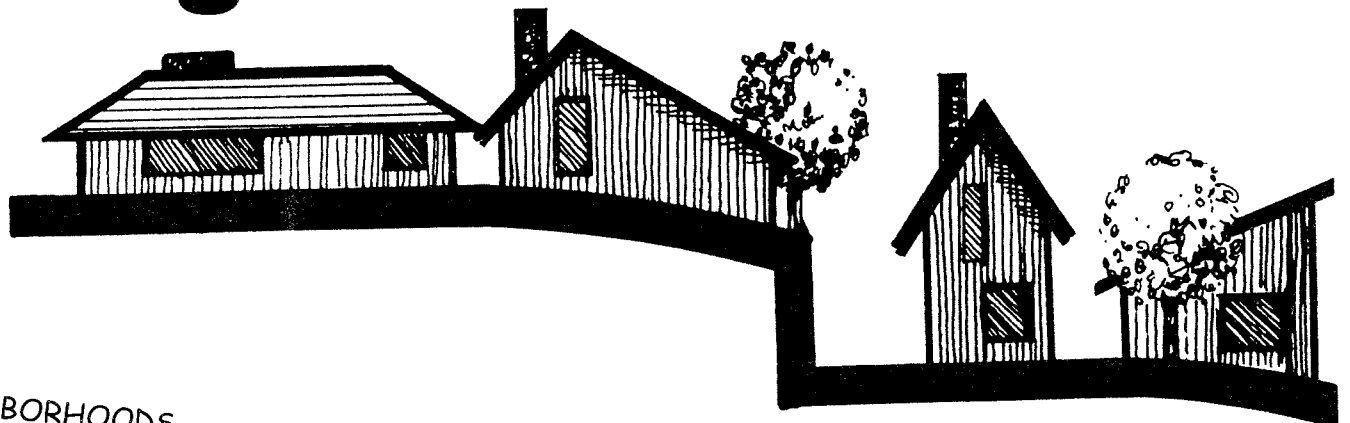
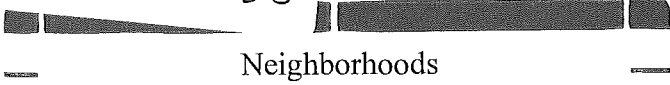


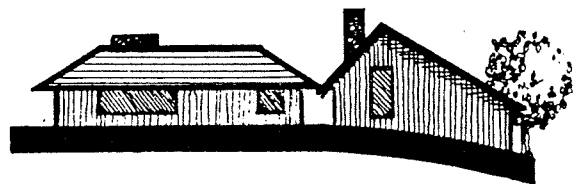
Sunnyslope Neighborhood Plan



NEIGHBORHOODS
35



Neighborhoods



SUNNYSLOPE NEIGHBORHOOD PLAN

Plan Adopted by Sunnyslope Neighborhood Association On March 14, 1979 and Revised on May 24 and June 17, 1983

Plan Adopted by Salem City Council on August 8, 1983, Ordinance No. 55-83 With the exception of Neighborhood Policies 55 and 56

SUNNYSLOPE NEIGHBORHOOD PLAN

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INTRODUCTION

INTRODUCTION

Sunnyslope Neighborhood is a Salem neighborhood located at the southwestern end of the city. Sunnyslope encompasses an area which, in general, is bounded by Browning Avenue on the north, Liberty Road on the east, and the city limits on south and west.

HISTORY OF SUNNYSLOPE NEIGHBORHOOD

Sunnyslope Neighborhood Association began as the Sunnyridge Heights Residents' Association. In 1976, the Sunnyridge Heights Association expanded its boundaries and reorganized as the Sunnyslope Neighborhood Association. They subsequently requested and received official City recognition as a Salem neighborhood association on June 21, 1976.

As stated in the Association's Bylaws, amended in 1982, the purpose of the Sunnyslope Neighborhood Association is to maintain maximum cooperation with governmental bodies and to be involved in the planning and implementation of such activities as schools, land use and zoning, bikeways, parks and development of open space, environmental quality, street improvements, transportation and traffic, community services, and other social and economical aspects of the neighborhood.

To assure that its purpose is met, Sunnyslope Neighborhood Association has an Executive Board consisting of 15-25 members who are geographically representative of the neighborhood and represent business, property owners, and residents.

HISTORY AND PURPOSE OF THE SUNNYSLOPE NEIGHBORHOOD PLAN

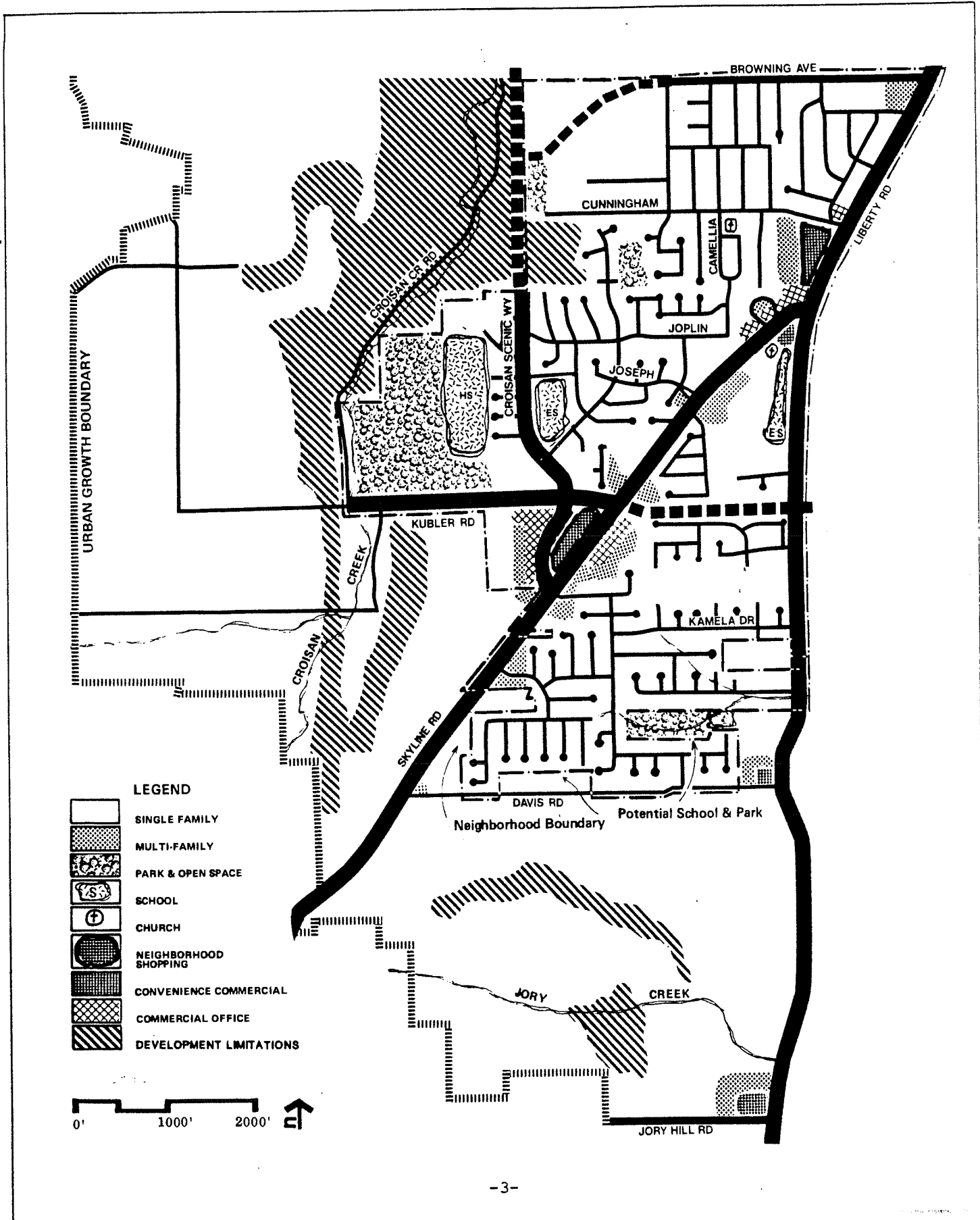
Sunnyslope Neighborhood Association began work on a neighborhood plan in November 1977. By March 1979, a draft plan was approved by the general neighborhood and adopted by the Executive Board. The Plan was then submitted to the Salem Planning Commission for public hearing in May 1979.

In August 1979, after a public hearing and discussion of the draft plan, the City Council moved to delay adoption of the Sunnyslope Neighborhood Plan until the Salem Area Comprehensive Plan (SACP) was acknowledged by the Land Conservation and Development Commission (LCDC). The SACP was acknowledged by LCDC in May 1982.










In November 1982, the Sunnyslope Executive Board established a subcommittee to update and revise the Plan. In April 1983, the Board forwarded a revised Sunnyslope Neighborhood Plan to the City Council. The City Council held a work session in June to review the Plan prior to its adoption. As a result of the work session, the Sunnyslope Executive Board further revised the Plan which was then adopted by the City Council on August 8, 1983, as a part of the Salem Area Comprehensive Plan.

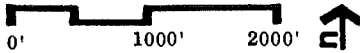
LAND USE PLAN MAP

SUNNYSLOPE LAND USE PLAN MAP



LEGEND

-  SINGLE FAMILY
-  MULTI-FAMILY
-  PARK & OPEN SPACE
-  SCHOOL
-  CHURCH
-  NEIGHBORHOOD SHOPPING
-  CONVENIENCE COMMERCIAL
-  COMMERCIAL OFFICE
-  DEVELOPMENT LIMITATIONS



LAND USE INTENT STATEMENTS

LAND USE PLAN MAP INTENT STATEMENTS

Single Family - The intent is to preserve the single family residential character of the neighborhood while providing for innovative housing and site design. Average density: Four dwelling units per net acre.

Multifamily - The intent is to permit the development of multifamily housing units in concentrated locations on arterials or collectors, primarily in the vicinity of major intersections. Average density: Ten dwelling units per net acre.

Neighborhood Shopping - The intent is to provide two locations for those stores and service establishments which are easily accessible and are used frequently by neighborhood residents.

Convenience Commercial - The intent is to provide for limited numbers of small grocery stores, laundromats, beauty salons, barber shops, and other convenience shopping in concentrated locations, close to residential areas, which minimize the need for vehicular traffic.

Commercial Office - The intent is to provide locations for commercial offices at sites adjoining major streets, transit service and other commercial establishments that reduce the need for vehicular traffic in the neighborhood.

Schools - The intent is to provide centrally located schools for children in expanding residential areas through the advance selection of school sites.

Park and Open Space - The intent is to provide park and open space sites easily accessible to neighborhood residents by walking or bicycling.

Development Limitations - The intent is to indicate on the map inactive slide areas, floodplains, and areas within which there are slopes of 20 percent or greater. It is the intent of this map to call attention to those areas where environmental conditions place limits on the use or type of development which may take place. (See Salem Area Comprehensive Plan for more details.)

GOALS & POLICIES

GOALS AND POLICIES

LAND USE

Goals

1. To preserve the residential character and environmental quality of the present neighborhood.
2. To encourage future development which will be consistent with the existing residential character of the neighborhood and which will enhance the social, economic and environmental quality of the overall planning area.

Overall Policies

3. Neighborhood Character:

The predominantly single family residential character of the neighborhood shall be maintained. The immediate shopping needs of Sunnyslope residents should be provided for in designated locations.

4. Major Intersections:

Intensive uses such as multifamily units, commercial office complexes, and neighborhood shopping should be clustered at major intersections in order to provide the exposure and access these uses require, and to reduce the amount of traffic through the neighborhood.

Single Family Policies

5. Future development should make provision for varied lot sizes. The lot sizes should vary consistent with the prevailing character of the neighborhood and with topographic conditions.
6. Flexibility in residential site design shall be encouraged to enhance the aesthetic quality of the neighborhood while preserving the privacy of those residents and adjoining property owners.
7. Single family residential development will be encouraged along arterials and collectors whenever the adverse effects of noise and access can be minimized through such design techniques as reverse frontage lots, berms and attractive noise barriers.
8. Duplexes should be allowed on lots having a minimum of 10,000 square feet lots so long as they blend in with the residential character of the established neighborhood.

Multifamily Policies:

9. The number of multifamily dwelling units should vary from seven units per acre in difficult terrain to 15 units per acre along arterials or at major intersections.
10. Multifamily units should be located in concentrated locations on arterials or collectors and within one-fourth mile of an existing transit bus route. Primary locations will be in the vicinity of major intersections.
11. The principle access points to multifamily developments should be limited to arterial and collector streets except along arterials where direct street access is discouraged. In those cases, sole or primary access via a local street should be limited to the mid-point of the development nearest the arterial or collector.

Neighborhood Shopping Center Policies

12. No more than two neighborhood shopping centers should be located within the Sunnyslope Neighborhood.
13. Neighborhood shopping centers should be limited to arterials in concentrated developments where the use will be compatible with traffic circulation, pedestrian access, and the surrounding neighborhood character.
14. Development of neighborhood shopping centers should be confined to sites not exceeding six acres and shall be limited to those areas adequately served by transit service, public streets, water and sewerage facilities.

Convenience Commercial Policies

15. Convenience commercial shall be limited to food-oriented stores and personal services.
16. Convenience commercial stores and services should be located at least one-half mile from areas providing similar goods and services so as to avoid the proliferation of unnecessary commercial uses which would detract from the residential character of the neighborhood.
17. The design of convenience commercial facilities should be oriented towards pedestrian traffic, so as to minimize the disruption caused by autos, noise, lighting and signing. Building exteriors and landscaping which blends with the character of the surrounding uses should be maintained.
18. Convenience commercial facilities shall not be located on residential streets except at the intersections of residential and collector or arterial streets.

Commercial Office Policies

19. Commercial office developments shall be located in concentrated locations on arterials and collectors and will be encouraged to locate adjacent to neighborhood shopping centers and major intersections.
20. Commercial office developments should be designed to provide ready access by neighborhood residents for professional services. Location of these shall take advantage of transit routes.

Schools Policies:

21. The advance acquisition of school sites should be encouraged to correspond to the orderly residential development of the neighborhood and to the desired traffic circulation pattern.
22. Elementary schools should be located so that students do not need to cross arterials or high speed collectors.

Parks and Open Space Policies:

23. The advance acquisition and development of neighborhood parks should be encouraged so as to provide a more livable environment and varied recreational opportunities for children as well as adults.
24. The acquisition and development of mini-parks shall be encouraged on small vacant parcels (less than one-half acre) in established neighborhoods.

TRANSPORTATION

Goals

25. To encourage use and further development of existing major streets and other transportation modes so they may serve the Sunnyslope Neighborhood and reduce excessive and unnecessary through traffic.
26. To encourage and support a public transportation system.

Overall Policies

27. To encourage the provision of alternative routes from the Sunnyslope Neighborhood to downtown Salem and I-5.
28. To encourage the City to continue its policy of right-of-way dedications for planned major streets passing through new subdivisions.
29. To eliminate or minimize through traffic on residential streets through the use of improved street layouts in new developments and the modification of travel routes, traffic diverters, and related traffic engineering measures on existing streets.

30. To encourage the elimination of hazards or delays at unsignalized intersections at major streets.
31. To direct access to large undeveloped areas so that the traffic load on the major street system is in balance with the facilities that are available now and in the foreseeable future.
32. To encourage very low-density development, such as large view lots or acreage estates, in the Croisan Creek drainage basin in order to minimize trip generation and the related need for street development in areas with difficult access potential due to topography.

Public Transportation Policy

33. To support the provision of public transportation on a city-wide basis in order to make more effective use of existing transportation facilities and services.

Bikeways Policy

34. To support citywide efforts to develop bikeway facilities throughout the City.

Pedestrian Traffic Policy

35. To encourage the City's effort to develop pedestrian facilities which separate pedestrian and automobile traffic.

PARKS AND RECREATION

Based on the existing and proposed pattern of development in the Sunnyslope Neighborhood and taking into consideration the Parks and Recreation Technical Study (April, 1978), the following goals and policies are proposed:

Goals

36. To provide sufficient park and recreational facilities within the Sunnyslope Neighborhood to meet the needs of all Sunnyslope residents.
37. To encourage the retention of open space, where feasible, so as to provide relief from the crowding, visual, noise and air pollution caused by urbanization.

Park and Recreational Facilities Policies

38. To support the City's effort to acquire and develop neighborhood parks in the vicinity of 18th Place South, north of Cunningham, and just north of Davis Road.
39. To encourage park sites accessible to all residential developments with provisions made for their maintenance.

40. To assure neighborhood input in the development of community, neighborhood, and mini-parks.
41. To encourage the acquisition and development of low maintenance parks in areas not easily served by existing parks, such as the area south of Kubler Boulevard.
42. To encourage the development of Skyline Park for passive recreational activities, such as hiking, keeping in mind the sensitivity of Croisan Creek as a scenic area providing natural drainage, abundant foliage and a variety of animal life.
43. To encourage the further development of Skyline Park including the construction of a year-round community swimming pool adjacent to Sprague High School to serve Sunnyslope as well as adjacent neighborhoods.
44. To expand the use of elementary schools as community schools and to encourage the use of all schools for recreation activities.

Open Space Policies

45. To encourage public open space within all newly developed residential developments and provisions made for its maintenance.
46. The ecologically significant areas bordering Croisan Scenicway and in the vicinity of Jory Hill should be preserved for open space through the use of acreage homesites and city ownership.

HOUSING

In order to retain the residential character as established by the existing land use, the following goals and policies are presented:

Goals

47. To provide for a range of housing needs which will be compatible with the existing housing stock.
48. To maintain a high degree of individual home ownership.

Policies

49. To encourage the continued maintenance and development of quality housing stock in the Sunnyslope Neighborhood.
50. To encourage the development of innovative housing design in the neighborhood.
51. To encourage the dispersal of low-cost housing units so as to prevent concentration in any one area.

PUBLIC FACILITIES AND SERVICES

Goal

52. To provide an orderly, efficient and coordinated system of public and private facilities and services that support the high quality living environment established in Sunnyslope.

Policies

53. To support the advanced acquisition of school sites and construction of school buildings to meet the increase of school age children resulting from new development.
54. To support the development of a regional storm drainage plan.

NEIGHBORHOOD POLICIES

NEIGHBORHOOD POLICIES

The following Neighborhood Policies have been adopted by the Sunnyslope Neighborhood Association and are intended to guide the Executive Board on specific issues. These Neighborhood Policies have not been adopted by the City Council.

55. Neighborhood Policy: New single family lot sizes should vary consistent with the prevailing character of the neighborhood, which is 6,000 to 14,000 square feet.
56. Neighborhood Policy: Sunnyslope Neighborhood Association supports a process for the critical review, by the neighborhood, of all multifamily units proposed for construction in Sunnyslope based on compatibility with existing uses, traffic impact, potential school enrollment, and existing city zoning.

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