 Garage Buildings) are 13.9 feet in height (measured to the roof line)

Therefore, the buildings are in compliance with the building height requirement.

Stormwater: As stated on the Grading and Drainage Plan, the proposal is treating at least 80% hard surface with Green Water Infrastructure. A Preliminary Drainage Report dated February 11, 2020, has been submitted as part of this proposal. The detention basin for the site is located within the eastern portion of the development. Therefore, meeting the requirements of the Public Works Department. Therefore, meeting the requirements of the Public Works Department.

(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;*

Applicant Findings: The subject property has street frontage on Boone Road to the north, 32nd Avenue to the east/west, and A Drive to the south. A Traffic Impact Analysis (TIA) dated October 9, 2020 has been provided as part of this submitted.

As shown on the site plan, safe and efficient access and circulation has been provided into and throughout the development. The proposed development 26-foot wide driveways throughout the site. The driveways provide circulation throughout the site and onto the surrounding street system.

The design of on-site circulation is clearly identifiable, safe, pedestrian friendly and interconnected. The subject property is located in a developing area where improved streets and sidewalks continue as required by the City. Improved access is required by code. Approval does not adversely affect the safe and healthful development of any adjoining land or access thereto.

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

Applicant Findings: Parking: The development is for a 210-unit apartment complex. Code requires 1.5 vehicle parking spaces per every 1 dwelling units. The applicant is required to provide a minimum of 300 on-site vehicle parking spaces and is allowed a maximum of 495 on-site vehicle parking spaces. As shown on the site plan, 410 on-site parking spaces are being provided. There are 24 garage spaces provided. The garage spaces are not included as part of the required minimum parking.

East Side: 54 parking spaces required

65 Standard Parking Stalls
4 Handicap Parking Stalls
8 Garages
77 Total Parking Stalls

West Side: 246 parking spaces required

287 Standard Stalls
21 Compact Stalls
9 Handicap Parking Stalls
16 Garages
333 Total Parking Stalls

Adequate parking has been provided throughout the development with about 1.95 parking spaces per dwelling unit.

All parking areas will be served by 26-foot wide internal two-way accessways that run through the development. Parking areas and driveways have been designed to City standards and provide safe circulation throughout the development.

Bike racks have been provided on the site and located in a convenient location for the residents.

Bicycle parking is also required on site. The Code requires 0.1 bicycle parking space per dwelling unit. Twenty-One (21) bicycle parking spaces are required for this development. Bike racks will be provided on the site and located in a convenient location for the residents.

West side: (17 required)	East side: (4 required)
18 Bicycle Spaces (3 racks)	6 Bicycle Spaces (1 rack)

The design of pedestrian circulation systems shall provide clear and identifiable connections within the multiple family development and to adjacent uses and public streets/sidewalks. The proposed development provides safe and convenient bicycle and pedestrian access from within the development to adjacent residential areas.

Therefore, this standard has been met.

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

Applicant Findings: Utility plans have been provided that show how the site will be served with City water, sewer, storm water facilities, and other utilities appropriate to the development.

Crown Pointe Apartments

Adjustment Class-2 Application

Revised

Proposal:

The subject property is 32.42 acres in size, zoned IC, and located on Boone Road (083W13A/Tax Lot 300). The applicant is only developing the northwest corner of the site that is 11.46 (13.06 with r-o-w) acres in site.

Existing street, 32nd Avenue runs north/south through the development, creating two sites.

East Side:

107,008 square feet (2.46 acres)
36-units proposed

West Side:

391,482 square feet (9 acres)
174-units proposed

The applicant is proposing a development consisting of 210-apartment units as shown on the site plans.

The applicant is requesting an adjustment greater than 20% adjustment to Sec. 702.020(e)(5) Façade and building design:

“(5) To orient buildings to the street, any ground-level unit, cluster of units, interior lobbies, or portions thereof, located within 25 feet of the property line abutting a street shall have a building entrance facing that street, with direct pedestrian access to adjacent sidewalks.”

Adjustment Criteria-SRC 250.005(d)(2) Criteria:

- (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.***

Applicant Findings:

- (A) The purpose of this requirement is to provide a pedestrian friendly development with buildings entrances facing the street.***

All buildings face the interior of the lot. The rear side of Buildings 1, 2, and 4 face 32nd Avenue that runs through the site. The side of Buildings 3, 4, 5, 6, 7, and 13 face 32nd Avenue and A Drive. The street side of these buildings (rear/side) will be designed to be visually appealing, by providing similar design as is being provided for the front building facade for all buildings. In order to be consistent with the front facade of the building; windows, offsets, and architectural features will be incorporated in the portions of the building facing the right-of-way.

All buildings within the development have direct pedestrian access onto sidewalks. The internal pedestrian circulation system consists of hard 6-foot wide surfaced sidewalks that provide easily identifiable and safe connections between the residential units, parking, recreation areas, manager's apartment, and the trash disposal area. The pedestrian system connects the buildings to the public sidewalk system within Boone Road, 32nd Avenue, and A Drive via the proposed internal sidewalk system.

Proposed and existing sidewalks will further enhance the pedestrian connections and circulation to and from the site. The proposed sidewalks to and from the site will provide pedestrian circulation to the entrances of the buildings.

Proposed pedestrian sidewalk connections are illustrated on the tentative site plan. The proposed development provides safe and convenient bicycle and pedestrian access from within the development to adjacent residential areas.

Due to the slope of the site, Buildings 1 through 7 set about 6 to 16 feet above the street. Making it very difficult to provide pedestrian paths that are ADA. In some location's stairs could be provided, but other issues could come along with the stairs that make them not feasible or practical. Like excessive grading and water run off that would impact units. Therefore, due to the slope, and not being able to meet ADA requirements for paths to the street, this standard is better met by providing the paths as outlined on the site plan. Please see revised site plans and grading plans.



(B) The apartment development will provide additional landscaped areas throughout the site along with pedestrian paths/sidewalks throughout, along with visual appealing buildings. All of which will create a pedestrian friendly development. Buildings not facing the street will have no effect on the proposed use or surrounding uses.

(C) There are two adjustments being requested for this proposal. The two adjustment do not have any effect on the project.

Crown Pointe Apartments

Adjustment Class-2 Application

Proposal:

The subject property is 32.42 acres in size, zoned IC, and located on Boone Road (083W13A/Tax Lot 300). The applicant is only developing the northwest corner of the site that is 11.46 (13.06 with r-o-w) acres in site.

Existing street, 32nd Avenue runs north/south through the development, creating two sites.

East Side:

107,008 square feet (2.46 acres)
36-units proposed

West Side:

391,482 square feet (9 acres)
174-units proposed

The applicant is proposing a development consisting of 210-apartment units as shown on the site plans.

The applicant is requesting an adjustment greater than 20% adjustment to Sec. 702.020(d) Façade and building design:

“SRC 702.020(d)(2): “To minimize the visual impact of on-site parking and to enhance the pedestrian experience, off-street surface parking areas and vehicle maneuvering areas shall be located behind or beside buildings and structures. Off-street surface parking areas and vehicle maneuvering areas shall not be located between a building or structure and a street.”

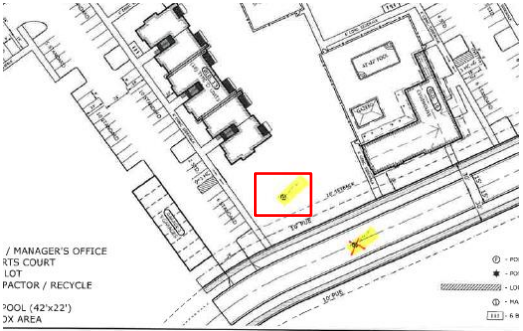
Adjustment Criteria-SRC 250.005(d)(2) Criteria:

- (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.***

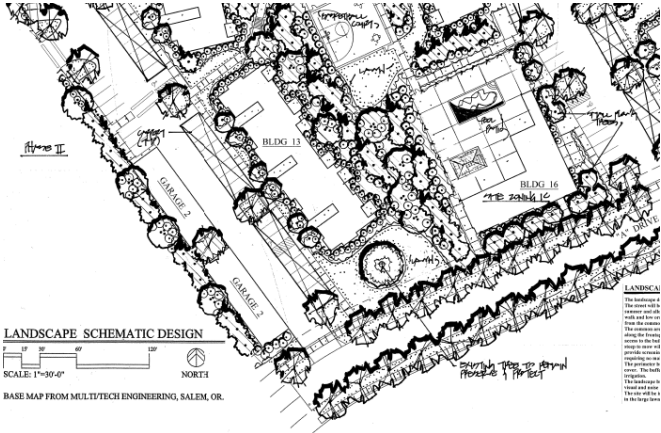
Applicant Findings:

- (A) The purpose of this requirement is to provide a pedestrian friendly development with building located close to the sidewalks instead of parking areas.***

Due to the desire to preserve the 27" Oregon White Oak near A Drive, Building 13 not be moved in front of the parking garages along A Drive.



The applicant's proposal also includes additional landscaped within this area to make it visually appealing. See attached landscape plans.



(B) The apartment development will provide additional landscaped areas throughout the site along with pedestrian paths/sidewalks through, along with visual appealing buildings. There will be additional landscaping adjacent Building 13 and the garage units to enhance the pedestrian experience. All of which will create a pedestrian friendly development. The reduction of buildings along the setback line will have no effect on the proposed use or surrounding uses.

(C) There are two adjustments being requested for this proposal. The two adjustment do not have any effect on the project.

Crown Pointe Apartments

Adjustment Class-2 Application

Proposal:

The subject property is 32.42 acres in size, zoned IC, and located on Boone Road (083W13A/Tax Lot 300). The applicant is only developing the northwest corner of the site that is 11.46 (13.06 with r-o-w) in size.

Existing street, 32nd Avenue runs north/south through the development, creating two sites.

East Side:
107,008 square feet (2.46 acres)
36-units proposed

West Side:
392,303 square feet (9 acres)
174-units proposed

The applicant is proposing a development consisting of 210-apartment units as shown on the site plans.

The applicant is requesting an adjustment greater than 20% adjustment to Sec. 702.020(e) Façade and building design:

- (1) To preclude long monotonous exterior walls, buildings shall have no dimension greater than 150 feet.**

These standards are intended to promote building and site design that contributes positively to a sense of neighborhood and to the overall streetscape by carefully relating building mass, entries and yards to public streets.

Adjustment Criteria-SRC 250.005(d)(2) Criteria:

- (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.**

Applicant Findings:

- (A) Proposed Buildings 9, 10, 11, 12, 13, and 14 all exceed the 150-foot building length maximum allowed. All other buildings within the development will not exceed 150 feet in length. The

height and length of the buildings and structures conform to the measuring requirements in code.

Building 9: 161.9 feet in length
Building 10: 176.6 feet in length
Building 11: 161.9 feet in length
Building 12: 176.6 feet in length
Building 13: 161 feet in length
Building 14: 161.6 feet in length

The building design does not have long flat walls or roof lines. The buildings will have an offset that breaks up the front of the buildings and the roof lines. Balconies (decks) and dormers are incorporated in the building design to add some visual element to the buildings. Therefore, breaking up the long building length.

The subject property is a large site with more than adequate landscape open space through. The buildings are over 150 feet in length, but they are not located in places that create long wall like structures. The buildings are spread out and over 20-feet from each other, which better development with more privacy.

Due to the topography on the site, the longer buildings will work better with the natural grade of the site and not require large cuts and fill.

The offsets on the buildings also help to break up the long building length, which creates more appealing building. Therefore, making this proposal equally or better.

- (B) The proposed development is not located within a residential zone. However, in order to create a visually appealing development that is in compliance with Code, the building design does not have long flat walls or roof lines. The buildings will have an offset that breaks up the front of the buildings and the roof lines. Balconies (decks) and dormers are incorporated in the building design to add some visual element to the buildings. Therefore, breaking up the long building length.
- (C) There are two adjustments being requested for this proposal. The two adjustment do not have any effect on the project.

Crown Pointe Apartments

Adjustment Class-2 Application

Proposal:

The subject property is 32.42 acres in size, zoned IC, and located on Boone Road (083W13A/Tax Lot 300). The applicant is only developing the northwest corner of the site that is 11.46 (13.06 with r-o-w) acres in site.

Existing street, 32nd Avenue runs north/south through the development, creating two sites.

East Side:
107,008 square feet (2.46 acres)
36-units proposed

West Side:
391,482 square feet (9 acres)
174-units proposed

The applicant is proposing a development consisting of 210-apartment units as shown on the site plans.

The applicant is requesting an adjustment greater than 20% adjustment to Sec. 702.020(e) Façade and building design:

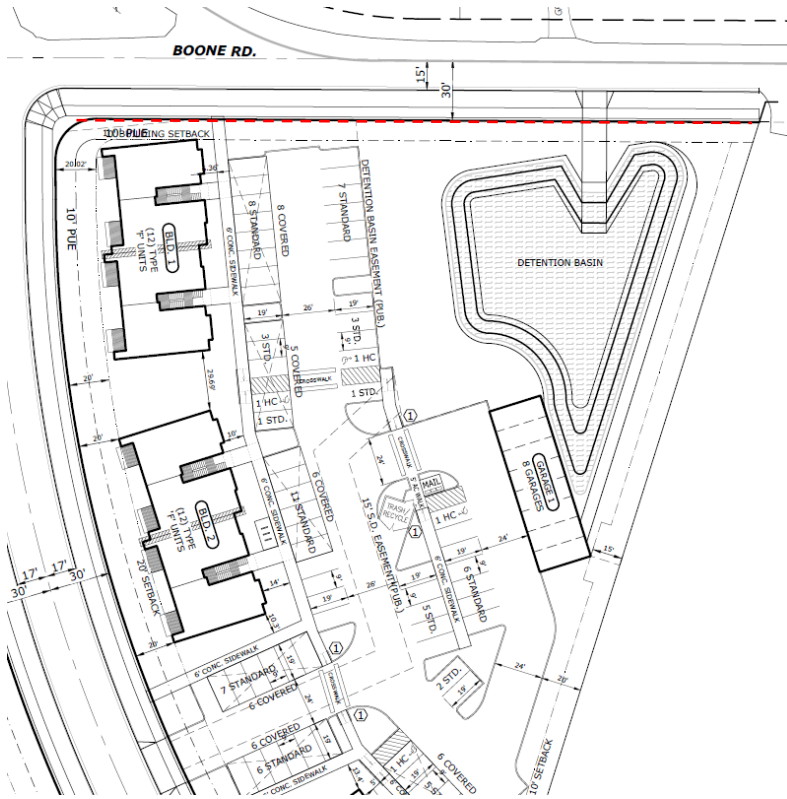
“(4) On sites with 75 feet or more of buildable width, a minimum of 40 percent of the buildable width shall be occupied by building placed at the setback line to enhance visual interest and activity along the street. Accessory structures shall not apply towards meeting the required percentage.”

Adjustment Criteria-SRC 250.005(d)(2) Criteria:

- (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.**

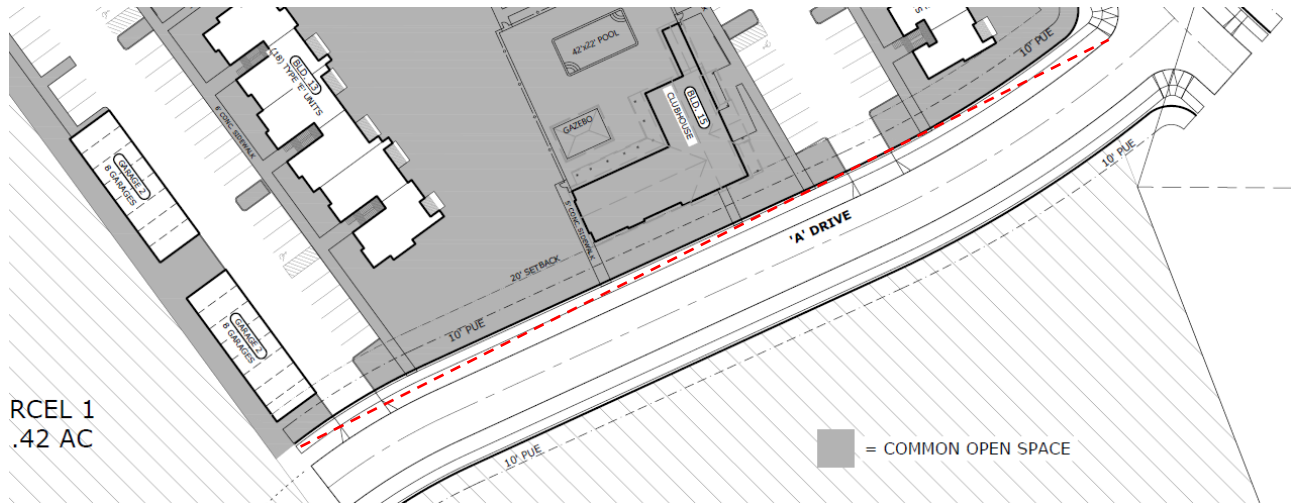
Applicant Findings:

- (A) The purpose of this requirement is to provide a pedestrian friendly development with building located close to the sidewalks instead of parking areas.**



Boone Road

The subject property has 312.07 feet of buildable width (this excludes required side setbacks and driveway) along Boone Road. Due to the 10-foot PUE, Building 1 cannot be located on the 5-foot setback line along Boone Road. Code requires a minimum of 40% of the buildable width be occupied by buildings placed on the setback line. As shown on the site plan, the building totals 49 feet of the buildable width along the street frontage. Therefore, occupying 18% of the buildable width of street frontage along Boone Road. Due to the location and need for the detention pond along Boone Road, additional buildings could not be provided along the setback line of Boone Road.



A Drive

The subject property has 418.32 feet of buildable width (this excludes required side setbacks and driveway) along A Drive. Due to the 10-foot PUE, Buildings 4, 16, and Garage 2 cannot be located on the 5-foot setback line along A Drive. Code requires a minimum of 40% of the buildable width be occupied by buildings. As shown on the site plan, the buildings total 155 feet of the buildable width along the street frontage. Therefore, occupying 37% of the buildable width of street frontage along A Drive. Due to the desire to preserve the 27" Oregon White Oak near A Drive, additional buildings could not be provided along the setback line of Boone Road.

The applicant's proposal also includes additional landscaped within the existing development. See attached landscape plans.



32nd Avenue (East side)

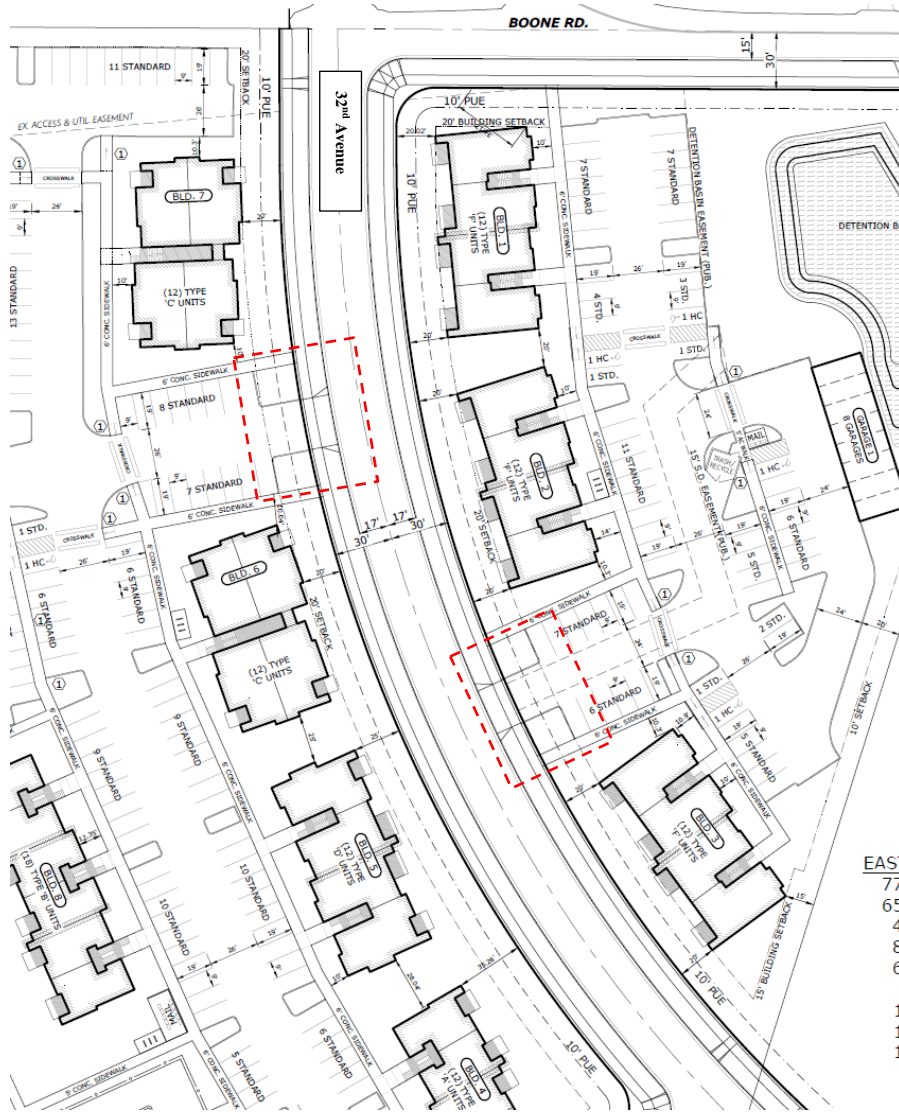
The subject property has 502.47 feet of buildable width (this excludes required side setbacks and driveway) along the east side of 32nd Avenue. Due to the 10-foot PUE, Buildings 1, 2, and 3 cannot be located on the setback line along 32nd Avenue. Code requires a minimum of 40% of the buildable width be occupied by buildings placed on the setback line. As shown on the site plan, the buildings total 309 feet of the buildable. The buildings do occupy 61% of the buildable width of street frontage along the east side of 32nd Avenue. However, since they are not located along the 5-foot setback line, an adjustment is required in order to meet this standard.

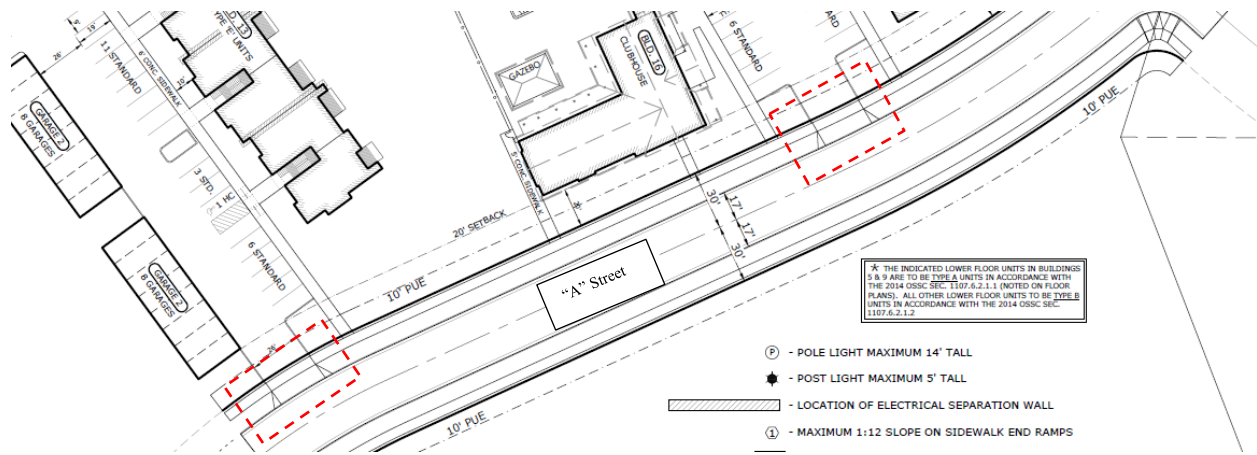
32nd Avenue (West side)

The subject property has 517.18 feet of buildable width (this excludes required side setbacks and driveway) along the west side of 32nd Avenue. Due to the 10-foot PUE, Buildings 4, 5, 6, and 7 cannot be located on the setback line along 32nd Avenue. Code requires a minimum of 40% of the buildable width be occupied by buildings placed on the setback line. As shown on the site plan, the buildings total 393 feet of the buildable width along the street frontage. Therefore, occupying 76% of the buildable width of street frontage along the west side of 32nd Avenue. However, since they are not located along the 5-foot setback line, an adjustment is required in order to meet this standard.

- (B) The apartment development will provide additional landscaped areas throughout the site along with pedestrian paths/sidewalks through, along with visual appealing buildings. All of which will create a pedestrian friendly development. The reduction of buildings along the setback line will have no effect on the proposed use or surrounding uses.
- (C) There are two adjustments being requested for this proposal. The two adjustment do not have any effect on the project.

Class 2-Driveway Approach Permit
October 13, 2020





SRC 804.025 (d) Criteria. A Class 2 Driveway Approach Permit shall be granted if:

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

Applicant Response: The subject property is 32.42 acres in size, zoned IC, and located on Boone Road (083W13A/Tax Lot 300). The applicant is only developing the northwest corner of the site that is 11.46 (13.06 with r-o-w) acres in size.

The applicant is proposing a development consisting of 210-apartment units as shown on the site plans.

The proposed development will have access onto 32nd Avenue that runs north/south through the property. 32nd Avenue is designated as a 'local' street on the Salem Transportation System Plan. The proposed development will also have access onto a proposed street, "A" Street running along the southern portion of the development. "A" Street will be a local street. All four (4) driveways will meet Public Works design standards. As shown on the site plan the driveways are required for access to the site and are in compliance with design standards.

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

Applicant Response: The location of the driveways was taken into consideration prior to laying the site out. Access onto Boone Road to the north is not allowed, so all access for the development is taken to and from 32nd Avenue and "A" Street. The location of the proposed driveways take into consideration the location of internal streets adjacent to the site and access onto the local streets. Therefore, all factors were taken into consideration and there are no conditions on the site that prevent the driveway approach.

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

Applicant Response: There are no driveways proposed onto an arterial. Therefore, this criterion is not applicable.

(4) The proposed driveway approach, where possible:

(A) Is shared with an adjacent property; or

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

Applicant Response to (4)(B): The subject property is located on Boone Road to the north. 32nd Avenue and "A" Street are proposed to run through and adjacent to the development. Access to Boone Road is not allowed for this development. All access will be onto 32nd Avenue and "A" Street. There are two driveways proposed onto 32nd Avenue and two driveways proposed onto "A" Street. There are no adjacent driveways to share access with and both streets are 'local' streets. Therefore, there is no lower classified streets abutting the property. Therefore, this criterion has been met.

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

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

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

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

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

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

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

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

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

Applicant Response: The applicant has been working with Public Works to ensure that the driveway approach is in the required location to help balance the adverse impacts to residentially zoned property. The location of the proposed driveways takes into consideration the location of the streets adjacent to the site and access onto 32nd Avenue and “A” Street. As shown on the site plan, this criterion has been met.

Crown Point Apartments

Design Review

October 14, 2020

The following statement addresses the applicable Design Review **Standards** in the SRC Chapter 702 (Multiple Family Design Review) and the requirements under the IC Zone District. Information provided on the site plans for the Design Review application further address applicable code requirements.

On June 13, 2019, a Design Review Pre-Application Conference (PRE-AP-19-64) was held with the applicant and City staff to discuss the development of the subject property.

Current Land-Use Approvals:

*Comprehensive Plan Map Amendment/Zone Change (CPC/ZC) Case No. 17-02 was approved on April 26, 2017.

*Urban Growth Area (UGA) Preliminary Declaration Case No. 19-01 was approved on May 14, 2019.

*Partition (PAR) Case No. 19-12 was approved on January 24, 2020.

Proposal (Sheet SDR3):

The subject property is 32.42 acres in size, zoned IC, and located on Boone Road (083W13A/Tax Lot 300). The applicant is only developing the northwest corner of the site that is 11.46 (13.06 with r-o-w) acres in size. The subject property is Parcel 1 of approved Partition Case No. 19-12.

Existing street, 32nd Avenue runs north/south through the development, creating two sites.

East Side:

107,008 square feet (2.46 acres)

36-units proposed

West Side:

392,303 square feet (9 acres)

174-units proposed

The applicant is proposing a development consisting of 210-apartment units as shown on the site plans.

The applicant is requesting to meet all Design Review Standards, with an adjustment to SRC 702.020(e)(1) and (4) under Façade and Building Design.

Industrial Commercial (IC)-SRC Chapter 551

Setbacks: All minimum setbacks to property lines, between buildings and distances to the entrances are met as shown on the tentative plan. Therefore, all setback requirements have been met. Setbacks are shown on the tentative plan.

- Northwest: 10-foot (parking)setback (IG zoned/existing industrial uses)
- Northeast: Adjacent Boone Road; 20-foot (building) setback
- East: 10-foot (parking)setback to 15-foot (building) setback (IC zoned/vacant land)
- East: Adjacent 32nd Avenue; 20-foot (building setback)
- South: Adjacent right-of-way; 20-foot (building) setback
- West: Adjacent right-of-way (I-5); 15-foot (parking) setback to 20-foot (garages) setback
- West: 10-foot (parking)setback to 15-foot (building) setback (IC zoned/vacant)

Maximum Height: Maximum building height allowed in the IC zone is 70'. All proposed buildings are in compliance with the requirements of the Code.

- *Building 1 (Type F) is 38.11 feet in height (measured to the highest point)
- *Building 2 (Type F) is 38.11 feet in height (measured to the highest point)
- *Building 3 (Type F) is 38.11 feet in height (measured to the highest point)
- *Building 4 (Type A) is 36.9 feet in height (measured to the highest point)
- *Building 5 (Type D) is 38.6 feet in height (measured to the highest point)
- *Building 6 (Type C) is 43.11 feet in height (measured to the highest point)
- *Building 7 (Type C) is 43.11 feet in height (measured to the highest point)
- *Building 8 (Type B) is 36.11 feet in height (measured to the highest point)
- *Building 9 (Type E) is 39.8 feet in height (measured to the highest point)
- *Building 10 (Type 10) is 38 feet in height (measured to the highest point)

- *Building 11 (Type E) is 37.7 feet in height (measured to the highest point)
- *Building 12 (Type G) is 38 feet in height (measured to the highest point)
- *Building 13 (Type E) is 37.7 feet in height (measured to the highest point)
- *Building 14 (Type E) is 38.8 feet in height (measured to the highest point)
- *Building 16 (Recreation Building) is 24.4 feet in height (measured to the highest point).
- *Garage Buildings (3 Garage Buildings) are 13.9 feet in height (measured to the roof line)

Therefore, the buildings are in compliance with the building height requirement.

Parking (Sheet SDR3): The development is for a 210-unit apartment complex. Code requires 1 vehicle parking spaces per every studio or 1-bedroom dwelling unit and 1.5 vehicle parking spaces per every 2 or more bedrooms. The applicant is required to provide a minimum of 300 on-site vehicle parking spaces. As shown on the site plan, 410 on-site parking spaces are being provided.

East Side: 54 parking spaces required

- 65 Standard Parking Stalls
- 4 Handicap Parking Stalls
- 8 Garages
- 77 Total Parking Stalls

West Side: 246 parking spaces required

- 287 Standard Stalls
- 21 Compact Stalls
- 9 Handicap Parking Stalls
- 16 Garages
- 333 Total Parking Stalls

Adequate parking has been provided throughout the development with 1.95 parking spaces per dwelling unit.

All parking areas will be served by 26-foot wide internal two-way accessways that run through the development.

Bicycle parking is also required on site. The Code requires 0.1 bicycle parking space per dwelling unit. Bike racks will be provided on the site and located in a convenient location for

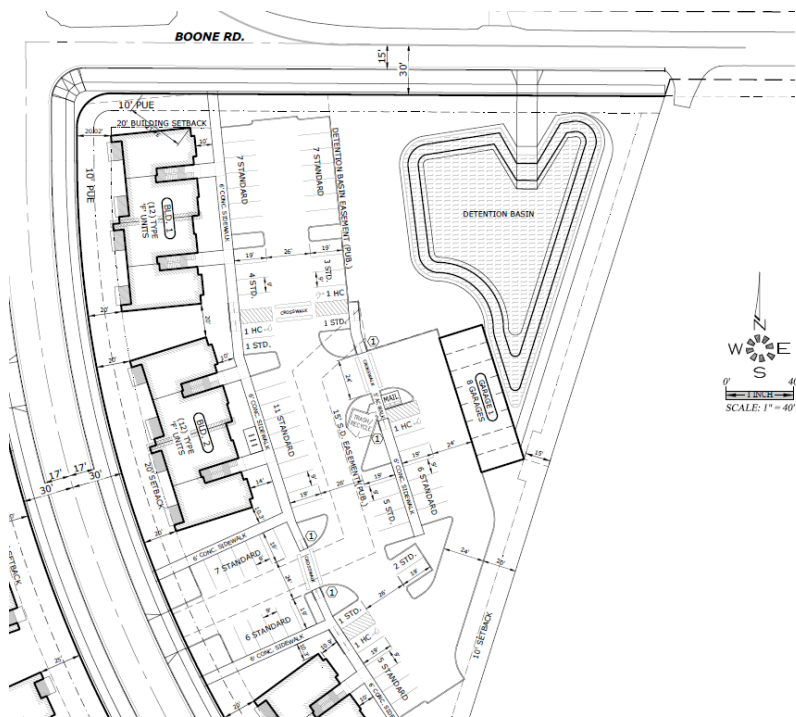
the residents. A total of 24 bicycle parking spaces have been provided on-site.

West side: (18 required)
18 Bicycle Spaces (3 racks)

East side: (4 required)
6 Bicycle Spaces (1 rack)

Recycling (Sheet SDR3): There are two trash/recycle area provided within the development. One is located on the east and one is located on the west side of the development. The trash receptacles are accessible for all residents via the paved internal sidewalk system in the development. The trash/recycle areas will be screened and enclosed with a sight-obscuring fence or wall. Detail plans for the trash receptacles have been provided.

Stormwater: As stated on the Grading and Drainage Plan, the proposal is treating at least 80% hard surface with Green Water Infrastructure. A Preliminary Drainage Report dated February 11, 2020, has been submitted as part of this proposal. The detention basin for the site is located within the eastern portion of the development. Therefore, meeting the requirements of the Public Works Department.



Landscaping: The IC zone requires that 15% of the site be landscaped. The net developable area is 499,311 square feet in size with 194,936 square feet of landscaping throughout. Therefore, the development provides 39% landscaping throughout the site.

Traffic: A Traffic Impact Analysis (TIA) dated October 9, 2020 has been provided as part of this submitted.

Multiple Family Design Review Standards- Chapter 702

702.020(a):

702.020(a)(1) Open Space (Sheet SDR4): In multi-family developments, a portion of the land not covered by buildings and parking shall be of adequate size and shape and in the proper location to be functional for outdoor recreation and relaxation. The standards are also intended to ensure that open space is an integral part of the overall development design.

Per the code the proposed development shall provide a minimum 30% open space. The minimum open space area required for this development is 149,793 square feet of the net developable area. The portion of the subject property being developed is zoned IC and is 499,311 (11.46 acres) square feet in size with 269,884 square feet of open space, including landscaped areas, a tot lot, a sports court, a recreation building and pool. Therefore, totaling 54% open space.

The existing street 32nd Avenue runs north/south through the site. Therefore, there are two side of the development. Both sides will share open space amenities as shown on the site plan.

East Side (36-units): 32,102 square feet of open space required
Site Area-107,008 square feet (2.46 acres)
Open Space-61,293s.f. (57%)

West Side (174-units): 117,690 square feet of open space required
Site Area-392,303 square feet (9 acres)
Open Space-208,591s.f. (53%)
Recreation Building-4,073s.f.

The proposed development provides a 4,073 square foot recreation building in the center of the west site, along with a pool; two fenced play areas that total 3,200 square feet in size; and landscaped open space areas throughout the site. The recreation building and play areas are available to all 210 dwelling units and accessible via the proposed pedestrian pathways. The interior pathways are 5-foot wide paved sidewalks and all sidewalks throughout the development are 6-foot wide paved sidewalks. The recreation building, play areas, and open space areas are located in convenient and safe areas for the residents. The proposed development provides approximately 269,884 square feet of total common open space throughout the site, that includes the recreation building and pool.

Therefore, this standard has been met. See attached site plans and open space plan.

702.020(a)(1)(A) Common Open Space Area Size and Dimensions (Sheet SDR4):

The applicant is proposing a development consisting of 210-apartment units as shown on the site plans. The apartments will be developed with the IC zoned portion of the site that consists of 11.46 (13.06 with r-o-w) acres.

Per Table 702-3, the minimum open space area required for this development is 44,500 square feet of the site. The portion of the subject property being developed is zoned IC and is 499,311 (11.46 acres) square feet in size with 269,884 square feet of common open space, including landscaped areas, a tot lot, a sports court, a recreation building and pool. Therefore, totaling 54% open space.

East Side (36-units): 5,000 square feet of open space required

Site Area-107,008 square feet (2.46 acres)

Open Space-61,293s.f. (57%)

Open Space w/in Perimeter Setbacks-19,247s.f. (31%)

Landscaped Areas-48,643s.f. (47%)

Parking and Driveway Area-30,235s.f.

Landscape w/in Parking-3,517s.f. (12%)

West Side (174-units): 39,500 square feet of open space required

Site Area-392,303 square feet (9 acres)

Open Space-208,591s.f. (47%)

Open Space w/in Perimeter Setbacks-28,665s.f. (13%)

Landscaped Areas-146,293s.f. (33%)

Parking and Driveway Area-113,378s.f.

Landscape w/in Parking-10,561s.f. (9%)

Recreation Building-4,073s.f.

702.020(a)(1)(B): As shown on the site plan all open space is usable open space. The existing conditions plan and grading plan identify all the slopes throughout the site.

702.020(a)(1)(C) and (D): Private Open Space: Each unit will have private open space as required by code. Ground floor units will have patio areas that are 96 square feet in size, with no dimension less than 6 feet. All second and third story units will have balconies/decks that are a minimum 60 square feet in size. All private open space areas are located contiguous to the dwelling unit and will be screened with 5-foot-high landscaping. This private open space includes the patios and balconies/decks. Therefore, this standard has been met.

702.020(a)(1)(E): In multi-family developments, a portion of the land not covered by buildings and parking shall be of adequate size and shape and in the proper location to be functional for outdoor recreation and relaxation. The standards are also intended to ensure that usable open

space is an integral part of the overall development design. As shown on the site plan, there is a usable open space area located within the development. See Sheet SDR 4.

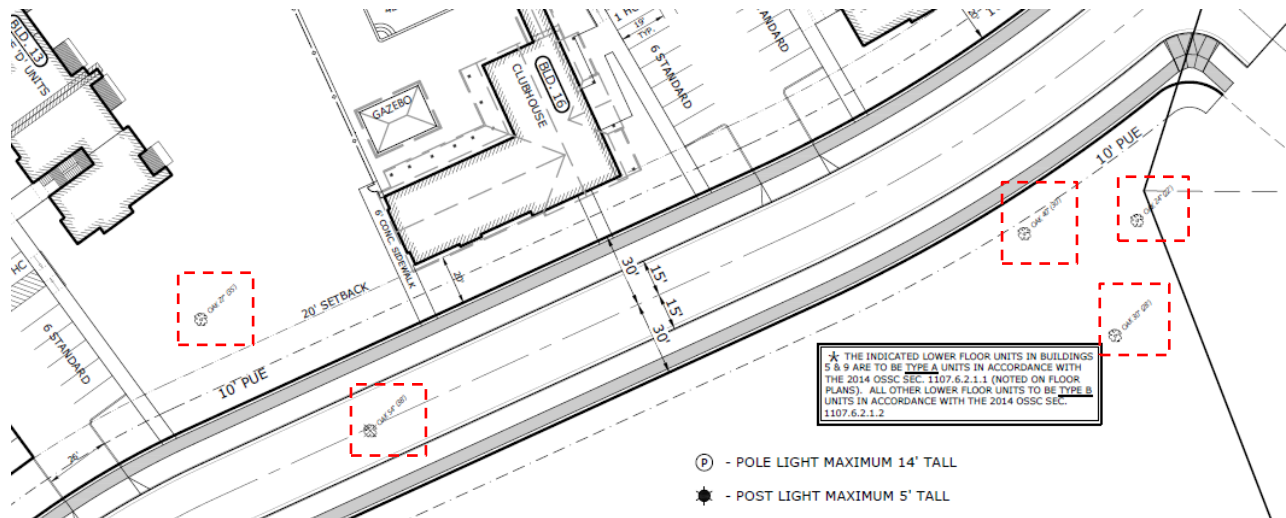
702.020(a)(1)(F): Due to the location of the development, there are no parks located within ½ a mile of the subject property. However, the proposed development will have adequate open space areas on-site.

702.020(b)(1) and 702.020(b)(2) Landscaping Standards: The subject property does not abut RS zoned properties. Landscaping is being provided adjacent all property lines and within the interior of the development. Landscaping has been provided throughout the site as identified on the landscape plans. A minimum of 1 tree will be planted for every 2,000 square feet of the site. Trees and vegetation have been provided throughout the development as shown on the landscape plans. There is 194,936 square feet of landscaped area throughout the site. Therefore, 39% of the site is landscaped. Landscape plans have been provided and demonstrate how the landscape standards have been met. See attached landscape plans.

A permanent underground irrigation system will be provided when development plans are final.

There are 63 trees located within Phase 1 (northern portion of the property) of the development on the subject property. Fifty-nine (59) trees are designated for removal. There are five (5) significant Oregon White Oaks on the site. Four (4) of the Oregon White Oaks are designated to be preserved. The one (1) Oregon White Oak proposed to be removed is located within the proposed right-of-way.

Oak Tree-27" (Remain)
Oak Tree-54" (Remove)
Oak Tree-40" (Remain)
Oak Tree-30" (Remain)
Oak Tree-24" (Remain)



702.020(b)(3), (4), (5): Landscaping has been provided around the proposed buildings as shown on the plans.

Trees within Phase 2 (southern portion of the site) will not be affected at this time. At the time of Site Plan Review for Phase 2, those trees identified for removal and preservation will be identified. See Sheet SDR3.

702.020(b)(6): All private ground level open space areas are located contiguous to the dwelling unit and will be screened with 5-foot-high landscaping. This will help to ensure privacy for the patio areas designated as private open space for residents.

702.020(b)(7) and (8): All parking areas are within the requirements of the code and are separated by planter bays that are a minimum of 9 feet in width. All parking areas are landscaped as required and separated by landscaped bays that meet the minimum width as shown on the site plan. The parking areas and landscaped areas provide for visually appealing apartment grounds. There is 14,078 square feet of landscaping within the parking areas. This does not include the landscaped areas surrounding the parking areas.

Interior Parking Lot Landscaping: The proposal is for 210-units; therefore, the development is exempt from the requirements of SRC 806.035(d)(2).

702.020(c)(1) and (2) Site Safety and Security Standards: All buildings have windows provided in habitable rooms and windows that face the parking lots and open space areas. This helps provide an eye on the development. Lighting on the buildings and along the sidewalks will be provided as well.

702.020(c)(3) and (4): Safety of the residents is very important, and all requirements are met to assure safety and compliance with code. There are no fences or plant materials located in areas within the development that obstruct visibility. All landscaping adjacent to open space

areas will not exceed 3 feet in height.

702.020(d)(1), (2), and (4) Parking and Site Design Standards: The subject property has street frontage on Boone Road, 32nd Avenue, and A Drive. Internal accessways are proposed within the development.

As shown on Sheet SDR4, some of the parking areas are greater than 6,700 square feet in area. In order to minimize large expanses of continuous pavement, 9-foot wide planter islands have been provided a maximum of every 12 parking spaces. Therefore, meeting the code.

All parking areas are within the requirements of the code and are separated by planter bays that are a minimum of 9 feet in width. The layout of the parking areas has been taken into consideration and provides for safe and efficient circulation throughout the development. In order to take into consideration circulation, pedestrian access, landscaping, and the requirements of the code, the parking areas have been carefully designed. All parking areas are landscaped as required and separated by landscaped bays that meet the minimum width as shown on the site plan. The parking areas and landscaped areas provide for visually appealing apartment grounds. There is 14,078 square feet of landscaping within the parking areas. This does not include the landscaped areas surrounding the parking areas.

East Side:

Parking Areas-30,235s.f.

Parking Area Landscaping-3,517s.f. (12%)

West Side:

Parking Areas-113,378s.f.

Parking Area Landscaping-10,561s.f. (9%)

The development does provide setbacks between the buildings and pathways. All the pathways connect the buildings, open space, parking areas, and surrounding uses.

Therefore, meeting this standard.

702.020(e)(1) through (8) Façade and Building Design: These guidelines are intended to promote building and site design that contributes positively to a sense of neighborhood and to the overall streetscape by carefully relating building mass, entries and yards to public streets.

Proposed Buildings 9, 10, 11, 12, 13, and 14 all exceed the 150-foot building length maximum allowed. All other buildings within the development will not exceed 150 feet in length. The height and length of the buildings and structures conform to the measuring requirements in code.

Building 9: 161.9 feet in length
Building 10: 176.6 feet in length
Building 11: 161.9 feet in length
Building 12: 176.6 feet in length
Building 13: 161 feet in length
Building 14: 161.6 feet in length

Therefore, the applicant has requested an adjustment to this standard.

The building design does not have long flat walls or roof lines. The buildings will have an offset that breaks up the front of the buildings and the roof lines. Balconies (decks) and dormers are incorporated in the building design to add some visual element to the buildings. Therefore, breaking up the long building length.

All buildings face the interior of the lot. The rear side of Buildings 1, 2, 3, 4, and 5 face 32nd Avenue that runs through the site. The street side of these buildings (rear) will be designed to be visually appealing, by providing similar design as is being provided for the front building facade for all buildings. In order to be consistent with the front facade of the building; windows, offsets, and architectural features will be incorporated in the portions of the building facing the right-of-way. There are no balconies facing the RA zoned properties. All of which will help to provide privacy.

In order to provide safety and convenience for the residents, both buildings will face the interior the lot. This provides more eyes on the site, which provides greater safety for residents. This also provides convenience since all parking is located within the interior of the site.

The subject property does not abut any RA zoned properties.

Northwest: 10-foot (parking)setback (IG zoned/existing industrial uses)
Northeast: Adjacent Boone Road; 20-foot (building) setback
East: 10-foot (parking)setback to 15-foot (building) setback (IC zoned/vacant land)
East: Adjacent 32nd Avenue; 20-foot (building setback)
South: Adjacent right-of-way; 20-foot (building) setback
West: Adjacent right-of-way (I-5); 15-foot (parking) setback to 20-foot (garages) setback
West: 10-foot (parking)setback to 15-foot (building) setback (IC zoned/vacant)

Boone Road

The subject property has 312.07 feet of buildable width (this excludes required side setbacks and driveway) along Boone Road. Building 1 is located on the setback line along Boone Road. Code requires a minimum of 40% of the buildable width be occupied by buildings placed on the

setback line. As shown on the site plan, the building totals 49 feet of the buildable width along the street frontage. Therefore, occupying 18% of the buildable width of street frontage along Boone Road. Due to the location and need for the detention pond along Boone Road, additional buildings could not be provided along the setback line of Boone Road.

An adjustment to this standard has been requested.

A Drive

The subject property has 418.32 feet of buildable width (this excludes required side setbacks and driveway) along A Drive. Buildings 4, 16, and Garage 2 are the buildings located on the setback line along A Drive. Code requires a minimum of 40% of the buildable width be occupied by buildings placed on the setback line. As shown on the site plan, the buildings total 155 feet of the buildable width along the street frontage. Therefore, occupying 37% of the buildable width of street frontage along A Drive. Due to the desire to preserve the 27" Oregon White Oak near A Drive, additional buildings could not be provided along the setback line of Boone Road.

An adjustment to this standard has been requested.

32nd Avenue (East side)

The subject property has 502.47 feet of buildable width (this excludes required side setbacks and driveway) along the east side of 32nd Avenue. Buildings 1, 2, and 3 are located on the setback line along 32nd Avenue. Code requires a minimum of 40% of the buildable width be occupied by buildings placed on the setback line. As shown on the site plan, the buildings total 309 feet of the buildable width along the street frontage. Therefore, occupying 61% of the buildable width of street frontage along the east side of 32nd Avenue.

32nd Avenue (West side)

The subject property has 517.18 feet of buildable width (this excludes required side setbacks and driveway) along the west side of 32nd Avenue. Buildings 4, 5, 6, and 7 are located on the setback line along 32nd Avenue. Code requires a minimum of 40% of the buildable width be occupied by buildings placed on the setback line. As shown on the site plan, the buildings total 393 feet of the buildable width along the street frontage. Therefore, occupying 76% of the buildable width of street frontage along the west side of 32nd Avenue.

Therefore, this standard has been met.

All roof-mounted equipment will be screened and integrated into the building design. Further review of this requirement will take place at the time of building permits. Therefore, this guideline has been met.

All buildings have entrances physically and visually connected to the internal public sidewalk

system and the parking lots. All external stairways are recessed into the buildings. Therefore, physically and visually incorporating them into the building's architecture design. The primary entrances for each individual unit are provided through a covered entry way. All building entries are clearly defined and easily accessible. The design of the building with the use of roofline offsets and covered entry ways, promote a positive sense of neighborhood.

702.020(e)(9) and (10) (See Building Elevations): Varied materials, textures, and colors are being used on the buildings. The applicant has provided building elevations to show how this is being complied with. The materials used on the front, rear, and sides of the apartments are the same; shake siding, trim board, and lap siding. See attached building elevations.



The proposed buildings proved the required offsets and design elements as shown on the building elevations.

The proposed buildings provide offsets:



Covered Decks and Recessed Balconies:



Covered Entrance:



Conclusion: The applicant is requesting to meet all Design Review Standards, except Compatibility under SRC 702.035(c)(2)(c) and Building Length under SRC 702.035(b)(2) (Building Mass and Façade Design Standards). Therefore, the applicant has requested an adjustment to these two standards.

Crown Pointe Apartments-Block Length

Per Condition 24 of the Partition 19-12 approval:

Condition 24: Streets through the property are required at no greater than 600-foot intervals as shown in Attachment F. These areas are to be reserved for future streets unless a different street layout is approved through a future land use action. No buildings may be constructed in the reserved areas.

SRC 220.005(F)(3)(B):

(3) Class 3 site plan review. An application for Class 3 site plan review shall be granted if:

(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;

Applicant Findings: The subject property has street frontage on Boone Road to the north, 32nd Avenue to the east/west, and A Drive to the south. A Traffic Impact Analysis (TIA) dated October 9, 2020 has been provided as part of this submitted.

As shown on the site plan, safe and efficient access and circulation has been provided into and throughout the development. The proposed development 26-foot wide driveways throughout the site. The driveways provide circulation throughout the site and onto the surrounding street system. The design of on-site circulation is clearly identifiable, safe, pedestrian friendly and interconnected. The subject property is located in a developing area where improved streets and sidewalks continue as required by the City. Improved access is required by code. Approval does not adversely affect the safe and healthful development of any adjoining land or access thereto.

Sec. 803.030. - Street spacing.

- (a) Streets shall have a maximum spacing of 600 feet from right-of-way line to right-of way line along one axis, and not less than 120 feet and not more than 400 feet from right-of-way line to right-of-way line along the other axis.**
- (b) Street spacing may be increased where one or more of the following exist:**
- (1)Physical conditions preclude streets meeting the spacing requirements. Physical conditions include, but are not limited to, topography or the existence of natural resource areas such as wetlands, ponds, streams, channels, rivers, lakes, or a resource protected by state or federal law.**
 - (2)Buildings or other existing development on adjacent lands, including previously subdivided but vacant lots or parcels, physically preclude streets meeting the spacing requirements, considering the potential for redevelopment.**
 - (3)An existing public street or streets terminating at the boundary of the development site exceed the spacing requirements, or are situated such that the extension of the street or streets into the development site would create a block length exceeding the spacing**

requirements. In such cases, the block length shall be as close to the spacing requirements as practicable.

(4)Strict application of the spacing requirements would result in a street network that is no more beneficial to vehicular, pedestrian, or bicycle traffic than the proposed street network, and the proposed street network will accommodate necessary emergency access.

Applicant Findings:

- (A) Block length shall be a maximum of 600 feet between street centerlines. The length of the blocks was taken into consideration at the time of design layout and per Partition 19-12 Conditions of Approval. The 32nd and A Drive street extensions exceed the 600-foot block length allowed. The applicant is requesting an alternative street design to allow a greater than 600-foot street spacing per 803.030.

There are more than enough street connections within the proposed development to provide for adequate circulation.

Due to the wetlands and steep slopes to the east, additional street connections cannot be made.

The site plan provided shows how the street alignment will be constructed when the entire site is developed. As shown on the site plan, the proposed development provides a safe and efficient circulation pattern throughout the development for vehicles and pedestrians.

- (B) The purpose of this requirement is to help provide safe and efficient vehicle and pedestrian circulation throughout the development. As stated above, there are more than adequate street connections and sidewalks proposed that will provide safe and efficient circulation.

The subject property is zoned IC. The subject property is being developed with multi-family dwellings. The uses that will be developed within the eastern portion of the site are still unknown at this time.

The development provides street connections to the east (32nd Avenue to 36th Avenue) and south (A Drive to the south) to help enhance circulation throughout the neighborhood when those properties are developed. The proposal will have little to no impact on the surrounding neighborhood since the development is surrounded by I-5 or mainly vacant IC land.

A Drive:



A Drive runs east/west and north/south through the site and is about 1200 feet in length. A Drive provides a street connection to the properties to the south for future development. The proposed street exceeds the maximum spacing of 600 feet from right-of-way line to right-of-way line. However, due to the topography on the south side of A Drive, it is too steep to provide a street connection that will be safe and efficient. A connection from A Drive to the southeast would have a 17.5% street grade, which is well over the 12% allowed (See attached grading plan). Furthermore, there is a waterway located on the eastern portion of the site that will make a street connection difficult. So, at this time, it is most efficient to avoid street connections in certain areas.

Due to the topography and the location of waterway to the south and east, additional street connections from A Drive are not feasible. Nor is it needed due to the street connections provided as shown on the street plan provided. A connection to the southeast would also result in the loss of trees, loss of density, and require significant grading.

I-5 is located to the west of the subject property. Therefore, a street connection to the west is not feasible or allowed. See Sheets 102 and SDR3.

32nd Avenue:

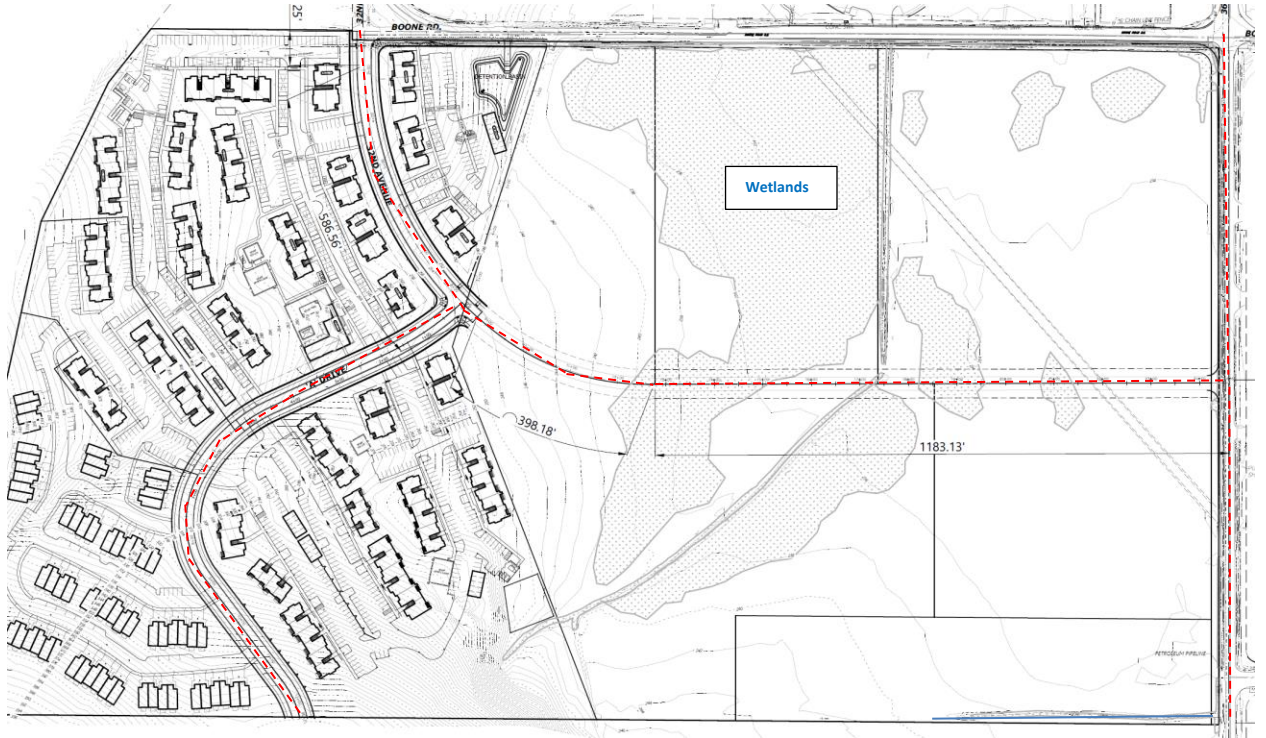


32nd Avenue runs north/south through the subject property and west/east through the western portion of the site. 32nd Avenue provides a street connection from Boone Road and will eventually connect to 36th Avenue to the far east of the entire property. The proposed street exceeds the maximum spacing of 600 feet from right-of-way line to right-of way line. However, due to the topography, the waterway, and wetlands area within the eastern portion of the site, a street connection is not efficient. There is a waterway that runs through the eastern portion of the site and the size of the wetlands area on the eastern portion of the site has not officially been identity. Providing additional street connections to the north and east could impact the waterway and wetlands. Therefore, by providing the proposed street layout, the impacts to the waterway and wetlands area is limited.

Due to the 32nd Avenue street connection, the block length from Boone Road along 36th Avenue exceed the 600-foot spacing also. However, 36th Avenue is an arterial, our layout minimizes the number of streets connections onto an arterial. The 32nd Avenue connect to 36th Avenue provides the best street flow, while minimizing impacts to the wetlands and avoiding significant street grades.

Due to the topography of the stie and the existing natural features, additional street connections would impact the wetlands area, result in the loss of trees, and require significant


grading. Therefore, the proposed Alternative Street Standards request and attached site plans meet the requirements of Section 803.065(a)(1) and (3). See Sheets 102 and SDR3.





MEMO

TO: Aaron Panko, Planner III
Community Development Department

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

DATE: February 17, 2021

**SUBJECT: PUBLIC WORKS RECOMMENDATIONS
CU-SPR-ADJ-DAP-DR21-02 (20-116282-RP)
3230 BOONE ROAD
210-UNIT MULTI-FAMILY DEVELOPMENT**

PROPOSAL

A Conditional Use Permit request to allow a new multi-family residential use, Class 3 Site Plan Review, Class 2 Driveway Approach Permit, and Class 1 Design Review for development of a new fifteen building apartment complex containing a total of 210 dwelling units, with a Class 2 Adjustment. For property approximately 27 acres in size, zoned IC (Industrial Commercial), and located at the 3200 Block of Boone Road SE - 97317 (Marion County Assessor Map and Tax Lot number: 083W13A / 00300).

RECOMMENDED CONDITIONS OF PLAT APPROVAL

1. Provide a 40-foot-wide temporary construction easement to the City of Salem along the entire frontage of 36th Avenue SE. The easement may be modified pursuant to PWDS after completion of the street improvements along 36th Avenue SE.
2. Along the entire frontage of abutting streets, dedicate right-of-way on the development side of the centerline to equal a minimum half-width of 36 feet on 36th Avenue SE and a minimum half-width of 30 feet on Boone Road SE.
3. The applicant's engineer shall complete a downstream stormwater analysis pursuant to PWDS 4.2k to evaluate the adequacy of the stormwater linking facilities.
4. Along Boone Road SE from 36th Avenue to 32nd Avenue, construct a minimum 15-foot-wide half-street improvement on the development side and a minimum 15-foot-wide turnpike improvement on the opposite side of the centerline. This improvement shall include a reconfiguration of the existing Boone/32nd intersection as described in Exhibit 14 of the TIA.

5. Pay the Bonaventure Reimbursement District Fee for Kuebler Boulevard Street Improvements pursuant to Resolution No. 2015-17.
6. The applicant's Traffic Engineer shall provide sight distance information for the driveway located on the inside of the curve of the proposed new street. On-street parking may need to be limited based on the findings of the sight distance analysis.
7. Construct an 8-inch S-1 water main from 36th Avenue SE to 32nd Avenue SE.
8. Pay a temporary access fee of \$114,600 and connect to the existing S-1 water system as a temporary facility pursuant to SRC 200.080(a).
9. Construct a master plan sewer main in 36th Avenue SE from Kuebler Boulevard SE to Boone Road SE
10. Construct an 8-inch sewer main from 36th Avenue SE to 32nd Avenue SE.
11. As a condition of residential use, the applicant has two options for providing park facilities to serve the subject property:
 - a. Convey or acquire property for dedication of neighborhood park facility NP-29 or equivalent; or
 - b. Pay a temporary access fee of 13.5 percent of the Parks SDCs due for the residential uses.

FACTS

1. Boone Road SE
 - a. Standard—This street is designated as a Local street in the Salem TSP. The standard for this street classification is a 30-foot-wide improvement within a 60-foot-wide right-of-way.
 - b. Existing Conditions—This street has an approximate 20- to 24-foot improvement within a 40-foot-wide right-of-way abutting the subject property.
 - c. Special Setback—The frontage of the subject property has a special setback equal to 30 feet from centerline of Boone Road SE.
2. 36th Avenue SE
 - a. Standard—This street is designated as a Minor Arterial street in the Salem TSP. The standard for this street classification is a 46-foot-wide improvement within a 72-foot-wide right-of-way.

- b. Existing Conditions—This street has an approximate 22-foot turnpike improvement within a 40- to 55-foot-wide right-of-way abutting the subject property.
 - c. Special Setback—The frontage of the subject property has a special setback equal to 36 feet from centerline of 36th Avenue SE.
3. Linking Street—The nearest adequate street facility is located at 36th Avenue SE, north of the intersection of 36th Avenue SE and Boone Road SE.

Storm Drainage

1. Existing Conditions
 - a. An 18-inch storm main is located in Boone Road SE.
 - b. A public drainage ditch is located along the south side of Boone Road SE.
 - c. The subject property is within the Pringle Creek Drainage Basin.

Water

1. Existing Conditions
 - a. The subject property is located within the G-0, S-1, and S-2 water service levels. The applicant is authorized and encouraged to serve the entire property from S-1 facilities.
 - b. A 36-inch G-0 water transmission main is located in Boone Road SE. Individual service connections are not permitted to connect to transmission mains per PWDS 5.3(d)(2).
 - c. A 36-inch G-0 water transmission main traverses through the eastern half of the project boundary. Individual service connections are not permitted to connect to transmission mains per PWDS 5.3(d)(2).
 - d. An 18-inch water S-2 water main is located in Boone Road SE. This main is reduced in pressure to an S-1 water main approximately 270 feet west of the intersection of 36th Avenue SE and Boone Road SE.
 - e. The existing facilities are not adequate because they lack the reservoir and pump station capacity according to the *Water System Master Plan*.

Sanitary Sewer

1. Existing Sewer

- a. A 24-inch sewer line is located in 36th Avenue SE at Kuebler Boulevard SE.
- b. The nearest available sewer facility appears to be located in 36th Avenue SE at the intersection of Kuebler Boulevard SE.

Parks

No existing parks facilities are available within ½ mile of the subject property. The Comprehensive Parks System Master Plan shows that a future Neighborhood Park (NP 29) is planned on or near the subject property.

Urban Growth Preliminary Declaration

The Urban Planning Administrator approved Urban Growth Preliminary Declaration UGA19-01 on May 30, 2019.

CRITERIA AND FINDINGS

Site Plan Review

SRC 220.005(f)(3) indicates the criteria that must be found to exist before an affirmative decision may be made. The applicable criteria and the corresponding findings are as follows:

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

Findings –An existing 36-inch water main is located on the subject property within an easement that does not meet current standards. The main is an aging pipe that requires special protection to prevent damage. The applicant shall dedicate a minimum 20-foot-wide water easement along the existing 36-inch G-0 water main within the subject property where the existing easement does not equal 20 feet wide pursuant to PWDS.

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

The subject property is not located in a special flood hazard area according to the Federal Emergency Management Agency floodplain maps.

According to the City's adopted landslide hazard susceptibility maps and SRC Chapter 810 (Landslide Hazards), there are mapped 2- and 3-point landslide hazard areas on the subject property. The proposed activity of a multi-family residential development adds 2 activity points to the proposal, which results in a total of 5 points. Therefore, the proposed development is classified as a moderate landslide risk and requires a geological assessment. A Geological Assessment, prepared by Northwest Geological Services Inc., and dated October 17, 2018, was submitted to the City of Salem. This assessment demonstrates the proposed development should not exacerbate existing geologic hazards and recommends that foundations, cuts, and fills be designed by a qualified professional using recommendations from a geotechnical investigation. A preliminary geotechnical investigation, prepared by Redmond Geotechnical Services, and dated December 11, 2014, was also submitted to the City of Salem. This report demonstrates that the subject property can be developed without increasing the potential for slope hazard on the site or adjacent properties.

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

Finding—The existing right-of-way is substandard along the frontages of abutting streets. The applicant shall be required to dedicate right-of-way on the development side of the centerline to equal a half-width of 36 feet on 36th Avenue SE and a half-width of 30 feet on Boone Road SE. Additional right-of-way dedication may be required because of conflict with existing waterways.

The existing improvement along the frontage of 36th Avenue SE does not meet Minor Arterial standards. Improvements to 36th Avenue SE are not warranted with this current phase pursuant to SRC 803.040.

The existing improvement along the frontage of Boone Road SE does not meet Local street standards. The applicant shall construct a minimum 15-foot-wide half-street improvement on the development side and a 15-foot-wide turnpike improvement on the opposite side of the centerline along Boone Road SE from 36th Avenue SE to 32nd Avenue SE to Local Street standards. These improvements shall include streetlights and sidewalks on the development side but may be modified pursuant to SRC 803.065 because of conflict with the existing waterway abutting the south side of the street.

CPC-ZC17-02 limits traffic impacts from future development on the subject property to a maximum of 12,916 average daily trips. A TIA was submitted with the site plan review application. The TIA recommends that the intersection of 32nd Avenue SE and Boone Road SE be modified to create a standard 4-way intersection.

The proposed internal street alignment accommodates for future street connections to 36th Avenue, Boone Road, and the southerly neighboring property.

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's Traffic Engineer shall provide sight distance information for this driveway located on the inside of the curve, especially if vehicles are parked along the roadway. On-street parking may need to be limited based on the findings of the sight distance analysis.

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

Findings—The water infrastructure in the area is underserved. As a condition of development in the S-1 water service level, the applicant shall be required to construct *Water System Master Plan* S-1 facilities needed to serve the development, which include Coburn S-1 Reservoir, Boone Road Pump Station, and transmission mains connecting the facilities. Prior to plat approval, the applicant shall construct an 18-inch S-1 water main in 36th Avenue SE from Boone Road SE to the south line of the subject property and an 8-inch S-1 water main along Boone Road SE from 36th Avenue SE to 32nd Avenue SE.

Because temporary capacity is available in the Mill Creek Reservoir and Deer Park Pump Station, the applicant has the option of entering into a Temporary Facilities Access Agreement with the City of Salem as specified in the UG Preliminary Declaration UGA 19-01. Prior to development on proposed parcel 3, the applicant shall pay a temporary access fee of \$10,000 per acre and connect to the existing S-1 water system as a temporary facility pursuant to SRC 200.080(a).

A small portion of proposed parcel 1 is located within the S-2 water service level. No S-2 services are available for this portion of the property. The maximum first floor of any structure constructed on the subject property shall not exceed an elevation of 358 feet.

The nearest available sewer facility appears to be located in 36th Avenue SE at the intersection of Kuebler Boulevard SE. As a condition of sewer service, all developments will be required to provide public sewers to adjacent upstream parcels. This shall include the extension of sewer mains in easements or rights-of-way across the property to adjoining properties, and across the street frontage of the property to adjoining properties when the main is located in the street right-of-way. This shall include trunk sewers that are oversized to provide capacity for upstream development (PWDS Sewer Division 003). Prior to plat approval, the applicant shall construct a 24-inch sewer main in 36th Avenue SE from Kuebler Boulevard SE to Boone Road SE, an 18-inch sewer main in 36th Avenue SE from Boone Road SE to the south line of the subject property, and an 8-inch sewer main in Boone Road SE from 36th Avenue SE to 32nd Avenue SE.

The location of the nearest available public storm system is unknown at this time. The applicant shall complete a downstream stormwater analysis pursuant to PWDS 4.2k to

evaluate the adequacy of the stormwater linking facilities. The applicant is advised to contact Public Works Development Services staff to coordinate the scope of downstream stormwater analysis and improvements. The proposed development is subject to SRC Chapter 71 and PWDS as adopted in Administrative Rule 109, Division 004. To demonstrate the proposed parcels can meet PWDS, the applicant shall submit a tentative stormwater design prior to final plat approval. The stormwater systems shall be tentatively designed to accommodate future impervious surfaces of all parcels and the applicant shall construct stormwater facilities that are proposed in the public right-of-way.

Driveway Approach Permit – East Side of 32nd Avenue

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

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

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

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

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

- (3) The number of driveway approaches onto an Arterial are minimized;**

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

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

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

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

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

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

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

Finding— The proposed driveway approach is located on the inside of a curve and may limit visibility for turning movements. The applicant's Traffic Engineer shall provide sight distance information for this driveway located on the inside of the curve, especially if vehicles are parked along the roadway. On-street parking may need to be limited based on the findings of the sight distance analysis.

(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 development is surrounded by residentially zoned property. The proposed driveway is taken from the lowest classification street abutting the subject property. The driveway balances the adverse impacts to residentially zoned property and will not have an adverse effect on the functionality of the adjacent streets.

Driveway Approach Permit – West Side of 32nd Avenue

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

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

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

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

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

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

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

(4) The proposed driveway approach, where possible:

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

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

(5) Proposed driveway approach meets vision clearance standards;

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

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

Finding— 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 development is surrounded by residentially zoned property. The proposed driveway is taken from the lowest classification street abutting the subject property. The driveway balances the adverse impacts to residentially zoned property and will not have an adverse effect on the functionality of the adjacent streets.

Driveway Approach Permit – New Internal Street

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

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

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

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

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

- (3) The number of driveway approaches onto an Arterial are minimized;**

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

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

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

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

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

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

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

Finding— 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.

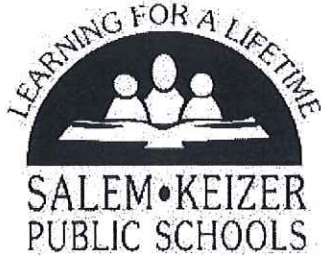
(8) The proposed driveway approach minimizes impact to the functionality of adjacent streets and intersections; and

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 development is surrounded by residentially zoned property. The proposed driveway is taken from the lowest classification street abutting the subject property. The driveway balances the adverse impacts to residentially zoned property and will not have an adverse effect on the functionality of the adjacent streets.

cc: File



DAVID FRIDENMAKER, Manager
 Facility Rental, Planning, Property Services
 3630 State Street, Bldg. C ● Salem, Oregon 97301-5316
 503-399-3335 ● FAX: 503-375-7847

Christy Perry, Superintendent

January 29, 2021

Aaron Panko, Planner III
 Planning Division, City of Salem
 555 Liberty Street SE, Room 305
 Salem OR 97301

RE: Land Use Activity Case No. CU-SPR-ADJ-DAP-DR21-02, 3230 Boone Rd. SE

The City of Salem issued a Request for Comments for a Land Use Case as referenced above. Please find below comments on the impact of the proposed land use change on the Salem-Keizer School District.

IDENTIFICATION OF SCHOOLS SERVING THE SUBJECT PROPERTY

The School District has established geographical school attendance areas for each school known as school boundaries. Students residing in any residence within that boundary are assigned to the school identified to serve that area. There are three school levels, elementary school serving kindergarten thru fifth grade, middle school serving sixth thru eighth grade, and high school serving ninth thru twelfth grade. . The schools identified to serve the subject property are:

School Name	School Type	Grades Served
Lee	Elementary	K thru 5
Judson	Middle	6 thru 8
South Salem	High	9 thru 12

Table 1

SCHOOL CAPACITY & CURRENT ENROLLMENT

The School District has established school capacities which are the number of students that a particular school is designed to serve. Capacities can change based on class size. School capacities are established by taking into account core infrastructure (gymnasium, cafeteria, library, etc.) counting the number of classrooms and multiplying by the number of students that each classroom will serve. A more detailed explanation of school capacity can be found in the School District's adopted Facility Plan.

School Name	School Type	School Enrollment	School Design Capacity	Enroll./Capacity Ratio
Lee	Elementary	262	462	57%
Judson	Middle	905	1,059	85%
South Salem	High	2,223	1,797	124%

Table 2

POTENTIAL ADDITIONAL STUDENTS IN BOUNDARY AREA RESULTING FROM APPROVAL OF LAND USE CASE

The School District anticipates the number of students that may reside at the proposed development based on the housing type, single family (SF), duplex/triplex/four-plex (DU), multi-family (MF) and mobile home park (MHP). The School District commissioned a study by the Mid-Willamette Valley Council of Governments in 2014 to determine an estimate of students per residence, for the Salem-Keizer area, in each of the four housing types. Since the results are averages, the actual number of students in any given housing type will vary. The table below represents the resulting estimates for the subject property:

School Type	Qty. of New Residences	Housing Type	Average Qty. of Students per Residence	Total New Students
Elementary	210	MF	0.201	42
Middle	210	MF	0.077	16
High	210	MF	0.084	18

Table 3

POTENTIAL EFFECT OF THIS DEVELOPMENT ON SCHOOL ENROLLMENT

To determine the impact of the new residential development on school enrollment, the School District compares the school capacity to the current enrollment plus estimates of potential additional students resulting from land use cases over the previous two calendar years. A ratio of the existing and new students is then compared with the school design capacity and expressed as a percentage to show how much of the school capacity may be used.

School Name	School Type	School Enrollment	New Students During Past 2 yrs	New Student from this Case	Total New Students	School Design Cap.	Enroll./Cap. Ratio
Lee	Elem.	262	52	42	94	462	77%
Judson	Mid.	905	30	16	46	1,059	90%
South Salem	High	2,223	39	18	57	1,797	127%

Table 4

ESTIMATE OF THE EFFECT ON INFRASTRUCTURE – IDENTIFICATION OF WALK ZONES AND SCHOOL TRANSPORTATION SERVICE

Civic infrastructure needed to provide connectivity between the new residential development and the schools serving the new development will generally require roads, sidewalks and bicycle lanes. When developing within one mile of school(s), adequate pathways to the school should be provided that would have raised sidewalks. If there are a large number of students walking, the sidewalks should be wider to accommodate the number of students that would be traveling the

path at the same time. Bike lanes should be included, crosswalks with flashing lights and signs where appropriate, traffic signals to allow for safe crossings at busy intersections, and any easements that would allow students to travel through neighborhoods. If the development is farther than one mile away from any school, provide bus pullouts and a covered shelter (like those provided by the transit district). Locate in collaboration with the District at a reasonable distance away from an intersection for buses if the distance is greater than ½ mile from the main road. If the distance is less than a ½ mile then raised sidewalks should be provided with stop signs where students would cross intersections within the development as access to the bus stop on the main road. Following is an identification, for the new development location, that the development is either located in a school walk zone or is eligible for school transportation services.

School Name	School Type	Walk Zone or Eligible for School Transportation
Lee	Elementary	Eligible for School Transportation*
Judson	Middle	Eligible for School Transportation*
South Salem	High	Eligible for School Transportation*

Table 5

ESTIMATE OF NEW SCHOOL CONSTRUCTION NEEDED TO SERVE DEVELOPMENT

The School District estimates the cost of constructing new school facilities to serve our community. The costs of new school construction is estimated using the Rider Levett Bucknall (RLB) North America Quarterly Construction Cost Report and building area per student from Cornerstone Management Group, Inc. estimates. The costs to construct school facilities to serve the proposed development are in the following table.

School Type	Number of Students	Estimate of Facility Cost Per Student*	Total Cost of Facilities for Proposed Development*
Elementary	42	\$60,840	\$2,555,280
Middle	16	\$72,735	\$1,163,760
High	18	\$84,630	\$1,523,340
TOTAL			\$5,242,380

Table 6

*Cornerstone Management Group, Inc. estimates based on RLB cost index average, 2020 Second Quarter.

*In order to access this property with school buses, improvements will be needed so that buses can drive thru in a forward direction, without backing and with sufficient clearance at all times. Alternatively, school buses could stop on 36th Ave SE at Boone Rd SE which would require completion of sidewalks along Boone Rd. SE and on 36th Ave SE connecting the subject property with a school bus stop to be located on 36th Ave SE.

Sincerely,

David Fridenmaker, Manager
Planning and Property Services

c: Mike Wolfe, Chief Operations Officer, David Hughes, Director – Custodial, Property and Auxiliary Services, T.J. Crockett, Director of Transportation