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503-588-6173*

## DECISION OF THE PLANNING COMMISSION

**MINOR COMPREHENSIVE PLAN MAP AMENDMENT / ZONE CHANGE /  
CONDITIONAL USE PERMIT / URBAN GROWTH PRELIMINARY  
DECLARATION / CLASS 3 SITE PLAN REVIEW / CLASS 2 ADJUSTMENT /  
CLASS 2 DRIVEWAY APPROACH PERMIT / CLASS 1 DESIGN REVIEW CASE  
NO.: CPC-ZC-CU-UGA-SPR-ADJ-DAP-DR23-01**

**APPLICATION NO.: 22-104460-ZO**

**NOTICE OF DECISION DATE:** April 6, 2023

**SUMMARY:** Proposed 396-unit multiple family residential development with associated off-street parking, common open space, and site improvements.

**REQUEST:** A consolidated application for a proposed 396-unit multiple family residential development with associated off-street parking, common open space, and site improvements on property totaling approximately 23.3 acres in size. The application includes:

- 1) A Minor Comprehensive Plan Map Amendment from Industrial to Industrial Commercial and Zone Change from RA (Residential Agriculture) to IC (Industrial Commercial) for an approximate 1.39-acre portion of the property (Marion County Assessor Map and Tax Lot Number: 082W050000300);
- 2) A Conditional Use Permit for the proposed multiple family development;
- 3) An Urban Growth Preliminary Declaration to determine the necessary public facilities required to serve the development;
- 4) A Class 3 Site Plan Review;
- 5) Class 2 Adjustment to:
  - a) Allow parking to be located between Building 29 and the proposed cul-de-sac of Seattle Slew Drive SE (SRC 702.020(e)(3));
  - b) Allow less than 40 percent of the buildable width of the street frontage of the subject property adjacent to Cordon Road SE, proposed A Street, and the cul-de-sac of Seattle Slew Drive SE to be occupied by buildings placed at the setback line (SRC 702.020(e)(4)); and
  - c) Allow ground-level dwelling units located within 25 feet of the property line abutting a street to be developed without an architecturally defined primary building entrance facing the street with a direct pedestrian access to the adjacent sidewalk (SRC 702.020(e)(5));
- 6) A Class 2 Driveway Approach Permit for the proposed driveway approaches serving the development onto proposed A Street; and
- 7) A Class 1 Design Review to determine the proposed development's conformance with the applicable multiple family design review standards of SRC 702.020;

The subject property is zoned IC (Industrial Commercial) and RA (Residential Agriculture) and located at 1851 Cordon Road SE (Marion County Assessor Map and Tax Lot Numbers: 082W050000200, 082W050000300, 082W050000400, 082W050000401, and 082W050000500).

# NOTICE OF DECISION

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



**APPLICANT:** Brandie Dalton, Multi-Tech Engineering, on behalf of Kevin Harrison, KCH Enterprises LLC

**LOCATION:** 1851 Cordon Road SE, Salem OR 97317

**CRITERIA:** Salem Revised Code (SRC) Chapters 64.025(e)(2) – Comprehensive Plan Map Amendment; 265.005(e) – Zone Change; 240.005(d) – Conditional Use Permit; 200.025 (d) & (e) – Urban Growth Preliminary Declaration; 220.005(f)(3) – Class 3 Site Plan Review; 250.005(d)(2) – Class 2 Adjustment; 804.025(d) – Class 2 Driveway Approach Permit; 225.005(e)(1) – Class 1 Design Review

**FINDINGS:** The findings are in the attached Decision dated April 6, 2023.

**DECISION:** The **Planning Commission took the following actions for** Minor Comprehensive Plan Map Amendment, Zone Change, Conditional Use Permit, Urban Growth Preliminary Declaration, Class 3 Site Plan Review, Class 2 Adjustment, Class 2 Driveway Approach Permit, and Class 1 Design Review Case No. CPC-ZC-CU-UGA-SPR-ADJ-DAP-DR23-01:

- A. **APPROVED** the Minor Comprehensive Plan Map Amendment from “Industrial” to “Industrial Commercial”;
- B. **APPROVED** the Quasi-Judicial Zone Change from RA (Residential Agriculture) to IC (Industrial Commercial) subject to the following condition of approval:
  - Condition 1:** The transportation impacts from the 1.39-acre site shall be limited to a maximum cumulative total of 385 average daily vehicle trips.
- C. **APPROVED** the Conditional Use Permit subject to the following condition of approval:
  - Condition 2:** The multi-family use shall contain no more than 396-dwelling units.
- D. **APPROVED** the Urban Growth Preliminary Declaration.
- E. **APPROVED** the Class 3 Site Plan Review application subject to the following conditions of approval:
  - Condition 3:** Prior to building permit approval, the existing individual properties which make up the subject property shall either be reconfigured or consolidated in a manner to conform to the applicable standards of the Salem Revised Code.
  - Condition 4:** Prior to building permit approval, provide evidence identifying the correct southern boundary of the property. If the correct southern boundary differs from that which was shown on the applicant’s approved site plan, the proposed development shall be reconfigured to conform to all applicable standards of the UDC required as a result of the identification of the correct southern boundary. Such reconfiguration shall require a modification to the approval if the reconfiguration is not within substantial conformance of the original approval.

- Condition 5:** The off-street parking area located immediately to the north of Building 9 shall be reconfigured to provide a minimum 15-foot set adjacent to the eastern property line.
- Condition 6:** Required interior side and interior rear setbacks shall be landscaped and screened in conformance with the Type C landscaping and screening standard of SRC 807.015(a), Table 807-1. Where the proposed development abuts RS zoned property to the north within the City and Marion County, the screening requirements of SRC Chapter 702 shall instead apply.
- Condition 7:** All trash enclosure/collection areas, and the vehicle operation areas serving them, shall conform to the solid waste service area standards of SRC 800.055.
- Condition 8:** All bicycle parking areas within the development shall be located in conformance with the bicycle parking location standards of SRC 806.060(a)(1).
- Condition 9:** Prior to building permit approval, provide evidence that any required State and/or Federal permits have been obtained for development within any delineated wetland area on the site. If any required State and/or Federal permits cannot be obtained, the proposed development shall be reconfigured to avoid the wetland area. Such reconfiguration shall require a modification to the approval if the reconfiguration is not within substantial conformance of the original approval.
- Condition 10:** Convey land for dedication to equal a half-width right-of-way of 60-feet on the development side of Cordon Road SE, where the existing right-of-way is inadequate.
- Condition 11:** Construct a half-street improvement along the frontage of Cordon Road SE to parkway street standards as specified in the City Street Design Standards and consistent with the provisions of SRC Chapter 803 or pay a fee-in-lieu of construction pursuant to SRC 200.405.
- Condition 12:** If the removal of any trees with the public street right-of-way is necessary in order to accommodate the proposed development, a street tree removal permit shall be required pursuant to SRC Chapter 86.
- Condition 13:** Install street trees to the maximum extent feasible along new internal streets within the development.
- Condition 14:** Pay the applicable reimbursement district fee as established in the Gaffin Road Reimbursement District pursuant to Resolution 2020-5.
- Condition 15:** Construct a bike/pedestrian walkway within a minimum 15-foot-wide public access easement from the northern corner of the property to Miller Elementary school pursuant to Public Works Design Standards. This shall include upgrading the existing 5-foot-wide sidewalk to 10-feet.

- Condition 16:** No structures or stormwater facilities are permitted within the existing public water easements on the site.
- Condition 17:** Extend public water mains in the new internal streets to serve the development pursuant to the Public Works Design Standards (PWDS).
- Condition 18:** Construct a *Salem Wastewater Management Master Plan* identified sewer main on the subject property and dedicate an easement for the main in accordance with the Public Works Design Standards (PWDS).
- Condition 19:** Extend public sewer mains in the new internal streets to serve the development pursuant to the Public Works Design Standards (PWDS).
- Condition 20:** To serve upstream parcels, the applicant shall dedicate a minimum 20-foot-wide public sewer easement from proposed "Street A" to Cordon Road SE pursuant to the Public Works Design Standards (PWDS).
- Condition 21:** Design and construct a storm drainage system at the time of development in compliance with Salem Revised Code (SRC) Chapter 71 and the Public Works Design Standards (PWDS).
- Condition 22:** As a condition of the proposed 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 (NP 23 or 24) facility or equivalent; or
  - b) Pay a temporary access fee of 15.6 percent of the Parks SDCs generated by the proposed residential uses.
- Condition 33:** The applicant shall coordinate with Cherriots to locate and construct four transit stops conforming to applicable Salem Area Mass Transit District standards along "Street A" through the property.

F. **APPROVED** the Class 1 Design Review application subject to the following conditions of approval:

- Condition 23:** Additional trees shall be planted on the subject property to equal a minimum of one tree for every 2,000 square feet of gross site area.
- Condition 24:** Along those portions of the northern property line of the subject property which abut RS zoned property within the City and Marion County to the north, landscaping and screening shall be provided in conformance with the following standards:
- a) A minimum of one tree, not less than 1.5 inches in caliper, shall be provided for every 30 linear feet of abutting property width; and

- b) A minimum six-foot tall, decorative, sight-obscuring fence or wall shall be provided. 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. Chainlink fencing with slats shall be not allowed to satisfy this standard.

- Condition 25:** New trees shall be planted, or existing trees shall be preserved, around all buildings within the development 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.
- Condition 26:** The off-street parking areas within the development shall include a minimum of one canopy planted along every 50 feet of the perimeter of the parking area. The trunks of the trees shall be located within ten feet of the edge of the parking area.
- Condition 27:** Buildings 1, 3, 4, 15, 16, 18, 25, 35, and 36 shall include windows in all habitable rooms, other than bathrooms, on each wall that faces common open space, parking areas, and pedestrian paths.
- Condition 28:** The proposed development shall include lighting which illuminates all exterior dwelling unit entrances, parking areas, and pedestrian paths within the development to enhance visibility and resident safety.
- Condition 29:** The proposed balconies for Buildings 7, 8, 27, and 28 shall have fully sight-obscuring railings.
- Condition 30:** The roof lines of Buildings 2, 9, 11, 14, 20, 22, 32, 33, and 34 shall be reconfigured to not exceed a horizontal length of 100 feet without providing either differences in elevation of at least for feet in height or a cross gable or dormer that is a minimum of four feet in length.
- Condition 31:** 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 an architecturally defined primary building entrance facing that street, with direct pedestrian access to adjacent sidewalks.
- Condition 34:** The Leyland Cypress trees identified on the landscape plan shall be replaced with evergreen species on the City's approved street tree list.

G. **APPROVED** the Class 2 Adjustments to allow parking to be located between Building 29 and the proposed cul-de-sac of Seattle Slew Drive SE and allow less than 40 percent of the buildable width of the street frontage of the subject property adjacent to Cordon Road SE, proposed A Street, and the cul-de-sac of Seattle Slew Drive SE to be occupied by buildings placed at the setback line, subject to the following condition of approval:

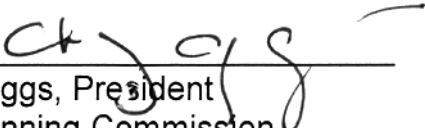
- Condition 32:** The adjusted development standards shall only apply to the specific development proposal shown in the attached site plan. Any future development, beyond what is shown in the attached site plan, shall conform

to all applicable development standards of the Unified Development Code, unless adjusted through a future land use action.

- H. **DENIED** the Class 2 Adjustment to allow ground-level dwelling units located within 25 feet of the property line abutting a street to be developed without an architecturally defined primary building entrance facing the street with a direct pedestrian access to the adjacent sidewalk.
- I. **APPROVED** the Class 2 Driveway Approach Permit.

**VOTE:**

Yes 7            No 0            Absent 2 (Augustyn, Goebel)

  
\_\_\_\_\_  
Chane Griggs, President  
Salem Planning Commission

The rights granted by the attached decision must be exercised, or an extension granted, by the dates listed below, or this approval shall be null and void.

Comprehensive Plan Change / Zone Change: No expiration date  
Conditional Use Permit: April 25, 2025  
All other case types: April 25, 2027

Application Deemed Complete: December 27, 2022  
Public Hearing Date: April 4, 2023  
Notice of Decision Mailing Date: April 6, 2023  
Decision Effective Date: April 25, 2023

Case Manager: Bryce Bishop, Planner III, [bbishop@cityofsalem.net](mailto:bbishop@cityofsalem.net), 503-540-2399

This decision is final unless written appeal and associated fee (if applicable) from an aggrieved party is filed with the City of Salem Planning Division, Room 320, 555 Liberty Street SE, Salem OR 97301, or by email at [planning@cityofsalem.net](mailto:planning@cityofsalem.net), no later than 5:00 p.m., Friday, April 21, 2023. Any person who presented evidence or testimony at the hearing may appeal the decision. The notice of appeal must contain the information required by SRC 300.1020 and must state where the decision failed to conform to the provisions of the applicable code section, SRC Chapter(s) 64, 265, 240, 200, 220, 225, 250, and 804. The appeal fee must be paid at the time of filing. If the appeal is untimely and/or lacks the proper fee, the appeal will be rejected. The City Council will review the appeal at a public hearing. After the hearing, the City Council may amend, rescind, or affirm the action, or refer the matter to staff for additional information.

The complete case file, including findings, conclusions and conditions of approval, if any, is available for review by contacting the case manager, or at the Planning Desk in the Permit Application Center, Room 305, City Hall, 555 Liberty Street SE, during regular business hours.

## FACTS & FINDINGS

### **MINOR COMPREHENSIVE PLAN MAP AMENDMENT / ZONE CHANGE / CONDITIONAL USE PERMIT / URBAN GROWTH PRELIMINARY DECLARATION / CLASS 3 SITE PLAN REVIEW / CLASS 2 ADJUSTMENT / CLASS 2 DRIVEWAY APPROACH PERMIT / CLASS 1 DESIGN REVIEW CASE NO. CPC-ZC-CU-UGA-SPR-ADJ-DAP-DR23-01**

**APRIL 6, 2023**

### **PROCEDURAL FINDINGS**

1. A consolidated application for a Minor Comprehensive Plan Map Amendment, Quasi-Judicial Zone Change, Conditional Use Permit, Urban Growth Preliminary Declaration, Class 3 Site Plan Review, Class 1 Design Review, Class 2 Adjustment, and Class 2 Driveway Approach Permit was submitted by Brandie Dalton, of Multi/Tech Engineering, on behalf of the applicant and property owner, Kevin Harrison.

Because multiple land use applications are required in connection with the proposed development, the applicant chose to consolidate and process them together as one pursuant to SRC 300.120(c). When multiple applications are consolidated, the review process for the application follows the highest numbered procedure type required for the land use applications involved, and the Review Authority is the highest applicable Review Authority under the highest numbered procedure type. Based on these requirements, the proposed consolidated Minor Comprehensive Plan Map Amendment, Quasi-Judicial Zone Change, Conditional Use Permit, Urban Growth Preliminary Declaration, Class 3 Site Plan Review, Class 1 Design Review, Class 2 Adjustment, and Class 2 Driveway Approach Permit is required to be reviewed by the Planning Commission and processed as a Type III land use application procedure under SRC Chapter 300.

2. Public notice of the proposal was provided pursuant to Salem Revised Code (SRC) requirements, on March 15, 2023. Public notice was posted on the property by the applicant's representative on March 24, 2023.
3. DLCD Notice: State law (ORS 197.610) and SRC 300.620(b)(1) require the City to provide the Oregon Department of Land Conservation and Development (DLCD) a minimum 35-day notice when an applicant or the City proposes an amendment to an acknowledged Comprehensive Plan or land use regulation or to adopt a new land use regulation. Required notice of the proposed Comprehensive Plan Change and Zone Change application was provided to DLCD on February 28, 2023.
4. On April 4, 2023, a public hearing was held before the Planning Commission to receive evidence and testimony on the proposal. Subsequent to the Commission receiving public testimony on the proposal and asking questions of the applicant and staff, the Commission closed the hearing, conducted deliberations, and voted to approve the application, with the exception of one of the requested Class 2 Adjustments, subject to the conditions of approval recommended in the April 4, 2023, staff report together with two additional conditions of approval (*Condition 33 and Condition 34*) concerning the provision of transit stops and tree species replacement recommended at the public hearing.
5. 120-Day Rule: Pursuant to Oregon Revised Statutes (ORS) 227.128, amendments to an acknowledged Comprehensive Plan are not subject to the 120-day rule. In addition, the additional applications include with the proposal are similarly not subject to the 120-day rule

because, pursuant to ORS 227.178(10), they have been filed concurrently, and are being considered jointly, with the proposed comprehensive plan amendment.

## **SUBSTANTIVE FINDINGS**

### **1. Proposal**

The application under review by the Planning Commission is a consolidated Minor Comprehensive Plan Map Amendment, Quasi-Judicial Zone Change, Conditional Use Permit, Urban Growth Preliminary Declaration, Class 3 Site Plan Review, Class 1 Design Review, Class 2 Adjustment, and Class 2 Driveway Approach Permit for development of an approximate 23.3-acre property located at 1851 Cordon Road SE (**Attachment A**).

The requested Minor Comprehensive Plan Map Amendment and Quasi-Judicial zone changes applies to the approximate 1.39-acre portion of the property currently designated Industrial on the Salem Area Comprehensive Plan Map and zoned RA (Residential Agriculture).

The proposal includes the development of a 396-unit multiple family residential development with associated off-street parking, common open space, and site improvements. Vehicular access to the proposed development will be provided by the extension of Clydesdale Drive SE through the property to connect to Whitaker Drive SE. Pedestrian and bicycle access to the development will be provided via the existing network of streets in the surrounding area, the internal public streets proposed to be included within the development, and the network of pedestrian pathways proposed to be provided throughout the development.

### **2. Background**

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

- Existing Conditions Plan: **Attachment B**
- Site Plans: **Attachment C**
- Landscaping Plans: **Attachment D**
- Building Elevations: **Attachment E**

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

### **3. Summary of Record**

The following items are submitted to the record and are available: 1) all materials and testimony submitted by the applicant, including any applicable professional studies such as traffic impact analysis, geologic assessments, stormwater reports, and; 2) materials, testimony, and comments from public agencies, City Departments, neighborhood associations, and the public.



All application materials are available on the City's online Permit Application Center at <https://permits.cityofsalem.net>. You can use the search function without registering and enter the permit number listed here: 22 104460.

#### 4. Neighborhood Association and Public Comments

The subject property is located within the boundaries of the Southeast Mill Creek Association (SEMCA) Neighborhood Association.

Applicant Open House: SRC 300.320 requires the applicant for a proposed minor amendment to the City's comprehensive plan map to either arrange and attend an open house or present their proposal at a regularly scheduled meeting of the neighborhood association the property is located within. An open house was held by the applicant's team in conformance with SRC requirements and the SEMCA Neighborhood Association was notified of the proposal prior to application submittal.

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

Public Comments: In addition to providing notice to the neighborhood association, notice was also provided, pursuant to SRC 300.620(b)(2)(B)(ii), (iii), (viii), & (ix), to property owners and tenants within 250 feet of the subject property. As of the date of completion of this staff report one public comment was received which is included as **Attachment G**. The comment received expressed concern about traffic congestion on Whitaker Drive because of the nearby gas station and delivery truck drivers parking on both sides of the street; and requests more than one access to the development be provided other than Whitaker Drive.

**Staff Response**: As shown on the site plan, the proposed development includes an extension of Whitaker Drive SE through the property to connect to Clydesdale Drive SE. This street extension provides a second point of access and allows vehicles to enter and exit the site from either the north or east and to connect to the existing street network in the surrounding area.

At the public hearing testimony was provided from three area residents expressing concern regarding the impacts the proposed development will potentially have on the single-family residential uses to the north of the property; and requesting that conditions be placed on the approval to require the installation of speed bumps to help reduce speeding in the neighborhood and to limit the height of buildings 6, 7, and 8 to two-stories in height to promote better compatibility between the proposed multi-family buildings and the single-family dwellings to the north.

**Staff Response**: In regard to a reduction in height of buildings 6, 7, and 8, multiple family development within the City of Salem is required to conform to the multiple family design review standards included under SRC Chapter 702. The multiple family design review standards establish requirements for the provision of open space (*both common and*

*private*) to serve residents within the development as well as requirements for landscaping, screening, and site, parking, and building and façade design to enhance the appearance of multiple family developments and promote compatibility with development on adjacent land. In order to minimize potential impacts on abutting single-family residential land zoned RA (Residential Agriculture) or RS (Single Family Residential), the multiple family design review standards of SRC 702, specifically SRC 702.020(e)(2), require buildings of two or more stories in height to be setback a minimum of one-foot for each one-foot of building height, but in no case less than 20 feet. As shown on the site plan, each of the proposed buildings within the development that are located closest to the RS zoned properties within the City and Marion County to the north (*Buildings 6, 7, 8, & 29*) are setback a minimum of 34 feet. The 34-foot setback provided complies with the minimum required building setback of SRC 702.020(e)(2) based on the heights of the proposed buildings, which is 34 feet as measured to the average height of the roof as required under SRC 112.035(c)(2)(C).

In addition, the landscaping requirements for multiple family developments included under SRC 702.020(b)(2) require multiple family developments abutting RA or RS zoned property to include a combination of landscaping and screening to buffer between the multiple family development and abutting RA and RS zoned properties. The required landscaped and screened buffer includes a minimum of one tree, not less than 1.5 inches in caliper, planted every 30 linear feet together with a minimum six-foot tall, decorative, sight-obscuring fence or wall. In order to ensure the proposed development includes the required landscaping and screening to buffer it from the abutting RS zoned properties to the north, condition of approval No. 24 is placed on the Class 1 Design Review approval requiring landscaping and screening to be provided in conformance with this standard.

Pursuant to SRC 300.820(c)(1)(B), a condition of approval cannot be placed on a housing development reducing its height if:

- (i) The height applied for is at or below the maximum height allowed;
- (ii) At least 75 percent of the floor area applied for is reserved for housing; and
- (iii) Reducing the height would have the effect of reducing the proposed density.

Because the proposal is for a housing development with building heights that do not exceed the maximum height allowed in the zone; more than 75 percent of the floor area within the development will be reserved for housing; and because a condition of approval reducing the heights of buildings 6, 7, and 8 would result in a reduction to the proposed density, a condition of approval reducing the heights of these buildings to two-stories is not possible as required under SRC 300.820(c)(1)(B).

In regard to the installation of speed bumps, because Clydesdale Drive SE and Seattle Slew Drive SE are located within Marion County, the City does not have the authority to install speed bumps on those streets because they are under the jurisdiction of the County.

Homeowners' Association: Pursuant to SRC 300.620(b)(2)(B)(vi), notice is required to be provided to any active and duly incorporated Homeowners' Association (HOA) applicable to the property. The subject property is not located within a Homeowners' Association.

## 5. City Department Comments

- A. **Building and Safety Division** – Reviewed the proposal and indicated that they have no comments.
- B. **Public Works Department** – Reviewed the proposal and provided comments pertaining to City infrastructure required to serve the proposed development. Comments from the Public Works Department are included as **Attachment H**.

## 6. Public Agency Comments

- A. **Salem-Keizer School District** – Reviewed the proposal and provided comments that are included as **Attachment I**. The School District indicates, in summary, that the property is served by Miller Elementary School, Houck Middle School, and North Salem High School. The School District identifies sufficient existing school capacity at Miller Elementary School, Houck Middle School, and North Salem High School to accommodate the projected increase in student enrollment resulting from the proposed development.

The School District indicates the subject property is located within the walk zone of Miller Elementary School and Houck Middle School, but eligible for school transportation; and the property is eligible for school provided transportation to North Salem High School.

The School District also recommends that the proposed multi-use path shown on the applicant's site plan connecting to the southern property line of the Miller Elementary School property be removed from the project because the School District intends to maintain a secure fence without gated or other access to the property where the proposed pathway is indicated.

**Staff Response:** The proposed multi-use path shown on the applicant's site plan is provided to meet pedestrian connectivity requirements in-lieu of providing an extension of Seattle Slew Drive through the property. Due to property's proximity to Miller Elementary School and the number of multiple family dwelling units that would be served by the path included in both the proposed development and the existing multiple family development to the east, the pedestrian connection identified on the site plan is of benefit and would provide a more direct connection to the school property than utilizing existing streets. Regardless of whether an entry gate is provided from the path onto the school property, the proposed multi-use path still serves the purpose of providing pedestrian connectivity between the eastern and western portions of the development in furtherance of conformance with the multiple family design review standard included under SRC 702.020(d)(4), which requires multiple family developments to include pedestrian pathways throughout to connect to and between buildings, common open space, and parking areas, and that connect the development to the public sidewalks. If in the future the School District determines that a pedestrian path through the school property will at some point be provided, the proposed path on the subject property will be there to connect to.

B. **Cherriots** – Reviewed the proposal and provided comments that are included as **Attachment J**. Cherriots indicates, in summary, that based on their review of the proposed development four transit stops are needed conforming to applicable Salem Area Mass Transit District standards.

**Staff Response:** SRC 803.035(r) requires transit stops to be provided when they are identified as being needed by the Transit District. Because the Transit District has identified the need for four transit stops, the following additional condition of approval shall apply in order to ensure conformance with SRC 803.035(r):

**Condition 33:** The applicant shall coordinate with Cherriots to locate and construct four transit stops conforming to applicable Salem Area Mass Transit District standards along “Street A” through the property.

C. **Oregon Department of Transportation (ODOT)** – Reviewed the proposal and provided comments that are include as **Attachment K**. ODOT indicates, in summary, that due to the property’s proximity to Highway 22, no access is permitted from the property to either Cordon Road or Highway 22.

**Staff Response:** As shown on the site plan, the proposed development does not include any vehicle access to either Highway 22 or Cordon Road SE. Vehicle access is instead primarily provided by the proposed internal street that extends from Whitaker Drive SE to Clydesdale Drive SE.

**FACTS AND FINDINGS**

**7. Salem Area Comprehensive Plan (SACP)**

Comprehensive Plan Map: The subject property is designated “Industrial Commercial” and “Industrial” on the Salem Area Comprehensive Plan (SACP) map. The Industrial Commercial comprehensive plan designation applies to the majority of the property while the Industrial comprehensive plan designation applies to the remainder of the site (*approximately 1.39 acres*).

The minor comprehensive plan map amendment included with the proposal requests to change the “Industrial” designated portion of the property to “Industrial Commercial” to be consistent with the comprehensive plan designation for the remainder of the site.

The Comprehensive Plan designations of surrounding properties include:

<b>Comprehensive Plan Designation of Surrounding Properties</b>	
North	Community Service Education; Single Family Residential; Multiple Family Residential
South	Across North Santiam Highway - Employment Center
	Across Cordon Road SE - Industrial
East	Multiple Family Residential; Industrial Commercial
West	Across North Santiam Highway - Multiple Family Residential; Parks and Open Space

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

Pursuant to the urban growth management requirements contained under SRC Chapter 200 (Urban Growth Management), properties located outside the Urban Service Area are required to obtain an Urban Growth Preliminary Declaration if development will proceed prior to the necessary public facilities being extended to the property and the Urban Service Area being expanded to incorporate the property. Because the property is located outside the Urban Service Area an Urban Growth Preliminary Declaration is required for development of the property.

On July 3, 2012, an Urban Growth Preliminary Declaration was previously approved but subsequently expired. As such, a new Urban Growth Preliminary Declaration is required for the development and is included with the proposal.

**8. Zoning**

The subject property is zoned IC (Industrial Commercial) and RA (Residential Agriculture). The IC zoning applies to the majority of the property while the RA zoning applies to the remainder of the site (*approximately 1.39 acres*).

The quasi-judicial zone change included with the proposal requests to change the RA zoned portion of the property to IC to be consistent with consistent with the zoning for the remainder of the site.

Zoning of surrounding properties includes the following:

<b>Zoning of Surrounding Properties</b>	
North	PE (Public & Private Educational Services); RS (Single Family Residential); RM-II (Multiple Family Residential)
	Marion County RS (Single Family Residential)
South	Across North Santiam Highway - EC (Employment Center)
	Across Cordon Road SE - Marion County UT-5 (Urban Transition – 5 acre minimum)
East	RM-II (Multiple Family Residential); IC (Industrial Commercial)
West	Across North Santiam Highway - RM-II (Multiple Family Residential); PA (Public Amusement)

**9. Analysis of Minor Comprehensive Plan Map Amendment Approval Criteria**

Salem Revised Code (SRC) 64.025(e)(2) establishes the approval criteria for Minor Comprehensive Plan Map amendments. In order to approve a minor comprehensive plan map amendment, the Review Authority shall make findings of fact based on evidence provided by the applicant that demonstrates satisfaction of all of the applicable criteria.

The following subsections are organized with approval criteria shown in ***bold italic***, followed by findings evaluating the proposal's conformance with the criteria. Lack of compliance with the following criteria is grounds for denial of the comprehensive plan map amendment.

***SRC 64.025(e)(2)(A): The Minor Plan Map Amendment is justified based on the existence of one of the following:***

- (i) ***Alteration in Circumstances.*** Social, economic, or demographic patterns of the nearby vicinity have so altered that the current designations are no longer appropriate.
- (ii) ***Equally or Better Suited Designation.*** A demonstration that the proposed designation is equally or better suited for the property than the existing designation.
- (iii) ***Conflict Between Comprehensive Plan Map Designation and Zone Designation.*** A Minor Plan Map Amendment may be granted where there is conflict between the Comprehensive Plan Map designation and the zoning of the property, and the zoning designation is a more appropriate designation for the property than the Comprehensive Plan Map designation. In determining whether the zoning designation is the more appropriate designation, the following factors shall be considered:
  - (aa) ***Whether there was a mistake in the application of a land use designation to the property;***
  - (bb) ***Whether the physical characteristics of the property are better suited to the uses in the zone as opposed to the uses permitted by the Comprehensive Plan Map designation;***
  - (cc) ***Whether the property has been developed for uses that are incompatible with the Comprehensive Plan Map designation; and***
  - (dd) ***Whether the Comprehensive Plan Map designation is compatible with the surrounding Comprehensive Plan Map designations.***

**Finding:** The applicant's findings address (ii) above, demonstrating that the proposed Industrial Commercial designation is equally or better suited for the subject property.

The proposal is consistent with the uses and land use pattern of the area. Starting in 2013 with a Comprehensive Plan Map and Zone Change land use case (CPC-ZC-PAR12-08), the comprehensive plan designation of properties to the north and east of the "Industrial" designated property were changed to "Industrial Business Campus" and "Multiple Family Residential." As a result of the approved comprehensive plan map change and zone change, properties to the east of the subject property have been developed with multiple family residential, self-service storage, and a gas station.

At the time of application submittal, Multiple Family was allowed as a Conditional Use within the IC Zone. The proposed change in designation is equally or better suited for the because it establishes a consistent "Industrial Commercial" comprehensive plan map designation for all of the properties included in the proposal and will allow for the property to be developed for multiple family residential in a manner that is consistent with the

existing multiple family developments to the east and compatible with the abutting elementary school and single family uses to the north. This approval criterion is met.

***SRC 64.025(e)(2)(B): The property is currently served, or is capable of being served, with public facilities and services necessary to support the uses allowed by the proposed plan map designation;***

**Finding:** The subject property lies outside the City's Urban Service Area. As part of the consolidated application, an application for an Urban Growth Area Preliminary Declaration has been therefore been submitted. As identified in the findings included under Section 12 of this report, water, sewer, and storm infrastructure are available within surrounding streets/areas and the property is capable of being served through extension of public utilities to the boundary of the property as specified in the City's infrastructure master plans.

Site-specific infrastructure requirements to serve the proposed development are addressed in the Class 3 Site Plan Review findings included under Section 13 of this report. The proposal, as recommended to be conditioned, will be served with public facilities necessary to support the proposed development and the uses allowed under the "Industrial Commercial" comprehensive plan map designation. This approval criterion is met.

***SRC 64.025(e)(2)(C): The proposed plan map designation provides for the logical urbanization of land;***

**Finding:** The subject property is located north of Cordon Road SE and east of Highway 22. The comprehensive plan map designation of properties immediately to the north of the "Industrial" designated portion of the property is "Industrial Commercial." The requested "Industrial Commercial" comprehensive plan map designation for the 1.39-acre portion of the subject property will result in a consistent comprehensive plan map designation for the overall subject property which will allow it to be developed in a manner that is consistent with the existing multiple family developments to the east and compatible with the abutting elementary school and single family uses to the north; thereby providing for the logical urbanization of the land. This approval criterion is met.

***SRC 64.025(e)(2)(D): The proposed land use designation is consistent with the Salem Area Comprehensive Plan and applicable Statewide planning goals and administrative rules adopted by the Department of Land Conservation and Development; and***

**Finding:** The applicable Goals and Policies of the Comprehensive Plan are addressed as follows; the Statewide Planning Goals are addressed after the policies:

The written statement provided by the applicant indicates that the request is in conformance with the Goals and Policies of the Salem Area Comprehensive Plan and all applicable land use standards imposed by state law and administrative regulation, which permit applications to be filed. The subject property is within the boundaries of Southeast Mill Creek Association, however, there is no adopted neighborhood plan for the area.

The proposal complies with the applicable intent statements of the Salem Area Comprehensive Plan (SACP) as follows:

*Facilities and Services Location:* The City's adopted Comprehensive Plan Transportation Goal and Policies, and the adopted Salem Transportation System Plan (STSP), implement the Statewide Transportation Goal by encouraging a safe, convenient and economic transportation system. Major streets are in place due to previous development. The proposal is for revitalized urban development in an area where future extensions of services can be provided in the most feasible, efficient, and economical manner.

*Infill Development:* The subject property is currently vacant. The proposed comprehensive plan map amendment will promote infill development in an area that is already served by City Services.

*Circulation System and Through Traffic:* The subject property is located along Cordon Road and Highway 22. The major streets necessary to serve the property are in place due to previous development.

*Alternative Housing Patterns:* Properties to the north and east of the subject property are developed with single family dwellings and multi-family development. In order to provide an alternative housing pattern while being consistent with the neighborhood, the proposed development will have the potential to provide a higher density of needed housing.

*Requests for Rezoning:* The subject property is currently designated for a detached single-family dwelling development, a use that is not feasible at this site due to its location directly off Cordon Road SE. All public facilities and services are available to the site. The proposed comprehensive plan change to "Industrial Commercial" and rezone to IC will facilitate development of an underdeveloped property where public facilities and service necessary to serve it are either in place or can be provided. The proposed development will meet Statewide Planning Goals and Policies pertaining to residential development. Since development will be consistent with surrounding uses, the development of the site will not impact adjacent properties.

*Urban Design:* The City's development code includes design standards and has a review process in place to implement multi-family design and commercial standards. The site is proposed to be developed as multiple Family residential under the IC zone and will comply with the design review standards for multiple family development.

Staff concurs with the findings included in the applicant's written statement. The proposed comprehensive plan map designation is consistent with the Salem Area Comprehensive Plan.

The applicable Statewide Planning Goals are addressed as follows:

**Statewide Planning Goal 1 – Citizen Involvement:** *To develop a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning process.*



**Finding:** In addition to attending holding a required open house, notice of the proposal was provided to the Southeast Mill Creek Association neighborhood association, surrounding property owners and tenants within the notification area, and posted on the property prior to the hearing. The Planning Commission will hold a public hearing to consider the request. The required open house, public notice, and public hearing process ensure all interested parties are afforded the opportunity to review the application, comment on the proposal, and participate in the decision. These procedures meet the requirements of this Goal for citizen involvement in the land use planning process.

**Statewide Planning Goal 2 – Land Use Planning:** *To establish a land use planning process and policy framework as a basis for all decision and actions related to use of land and to assure an adequate factual base for such decisions and actions.*

**Finding:** The City has complied with the Goal requirements for establishing and maintaining a land use planning process. The Oregon Land Conservation and Development Commission has acknowledged the Salem Area Comprehensive Plan to be in compliance with the Statewide Planning Goals.

**Statewide Planning Goal 5 – Open Spaces, Scenic and Historic Areas, and Natural Resources:** *To protect natural resources and conserve scenic and historic areas and open spaces.*

**Finding:** The subject property is vacant and undeveloped. There are no known scenic, resources on the subject property. The property is located within the City’s Historic and Cultural Resource Protection Zone and the property contains two mapped wetland areas. The City notifies the Division of State Lands of any proposed land use activities within a wetland area. In the event that a resource is identified, the City’s applicable riparian and tree protection standards will be applied at the time of development to ensure compliance with Goal 5. Historic and Cultural Resource Protection will be reviewed at the time of development. The proposal is consistent with Goal 5.

**Statewide Planning Goal 6 – Air, Water, and Land Resources Quality:** *To maintain and improve the quality of the air, water and land resources of the state.*

**Finding:** The written statement provided by the applicant indicates, in summary, that development is required to meet applicable State and Federal requirements for air and water quality. The proposal to redevelop is reviewed by the City and any applicable outside agencies for impacts on environment and compliance to applicable standards and regulations. Development is required to meet applicable water, sewer, and storm drainage system master plan requirements. Upon redevelopment, the City is responsible for assuring that wastewater discharges are treated to meet the applicable standards for environmental quality.

The major impact to air quality in the vicinity is vehicle traffic along the boundary streets, Hwy 22. And Cordon Road. These are the major traffic routes in the area. Cordon Road is designated as a Parkway in the Salem Transportation System Plan (STSP), and as such is defined to carry 30,000 to 60,000 vehicles per day. Hwy 22 is a Freeway, with a design capacity of 50,000+ vehicles per day. The traffic generated from the site will be minor compared to the total volume of traffic in this area and will not create a significant additional

air quality impact.

The proposed change will have no significant impact on the quality of the land. Considering the location of the site within the city, the availability of public facilities to provide water, sewage disposal and storm drainage services, and the surrounding transportation system, the proposal will have no significant impacts to the quality of the air, water or land. The City's adopted facility plans implement Goal 6.

Staff concurs with the findings included in the applicant's written statement. The proposal will not have an impact on air, water, or land resources quality. The proposal conforms to this statewide planning goal.

**Statewide Planning Goal 7 – Areas Subject to Natural Hazards:** *To protect people and property from natural hazards.*

**Finding:** The topography of the subject property is flat, there are no areas of mapped landslide hazard susceptibility located on the subject property, and the site is not located adjacent to any waterways or within any mapped flood zones. The proposal conforms to this statewide planning goal.

**Statewide Planning Goal 8 – Recreational Needs:** *To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.*

**Finding:** The subject property is not within an identified open space, natural or recreation area, and no destination resort is planned for this property. Therefore, Goal 8 is not applicable to this proposal.

**Statewide Planning Goal 9 – Economic Development:** *To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.*

**Finding:** In 2014, the City conducted a study called the Salem Economic Opportunities Analysis (EOA). The EOA examined Salem's needs for industrial and commercial land through 2035, and concluded that Salem has a projected commercial land shortage. The EOA provides strategies to meet the projected employment land needs in the Salem area. In 2015, the City Council voted to adopt the EOA; the City now uses the EOA and its findings to inform policy decisions, including how to respond to request for rezoning land.

The proposed change to Industrial Commercial will maintain the industrial designation for the property and will increase the number of allowed on the site.

**Statewide Planning Goal 10 – Housing:** *To provide for the housing needs of the citizens of the state.*

**Finding:** In 2014, the City conducted a Housing Needs Analysis (HNA) to develop strategies for the community to meet housing needs through 2035 and to inform policy decisions related to residential land. The HNA concluded that Salem has a projected 1,975-acre surplus of land for single-family detached housing, and that there is a deficit of

approximately 207 acres of available multi-family zoned land. The adoption of Our Salem, Comprehensive Plan Update rectified the deficit in multi-family land. Approval of the requested comprehensive plan change and zone change and the subsequent development of the property for Multi-Family use will increase the number multi-family housing units available with the City to meet housing needs. The proposal is in conformance with Goal 10.

**Statewide Planning Goal 11 – Public Facilities and Services:** *To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.*

**Finding:** The subject property is located outside the Urban Service Area. Water, sewer, and storm infrastructure are available within surrounding streets/areas and appear to be adequate to serve uses allowed under the proposed designation. Site-specific infrastructure requirements will be addressed through the site plan review process set forth in SRC Chapter 220. The request allows for the efficient use and development of property, requiring minimal extension of new public services.

**Statewide Planning Goal 12 – Transportation:** *To provide and encourage a safe, convenient and economic transportation system.*

**Finding:** Goal 12 is implemented by the Transportation Planning Rule (TPR). In summary, the TPR requires local governments to adopt Transportation System Plans (TSPs) and requires local governments to consider transportation impacts resulting from land use decisions and development. The key provision of the TPR related to local land use decisions is Oregon Administrative Rule (OAR) 660-012-0060. This provision is triggered by amendments to comprehensive plans and land use regulations that “significantly affect” a surrounding transportation facility (road, intersection, etc.). Where there is a “significant effect” on a facility, the local government must ensure that any new allowed land uses are consistent with the capacity of the facility. In the context of a site-specific comprehensive plan change request, such as this proposal, a “significant effect” is defined under Oregon Administrative Rule (OAR) 660-012-0060(1) as either an amendment that “allows types or levels of land uses which would result in levels of travel or access which are inconsistent with the functional classification of a transportation facility,” or an amendment that would “reduce the performance standards of an existing or planned facility below the minimum acceptable level identified in the TSP.”

The applicant, for a comprehensive plan change, is required to submit a Transportation Planning Rule (TPR) analysis to demonstrate their request will not have a “significant effect” on the surrounding transportation system, as defined above or to propose mitigation of their impact.

The consolidated application contains multiple units of land. A previous CPC/ZC was issued for the majority of the property in 2013 (Case No. CPC-ZC-PAR12-08). The current proposal will change the Comprehensive Plan and Zone for Marion County Tax Lot No. 082W050000300. The previous CPC/ZC established a trip cap of 16,654 Average Daily Trips for proposed uses on the site.

The applicant submitted an additional TPR analysis for the additional 1.39-acre parcel subject to the current CPC/ZC application. The TPR analysis demonstrates that with a recommended trip cap, the proposed CPC/ZC will not have a significant impact on the transportation system as defined by OAR 660-012-0060. The Assistant City Traffic Engineer concurs with the TPR analysis findings and recommends a condition to limit the 1.39 acre development site to 385 average daily vehicle trips. As conditioned below, the proposal complies with Goal 12.

**Statewide Planning Goal 13 – Energy Conservation:** *Requires local governments to consider the effects of its comprehensive planning decision on energy consumption.*

**Finding:** Any future development of the property will be required to be built to comply with current energy standards. The proposal conforms to this statewide planning goal.

**Statewide Planning Goal 14 – Urbanization:** *To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.*

**Finding:** The subject property is located within the Urban Growth Boundary (UGB), and public facilities required to serve future development are located nearby. Existing transportation and utility infrastructure is available in the vicinity. The request allows for the efficient use and development of property without requiring extension of new public services. The proposed comprehensive plan map amendment will allow the efficient use of urbanized land within the UGB in compliance with Goal 14.

**SRC 64.025(e)(2)(E):** *The amendment is in the public interest and would be of general benefit.*

**Finding:** The proposed comprehensive plan change is in the public interest because it establishes a consistent “Industrial Commercial” comprehensive plan map designation for all of the properties included in the proposal and will allow for the property to be developed for multiple family residential in a manner that is consistent with the existing multiple family developments to the east and compatible with the abutting elementary school and single family uses to the north. This approval criterion is met.

## 10. Analysis of Quasi-Judicial Zone Change Approval Criteria

SRC Chapter 265.005(e) provides the approval criteria for Quasi-Judicial Zone Changes. In order to approve a quasi-judicial zone change, the Review Authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following applicable criteria are met. The extent of the consideration given to the various criteria set forth below depends on the degree of impact of the proposed change. The greater the impact of a proposal on the area, the greater the burden on the applicant to demonstrate the zone change is appropriate. The following subsections are organized with approval criteria shown in ***bold italic***, followed by findings evaluating the proposal’s conformance with the criteria. Lack of compliance with the following criteria is grounds for denial of the zone change, or for the issuance of certain conditions to ensure the criteria are met.

***SRC 265.005(e)(1)(A): The zone change is justified based on one or more of the following:***

- (i) A mistake in the application of a land use designation to the property***
- (ii) A demonstration that there has been a change in the economic, demographic, or physical character of the vicinity such that the zone would be compatible with the vicinity's development pattern.***
- (iii) A demonstration that the proposed zone change is equally or better suited for the property than the existing zone. A proposed zone is equally or better suited than an existing zone if the physical characteristics of the property are appropriate for the proposed zone and the uses allowed by the proposed zone are logical with the surrounding land uses.***

**Finding:** The proposal is consistent with the uses and land use pattern of the area. Starting in 2013 with Comprehensive Plan Map and Zone Change Case No. CPC-ZC-PAR12-08, the zoning of properties to the north and east of the RA zoned property were changed to IC (Industrial Commercial) and RM-II (Multiple Family Residential). As a result of the approved comprehensive plan map change and zone change, properties to the east of the subject property have been developed with multiple family residential, self-service storage, and a gas station.

At the time of application submittal, Multiple Family was allowed as a Conditional Use within the IC Zone. The proposed IC zone is equally or better suited for the property than the existing zone because it establishes consistent IC zoning for all properties included in the proposal and allows for the property to be developed as multiple family residential in a manner that is consistent with existing multiple family developments to the east and compatible with the abutting elementary school and single family uses to the north. This approval criterion is met.

***SRC 265.005(e)(1)(B): If the zone change is City-initiated, and the change is for other than City-owned property, the zone change is in the public interest and would be of general benefit.***

**Finding:** The proposal is not a City-initiated zone change. This criterion does not apply.

***SRC 265.005(e)(1)(C): The zone change conforms with the applicable provisions of the Salem Area Comprehensive Plan.***

**Finding:** Findings addressing minor comprehensive plan map criterion SRC 64.025(e)(2)(D), included above in this report, address the applicable provisions of the Salem Area Comprehensive Plan for this consolidated application. As provided in the findings, the proposed zone change complies with the applicable provisions of the Salem Area Comprehensive Plan. This approval criterion is therefore met.

***SRC 265.005(e)(1)(D): The zone change complies with applicable Statewide Planning Goals and applicable administrative rules adopted by the Department of Land Conservation and Development.***

**Finding:** Findings addressing minor comprehensive plan map amendment criterion SRC 64.025(e)(2)(D), included above in this report, address the conformance of the proposal with the applicable provisions of the Statewide Planning Goals for this consolidated application. As provided in the findings included, the proposed zone change, as recommended to be conditioned, complies with applicable statewide planning goals. This approval criterion is met.

***SRC 265.005(e)(1)(E): If the zone change requires a comprehensive plan change from an industrial use designation to a non-industrial use designation, or from a commercial or employment designation to any other use designation, a demonstration that the proposed rezone is consistent with its most recent economic opportunities analysis and the parts of the Comprehensive Plan which address the provision of land for economic development and employment growth; or be accompanied by an amendment to the Comprehensive Plan to address the proposed rezone; or include both the demonstration and an amendment to the Comprehensive Plan.***

**Finding:** The subject property is currently zoned RA (Residential Agriculture) and the applicant is requesting to rezone the property to IC (Industrial Commercial). The proposal does not involve a comprehensive plan change from an industrial designation to a non-industrial designation or a comprehensive plan change from a commercial or employment designation to any other designation. This approval criterion is therefore not applicable.

***SRC 265.005(e)(1)(F): The zone change does not significantly affect a transportation facility, or, if the zone change would significantly affect a transportation facility, the significant effects can be adequately addressed through the measures associated with, or conditions imposed on, the zone change.***

**Finding:** The consolidated application contains multiple units of land. A previous CPC/ZC was issued for the majority of the property in 2013 (CPC-ZC-PAR12-08). The current proposal will change the Comprehensive Plan and Zone for Marion County Taxlot No. 082W050000300. The previous CPC/ZC established a trip cap of 16,654 Average Daily Trips for proposed uses on the site.

The applicant submitted an additional TPR analysis for the additional 1.39-acre parcel subject to the current CPC/ZC application. The TPR analysis demonstrates that with a recommended trip cap, the proposed CPC/ZC will not have a significant impact on the transportation system as defined by OAR 660-012-0060. The Assistant City Traffic Engineer concurs with the TPR analysis findings. In order to ensure that the proposed zone change will not result in a significant affect on a City transportation facility, the following condition of approval shall apply:

**Condition 1:** The transportation impacts from the 1.39-acre site shall be limited to a maximum cumulative total of 385 average daily vehicle trips.

As conditioned, this approval criterion is met.

***SRC 265.005(e)(1)(G): The property is currently served, or is capable of being served, with public facilities and services necessary to support the uses allowed in the proposed zone.***

**Finding:** The subject property is capable of being served through extension of public utilities to the boundary of the property as specified in existing infrastructure master plans. As part of the consolidated application, an application for an Urban Growth Area Preliminary Declaration has been submitted.

## **11. Analysis of Conditional Use Permit Approval 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.

Salem Revised Code (SRC) 240.005(d) sets forth the following criteria that must be met before approval can be granted to an application for a Conditional Use Permit. The following subsections are organized with approval criteria shown in ***bold italic***, followed by findings evaluating the proposal's conformance with the criteria. Lack of compliance with the following criteria is grounds for denial of the Conditional Use Permit or for the issuance of conditions of approval to satisfy the criteria.

***SRC 240.005(d)(1): The proposed use is allowed as a conditional use in the zone.***

**Finding:** The majority of the subject property is zoned IC (Industrial Commercial) and a quasi-judicial zone change is included with the proposal to change the RA (Residential Agriculture) zoned portion of the property to IC to be consistent with the zoning of the rest of the property.

At the time of submittal of the application, the IC zone, pursuant to SRC 551.005(a), Table 551-1, allowed Multiple Family as a Conditional Use. Subsequent to application submittal, however, Ordinance 22-22 amended the IC zone, along with certain other zones, to no longer allow Multiple Family unless developed within a mixed-use building. Because the application for the proposed multiple family development was filed before the IC zone was subsequently amended, the application is subject to the standards of the code that were in place as the time of submittal. The IC zone at the time of application submittal allowed Multiple Family as a conditional use and the proposed development will continue to be allowed as a continued use pursuant to SRC 551.005(b) subsequent to its approval. This approval criterion is met.

***SRC 240.005(d)(2): The reasonably likely adverse impacts of the use on the immediate neighborhood can be minimized through the imposition of conditions.***

**Finding:** The written statement provided by the applicant (**Attachment F**) indicates, in summary, that the proposed apartments will have little to no impact on the neighborhood. Properties to the north include single family dwellings and an elementary school, and properties to the east are developed with multi-family dwellings, a gas station, and a self-service storage facility. The proposal for multi-family dwellings on the site will be consistent

with the surrounding area. The applicant also explains that the proposed apartments will have less an impact on the area then an industrial use that is allowed within the IC zone.

Staff concurs with the findings included in the applicant's written statement. The subject property is adjacent to a single-family dwellings and an elementary school located to the north and apartments, a gas station and convenience store, and a self-service storage facility to the east.

Design review is required for multi-family development within the City of Salem. The design review process encourages open spaces in multi-family developments, requires common and private open space for active and passive uses, ensures that accessible pathways are available to residents of the development and provides visual relief from structural bulk.

The multi-family design standards and the standards in the IC zone require that a decorative site obscuring fence and landscape buffer separate the proposed multi-family use from the abutting single-family homes to the north. The required landscaping and fencing will provide a buffer and separation between the multi-family use and abutting uses.

In regard to the proposed dwelling unit density, if the property were instead zoned RM-II (Multiple Family Residential) the density requirements of that zone would currently allow 350 to 723 dwelling units based on the size of the property. As shown on the site plan, a total of 396 dwelling units are proposed to be included within the development, which does not exceed the maximum number of units that could be developed on the property if it were alternatively zoned RM-II.

The design review standards, including setbacks, landscaping, and open space, are intended to address the difference in compatibility that arises from increased residential density. If the scale of the multi-family development is limited to no more than 396 dwelling units as proposed by the applicant, the development will have minimal impact on the immediate neighborhood. Therefore, the following condition of approval shall apply:

**Condition 2:** The multi-family use shall contain no more than 396-dwelling units.

The proposed development, as conditioned, meets this approval criterion.

***SRC 240.005(d)(3): The proposed use will be reasonably compatible with and have minimal impact on the livability or appropriate development of surrounding property.***

**Finding:** The written statement provided by the applicant indicates that the subject property is surrounded by a school and exiting single family dwellings to the north; existing multi-family dwellings, storage units, and a gas station to the east; vacant land in Marion County across Cordon Road SE to the south; and existing apartments and a City park across Highway 22 to the west.

The applicant indicates that the apartments are required to go through Site Plan Review and Design Review, which requires open space, landscaping, and amenities which will help with the visual appeal of the development and reduce impacts on the neighborhood. The proposed development will also provide pedestrian paths throughout the site and



to Clydesdale Drive to the north, Whitaker Drive to the east, and Cordon Road to the south. The pedestrian paths will provide access and circulation to the surrounding neighborhoods.

Staff concurs with findings included in the applicant's written statement. The proposed multiple family development is consistent with the existing multiple development to the east and will be compatible with the existing single family dwellings and middle school to the north. The proposed multiple family development is required to be designed in conformance with the City's multiple family design review standards which are intended to promote compatibility between multiple family development and existing development on adjacent land through building design standards, required setbacks, landscaping, and open space. As identified under Sections 13 and 14 of this report, the proposed development, as recommended to be conditioned, will comply with the both the applicable multiple family design review standards of SRC Chapter 702 and the applicable development standards of the IC zone included under SRC Chapter 551; therefore ensuring the proposed use will be reasonably compatible with and have minimum impact on the livability or appropriate development of surrounding property.

In addition, although there is no minimum or maximum residential density requirement within the IC zone, the 396 dwelling units proposed to be constructed on the property do not exceed the number of dwelling units that would otherwise be allowed if the property were instead located within a multiple family residential zone; therefore further minimizing potential impact on surrounding property. This approval criterion is met.

## 12. Analysis of Urban Growth Preliminary Declaration Approval Criteria

Pursuant to SRC 200.020, properties located outside the City's Urban Service Area are required to obtain an Urban Growth Preliminary Declaration prior to development in order to determine the required public facilities necessary to fully serve the proposed development. Because the subject property is located outside the Urban Service Area, an Urban Growth Preliminary Declaration is required for the proposed development.

SRC 200.025(d) & (e) set forth the applicable criteria that must be met before an Urban Growth Preliminary Declaration may be issued. The following subsections are organized with approval criteria shown in **bold italic**, followed by findings of fact identifying those public facilities that are currently in place and those that must be constructed as a condition of the Urban Growth Preliminary Declaration in order to fully serve the development in conformance with the City's adopted Master Plans and Area Facility Plans.

***SRC 200.0025(d): The Director shall review a completed application for an Urban Growth Preliminary Declaration in light of the applicable provisions of the Master Plans and the Area Facility Plans and determine:***

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

***SRC 200.025(e): The Urban Growth Preliminary Declaration shall list all required facilities necessary to fully serve the development and their timing and phasing which the developer must construct as conditions of any subsequent land use approval for the development.***

**Finding:** Analysis of the development based on the relevant standards in SRC 200.055 through SRC 200.075 is as follows:

### **SRC 200.055 - Standards for Street Improvements**

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

No linking street improvements are required because the existing streets adjacent to the subject property meet current standards. Required boundary street improvements are identified in Section 13 of this report, which evaluates the proposed development's conformance with the applicable Class 3 Site Plan Review criteria of SRC 220.005(f)(3).

### **SRC 200.060 - Standards for Sewer Improvements**

The proposed development shall be linked to adequate facilities by the construction of sewer lines and pumping stations, which are necessary to connect to such existing sewer facilities (SRC 200.060).

The nearest available sewer facility appears to be located in Whitaker Drive SE adjacent to the subject property. The applicant shall construct the *Salem Wastewater Management Master Plan* identified improvements and link the site to existing facilities that are defined as adequate under 200.005(a).

As a condition of sewer service, all developments will be required to provide public sewers to adjacent upstream parcels. Where applicable, 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). Recommended conditions of approval for required sewer facilities in conformance with SRC 200.060 are included in Section 13 of this report.

### **SRC 200.065 - Standards for Storm Drainage Improvements**

The proposed development shall be linked to existing adequate facilities by the construction of storm drain lines, open channels, and detention facilities which are necessary to connect to such existing drainage facilities.

The nearest available public storm system appears to be located in Whitaker Drive SE adjacent to the subject property. The applicant shall link the on-site system to existing facilities that are defined as adequate under SRC 200.005(a). Recommended conditions of approval for required storm draining facilities in conformance with SRC 200.065 are included in Section 13 of this report.

### **SRC 200.070 - Standards for Water Improvements**

The proposed development shall be linked to adequate facilities by the construction of water distribution lines, reservoirs, and pumping stations that connect to such existing water service facilities (SRC 200.070). The applicant shall provide linking water mains consistent with the Water System Master Plan adequate to convey fire flows to serve the proposed development as specified in the Water Distribution Design Standards. Recommended conditions of approval for required water system improvements in conformance with SRC 200.070 are included in Section 13 of this report.

### **SRC 200.075 - Standards for Park Sites**

The subject property is currently not served by a City park. The Comprehensive Parks System Master Plan identifies two future Neighborhood Parks (NP 23 or 24) planned to serve the area. Recommended conditions of approval for park facilities in conformance with SRC 200.075 are included in Section 13 of this report.

## **13. Analysis of Class 3 Site Plan Review Approval Criteria**

Salem Revised Code (SRC) 220.005(f)(3) sets forth the following criteria that must be met before approval can be granted to an application for Class 3 Site Plan Review. The following subsections are organized with approval criteria, followed by findings of fact upon which the decision is based. Lack of compliance with the following criteria is grounds for denial or for the issuance of conditions of approval to satisfy the criteria.

***SRC 220.005(f)(3)(A): The application meets all applicable standards of the UDC.***

**Finding:** The proposal includes the development of a 396-unit multiple family development with associated off-street parking, common open space, and site improvements on property totaling approximately 23.3 acres in size.

The majority of the subject property is designated "Industrial Commercial" on the Salem Area Comprehensive Plan (SACP) Map and zoned IC (Industrial Commercial) while approximately 1.39 acres of the subject property is currently designated "Industrial" on the SACP map and zoned RA (Residential Agriculture). Due to the "Industrial" comprehensive plan designation and RA zoning currently applicable to the 1.39-acre portion of the subject property, the applicant has requested a minor comprehensive plan map amendment and quasi-judicial zone change with the application to change the comprehensive plan designation for this portion of the site to "Industrial Commercial" and its zoning to IC (Industrial Commercial) to establish a consistent comprehensive plan map designation and zoning across the entire 23.3-acre site. Staff's analysis of the requested comprehensive plan map amendment and zone change for conformance with the applicable approval criteria is included in Sections 9 and 10 of this report.

With recommended approval of the requested comprehensive plan map amendment and zone change, the entire property is subject to the requirements of the IC (Industrial Commercial) zone included under SRC Chapter 551.

The proposed development conforms to SRC Chapter 551 and all other applicable development standards of the Salem Revised Code as follows:

**SRC Chapter 551 (IC Zone)**

***SRC 551.005(a) – Allowed Uses:***

Allowed uses within the IC zone are identified under SRC 551.005(a), Table 551-1. Pursuant to the City’s Use Classification Chapter (SRC 400), the 396-unit multiple family development is classified as a Multiple Family use. At the time of application submittal, Multiple Family was allowed as a Conditional Use within the IC zone and therefore a Conditional Use Permit for the proposed multiple family development has been requested by the applicant with this application. Staff’s analysis of the requested conditional use permit for conformance with the applicable conditional use permit approval criteria is included under Section 11 of this report.

***SRC 551.010(a) – Lot Standards:***

Within the IC zone, there are no minimum lot size or dimension requirements other than a minimum street frontage requirement of 16 feet for all uses other than Single Family. The subject is currently comprised of five tax lots (Marion County Assessor Map and Tax Lot Numbers: 082W050000200, 082W050000300, 082W050000400, 082W050000401, and 082W050000500).

Not all of the existing tax lots which make up the property meet the minimum 16-foot street frontage requirement and evidence has not been provided from the applicant demonstrating that all of the tax lots are legally established units of land. The existing property lines associated with the tax lots also pass through proposed buildings and parking areas on the site in a manner that does not conform to the applicable setback requirements of the UDC identified later in this report. In order to ensure that the proposed development meets the applicable street frontage requirements of the IC zone and the applicable setback requirements of the UDC, the following condition of approval shall apply:

**Condition 3:** Prior to building permit approval, the existing individual properties which make up the subject property shall either be reconfigured or consolidated in a manner to conform to the applicable standards of the Salem Revised Code.

Further, in comparison of the southern boundary of the property as shown on the site plan submitted by the applicant to the southern boundary of the property as shown on the Marion County Assessor’s map, there are substantial differences between the two property configurations. Depending on which southern boundary of the property is correct, the proposed development’s conformance with the applicable development standards of the UDC could be affected. In order to ensure that the correct southern boundary of the property is identified and the proposed development meets all applicable standards of the UDC in relation to the correct southern boundary, the following condition of approval shall apply:

**Condition 4:** Prior to building permit approval, provide evidence identifying the correct southern boundary of the property. If the correct southern boundary differs from that which was shown on the applicant’s approved site plan, the proposed development shall be reconfigured to conform to all applicable standards of the UDC required as a result of the identification of the correct southern boundary. Such reconfiguration shall require a modification to the approval if the reconfiguration is not within substantial conformance of the original approval.

The proposed development, as conditioned, meets the minimum lot standards of the IC zone.

**SRC 551.010(b) – Setbacks:**

Setbacks within the IC zone shall be provided as set forth in SRC Table 551-3 and Table 551-4. In addition to the setback requirements of the IC zone, multiple family developments must also comply with the additional multiple family design review setbacks included under SRC Chapter 702. A summary of required IC zone setbacks is provided as follows:

<b>IC Zone Setbacks</b>		
<b>Abutting Street</b>		
Buildings	Min. 5 ft.	
Accessory Structures	Min. 5 ft.	
Parking and Vehicle Use Areas	Min. 6 ft. to 10 ft.	Per alternative setback methods under SRC 806.035(c)(2)
<b>Interior Side &amp; Interior Rear <sup>(1)</sup></b>		
Buildings, Accessory Structures, and Parking and Vehicle Use Areas	Min. 15 ft. with Type C Landscaping & Screening <sup>(2)</sup>	
<b><u>Notes</u></b>		
<p>(1) <u>Required Setback Abutting Highway 22:</u> Pursuant to SRC 800.035(d)(1), the required setback abutting an interstate freeway, railroad right-of-way, or alley shall be considered either an interior front setback, an interior side setback, or an interior rear setback depending on the dimensions and configuration of the lot. Because Highway 22 is designated as a freeway under the City’s Transportation System Plan (TSP), the property line abutting the highway is considered an interior property line.</p> <p>(2) <u>Required Landscaping:</u> Pursuant to SRC 807.015(a), Table 807-1, Type C Landscaping &amp; Screening requires a minimum planting density of 1 plant unit per 20 square feet of landscaped area together with a minimum 6-foot-tall sight-obscuring fence or wall.</p>		

**IC Zone Setbacks Abutting Streets:** As shown on the proposed site plan, all buildings accessory structures within the development are setback greater than the minimum

required 5-foot setback for buildings and accessory structures abutting a street. Similarly, all proposed parking and vehicle use areas within the development are setback in conformance with the minimum 10-foot parking and vehicle use area abutting a street.

IC Zone Setbacks Abutting Interior Side and Rear Property Lines: As shown on the proposed site plan, all buildings and accessory structures within the development are setback greater than the minimum required 15-foot setback from all interior side and rear property lines on the perimeter of the overall development site.

Similarly, all of the proposed parking and vehicle use areas within the development are setback in conformance with the minimum required 15-foot parking and vehicle use area setback from the interior side and rear property lines on the perimeter of the overall development site with the exception of one parking area in the northeastern portion of the site located to the north of Building 9 which is setback less than the minimum required 15 feet. This parking area accommodates seven standard parking stalls and is setback approximately 13 feet where a minimum 15-foot setback is required. In order to ensure required off-street parking and vehicle use area setbacks are met, the following condition of approval shall apply:

**Condition 5:** The off-street parking area located immediately to the north of Building 9 shall be reconfigured to provide a minimum 15-foot set adjacent to the eastern property line.

Within the IC zone, required setbacks for multiple family developments adjacent to interior front, side, and rear property lines are required to be landscaped according to the Type C landscaping standard of SRC Chapter 807, which requires the setback area to be planted with a minimum plant unit density of one plant unit per 20 square feet of setback area together with a minimum 6-foot-tall sight-obscuring fence or wall. The minimum 6-foot-tall sight-obscuring fence or wall required under the IC zone is superseded, however, by the multiple family design review standards of SRC Chapter 702 which requires a minimum 6-foot-tall **decorative** sight-obscuring fence or wall where a multiple family development abuts property zoned RA (Residential Agriculture) or RS (Single Family Residential). Because portions of the subject property abut RS zoned properties in both the City and Marion County to the north, the requirement for a minimum 6-foot-tall decorative sight-obscuring fence or wall applies to those specific portions of the north property line of the subject property abutting the RS zone.

In review of the proposed site plan, required screening abutting the interior property lines on the perimeter of the overall development site is not identified and it's not clear based on the landscape plan provided whether the required interior side and rear setbacks for the development meet the minimum required plant unit density of one plant unit per 20 square feet of landscaped area.

In order to ensure the proposed development meets the required setback landscaping and screening standards of the IC zone applicable to interior side and rear property lines, the following condition of approval shall apply:

**Condition 6:** Required interior side and interior rear setbacks shall be landscaped and screened in conformance with the Type C landscaping and screening

standard of SRC 807.015(a), Table 807-1. Where the proposed development abuts RS zoned property to the north within the City and Marion County, the screening requirements of SRC Chapter 702 shall instead apply.

As previously indicated in this report, due to the interior property lines associated with the five existing tax lots which make up the subject property, buildings, accessory structures and parking and vehicle use areas located within the interior of the overall development site do not meet required IC zone setbacks. In order to ensure interior setbacks are met, a condition of approval has been recommended, specifically Condition 3, which requires that the existing individual properties which make up the subject property either be reconfigured or consolidated in a manner to conform to the applicable standards of the Salem Revised Code prior to building permit approval.

The proposed development, as conditioned, conforms to the setback requirements of the IC zone.

***SRC 551.010(c) – Lot Coverage; Height:***

Within the IC zone there is no maximum lot coverage requirement for buildings and accessory structures, and the maximum height for buildings and accessory structures for all uses other than single family and middle housing is 70 feet.

As illustrated by the proposed building elevations and indicated in the application materials provided by the applicant, the heights of the buildings and accessory structures included within the development do not exceed the maximum height of 70 feet. The proposed development therefore conforms to this standard.

***SRC 551.010(d) – Landscaping:***

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

As identified earlier in this report, required setbacks within the IC zone must be landscaped according to the Type C landscaping and screening standard included in SRC 807.015(a), Table 807-1.

In review of the proposed site plan, required screening abutting the interior property lines on the perimeter of the overall development site is not identified and it's not clear based on the landscape plan provided whether the required interior side and rear setbacks for the development meet the minimum required plant unit density of one plant unit per 20 square feet of landscaped area. In order to ensure the proposed development meets the required setback landscaping and screening standards of the IC zone applicable to interior side and rear property lines, a condition of approval is recommended, specifically Condition 6, which requires the interior side and interior rear setbacks of the development to be landscaped and screened in conformance with the Type C landscaping and screening standards of SRC Chapter 807. The proposed development, as recommended to be conditioned, complies with the setback landscaping requirements of the IC zone.

- (2) Vehicle Use Areas. Vehicle use areas within the IC zone are generally required to be landscaped as provided under SRC Chapter 806 and SRC chapter 807. However, because the proposed development is Multiple Family, the multiple family design review standards included under SRC Chapter 702, specifically SRC 702.020(b)(8), provide that multiple family developments with 13 more units are exempt from the parking and vehicle use area landscaping requirements of SRC Chapter 806. Because SRC Chapter 702 provides specific standards that apply to multiple family development within the City, the specific multiple family design review standard of SRC 702.020(b)(8) supersedes the general parking and vehicle use area landscape standard of the IC zone and this standard is therefore not applicable to the proposed development.
- (3) Development Site. Within the IC zone 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.

As indicted in the applicant's written statement, the proposed development provides 55 percent landscaping throughout the site; therefore exceeding the minimum 15% development site landscaping requirement of the IC zone.

### **SRC Chapter 800 (General Development Standards)**

#### ***SRC 800.055 – Solid Waste Service Areas***

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

A solid waste service area is defined under SRC 800.010 as, "An area designed and established for the purpose of satisfying the local collection franchisee service requirements for servicing receptacles, drop boxes, and compactors singularly or collectively."

The proposed development includes two trash enclosure/collection areas meeting the definition of a solid waste service area under SRC 800.010. One of the proposed trash enclosure/collection areas is located in the western portion of the site between Buildings 26 and 27 and the second trash enclosure/collection area is located in the eastern portion of the site adjacent to Building 8. In review of the proposed site plan, the proposed trash enclosure/collections areas generally appear to meet the solid was service area standards of SRC 800.055 with the exception of the required turning radius for trash collection vehicles required under SRC 800.055(f)(1)(E), which requires a 25-foot turning radius to be provided. When a 25-foot turning radius is applied to the proposed site plan, some of the proposed parking stalls and landscape planter beds adjacent to the vehicle operation area for the trash collection vehicle project into the required turning radius and therefore need to be slightly reconfigured.

In order to ensure the proposed development conforms to all of the applicable solid waste service area standards included under SRC 800.055, the following condition of approval



shall apply:

**Condition 7:** All trash enclosure/collection areas, and the vehicle operation areas serving them, shall conform to the solid waste service area standards of SRC 800.055.

**SRC Chapter 806 (Off-Street Parking, Loading, and Driveways)**

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

***Off-Street Parking.***

Minimum Off-Street Vehicle Parking. The proposal includes a total of 396 dwellings units.

Minimum off-street vehicle parking requirements are established under SRC 806.015(a), Table 806-1. Based on the location of the subject property as not being located within the Central Salem Development Program (CSDP) Area or within one-quarter mile of a Salem-Keizer Transit District Core Network transit route, the minimum off-street parking requirement for the development is as follows:

<b>Minimum Required Off-Street Parking</b>			
<b>Unit Type</b>	<b>Proposed Units</b>	<b>Required Parking Ratio</b>	<b>Min. Spaces Required</b>
Multiple Family – Studio unit or dwelling unit with one bedroom	72	Min. 1 space per unit	72
Multiple Family – Dwelling unit with two or more bedrooms	324	Min. 1.5 space per unit	486
<b>Total</b>	<b>396</b>	-	<b>558</b>

As identified in the table above, the minimum off-street parking requirement for the 396-unit multiple family development is 558 spaces. As shown on the site plan, the proposed development includes a total of 774 spaces which conforms to the minimum off-street parking requirements of SRC 805.015(a).

Maximum Off-Street Vehicle Parking. Maximum off-street vehicle parking requirements are established under SRC 806.015(d). Pursuant to SRC 806.015(d)(1), Table 806-2A, the maximum number of allowed off-street parking spaces is based upon the minimum number of off-street spaces required for the proposed development. If the minimum number spaces required equals 20 spaces or less, the maximum allowed parking is 2.5 times the minimum number of spaces required. If the minimum number of spaces required equals more than 20 spaces, the maximum allowed parking is 1.75 times the minimum number of spaces required.

Based on the above identified minimum parking requirement, the maximum allowed off-street parking requirement for the proposed 396-unit multiple family development is 977 spaces. The 774 off-street parking spaces included within the proposed development do not exceed the maximum parking requirements of SRC 806.015(d).

Compact Parking. SRC 806.015(b) allows for the utilization of compact parking stalls to satisfy up to 75 percent of the required off-street parking spaces for a development. The proposed development includes a total of 774 off-street parking spaces. Of the 774 total off-street parking spaces provided, 108 (14 percent) are compact stalls. The proposed total number of compact stalls included within the development do not exceed the maximum number of compact stalls allowed under SRC 806.015(b).

Off-Street Parking Area Dimensions. SRC 806.035(e), Table 806-6, establishes minimum dimension requirements for off-street parking stalls and the drive aisles serving them. Based on the layout of the parking spaces within the development, the proposed parking stalls and access aisles must meet the following standards:

<b>Minimum Parking Stall &amp; Drive Aisle Dimensions</b>		
<b>Stall Type</b>	<b>Parking Stall Dimension</b>	<b>Drive Aisle Width</b>
90° Standard Stall	9 ft. x 19 ft.	24 ft.
90° Compact Stall	8 ft. x 15 ft.	22 ft. <sup>(1)</sup>
<b>Notes</b>		
(1) The width of a drive aisle serving both standard and compact parking spaces 80 degrees or more shall be a minimum of 24 feet.		

As shown on the site plan, all of the proposed off-street parking spaces conform to the minimum required parking stall dimensions established under SRC 806.035(e), Table 806-6, and all of the parking stalls are served by parking drive aisles at least 24 feet in width.

Driveways. SRC 806.040(d) establishes minimum driveway standards. Pursuant to SRC 806.040(d), Table 806-7, one-way driveways are required to have a minimum width of 12 feet and two-way driveways are required to have a minimum width of 22 feet.

As shown on the site plan, vehicular access to the parking areas within the development are served by four two-way driveways off the internal streets included within the development. Each of the proposed driveways exceeds minimum driveway width standards.

***Bicycle Parking.***

Minimum Bicycle Parking. Minimum bicycle parking requirements are established under SRC 806.055, Table 806-9. The minimum bicycle parking requirement for the proposed development is as follows:

<b>Minimum Bicycle Parking</b>	
	<b>Bike Parking Ratio</b>
Multiple Family	The greater of 4 spaces or 0.1 spaces per dwelling unit.

Based on the above identified minimum bicycle parking requirement, a minimum of 40 bike parking spaces are required for the proposed 396-unit multiple family development. As shown on the site plan, the proposed development includes a total of 42 bike parking spaces distributed throughout the site in seven bike parking areas consisting of three bike racks each. The proposed development exceeds minimum bicycle parking standards.

Bicycle Parking Location. SRC 806.060(a)(1) requires bicycle parking areas to be located outside the building and located within a convenient distance of, and clearly visible from, the primary entrance of a building, but in no event shall the bicycle parking area be located more than 50 feet from the primary building entrance.

As shown on the site plan, all of the proposed bicycle parking spaces provided within the development are distributed on the site so they are located within 50 feet of building entrances with the exception to two proposed bike parking areas. One of the proposed bicycle parking areas not located within 50 feet of a primary building entrance is located on the western portion of the site at the north end of the recreation/play area within Area 2 located to the north of Buildings 30 and 31. The other bike parking area is located on the southern portion of the site adjacent to Building 35. In order to ensure that the proposed development conforms to the bike parking location standards of SRC 806.060(a)(1), the following condition of approval shall apply:

**Condition 8:** All bicycle parking areas within the development shall be located in conformance with the bicycle parking location standards of SRC 806.060(a)(1).

The proposed development, as conditioned, conforms to this standard.

Bicycle Parking Access. SRC 806.060(b) requires bicycle parking areas to have direct and accessible access to the public right-of-way and the primary building entrance that is free of barriers which would require users to lift their bikes in order to access the bicycle parking area. As shown on the site plan, proposed bike spaces are located outside building entrances and can be accessed via barrier free routes that include the network of pedestrian paths/sidewalks included within the development that connect to the public sidewalks on the streets within and abutting the subject property. The proposal conforms to this standard.

Bicycle Parking Dimensions. SRC 806.060(c) requires bicycle parking spaces to be a minimum of 2 feet in width (*min. 1.5 ft when spaces are located side-by-side*) by 6 feet in length and served by a minimum 4-foot-wide access aisle. When bicycle parking spaces are located adjacent to a wall, a minimum clearance of two feet is required between the bike rack and the wall.

As shown on the site plan, all of the bike parking spaces included within the development meet the minimum required bike parking dimension, access aisle, and clearance requirements of SRC 806.060(c).

Bicycle Parking Area Surfacing. SRC 806.060(d) requires bicycle parking spaces located outside a building to consist of a hard surface material meeting the Public Works Design Standards. As shown on the site plan, the proposed bike parking spaces will be located on concrete paved pad areas in conformance with this standard.

Bicycle Racks. SRC 806.060(e) establishes requirements for bicycle racks. Based upon these standards, bicycle racks are required to:

- Support the bicycle frame in a stable position in two or more places a minimum of six inches horizontally apart without damage to the wheels, frame, or components;
- Allow the bicycle frame and at least one wheel to be located to the rack with a high security U-shaped shackle lock;
- Be of a material that resists, cutting, rusting, and bending or deformation; and
- Be securely anchored.

As shown on the plan, staple/inverted style bike racks will be provided. The proposed bike racks conform to the design/style and material requirements of SRC 806.060(e) and will be securely anchored.

***Off-Street Loading Areas.***

Minimum off-street loading requirements are established under SRC 806.075, Table 806-9. The minimum loading requirement for the proposed development is as follows:

<b>Minimum Loading</b>		
Multiple Family	200 or more dwelling units	Min. 3 spaces <sup>(1)</sup> (12 ft. W x 19 ft. L x 12 ft. H)
<b>Notes</b>		
(1) If a recreational or service building is provided, at least one of the required loading spaces shall be located in conjunction with the recreational or service building.		

Based on the above identified minimum off-street loading requirement, the proposed 396-unit multiple family development requires a minimum of three loading spaces. As shown on the site plan, the proposed development includes a total of three loading spaces in conformance with the minimum off-street loading requirements of SRC Chapter 806. Each of the loading spaces are 12 feet in width by 19 feet in depth and have unobstructed vertical clearance. Because a recreational building is provided on both the eastern portion of the site and the western portion of the site, two of the proposed loading spaces are provided in conjunction with the recreational buildings. The proposed development conforms to this standard.

### **SRC Chapter 601 (Floodplain Overlay Zone)**

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

### **SRC Chapter 808 (Preservation of Trees & Vegetation)**

The City's tree preservation ordinance (SRC Chapter 808) protects:

- 1) Heritage Trees;
- 2) Significant Trees (including Oregon White Oaks with diameter-at-breast-height (*dbh*) of 20 inches or greater and any other tree with a *dbh* of 30 inches or greater, with the exception of tree of heaven, empress tree, black cottonwood, and black locust);
- 3) Trees and native vegetation in riparian corridors; and
- 4) Trees on lots or parcels 20,000 square feet or greater.

The tree preservation ordinance defines "tree" as, "any living woody plant that grows to 15 feet or more in height, typically with one main stem called a trunk, which is 10 inches or more *dbh*, and possesses an upright arrangement of branches and leaves."

As identified in the application materials submitted by the applicant, there are existing trees located on the subject property but none of the trees are Heritage Trees, significant trees, or riparian corridor trees or native vegetation. Based on the proposed use of the property and the types of tree present, none of the trees on the site are protected under SRC Chapter 808.

### **SRC Chapter 809 (Wetlands):**

The Salem-Keizer Local Wetland Inventory identifies a mapped wetland area located in the western portion of the site adjacent to Miller Elementary School. There is also a band of hydric (wetland-type) soils present in the eastern corner of the site adjacent to Cordon Road SE.

According to the wetland delineation report approved by the Oregon Department of State Lands (DSL) on October 24, 2022, there are two wetland areas on the subject property. The first wetland area, Wetland A, totals approximately 1.01 acres in size, is located in the western portion of the site, and coincides with the location of the Salem-Keizer LWI mapped wetland area on the portion of the property adjacent to Miller Elementary School. In addition to the wetland area in this portion of the site, the delineation report also identifies an intermittent stream located between Wetland A and the northern boundary of the subject property adjacent to the southeast corner of the Miller Elementary School property.

The second wetland area, Wetland B, totals approximately 0.32 acres in size and is located in the eastern portion of the site adjacent to Cordon Road SE where the band of mapped hydric soils is present. In addition to the wetland area in this portion of the site, the delineation report also identifies an on-site ditch, 20 feet of which is identified as part of Wetland B.

The existing conditions plan submitted by the applicant (**Attachment B**) identifies both the existing wetland area in the western portion of the site and the wetland area in the eastern corner of the site adjacent to Cordon Road SE where the band of hydric soils is present. As shown on the site plan, the proposed development is located outside Wetland A but Wetland B in the eastern portion of the site will be impacted as a result of the proposed development.

Due to the presence of wetlands and hydric soils on the site, notice of the proposed development was provided to the DSL pursuant to the requirements of SRC 809.025. 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 wetland delineation report approval issued by the DSL indicates that the two wetland areas, the intermittent stream, and the 20-foot portion of ditch are subject to the permit requirements of the state Removal-Fill Law and that under current regulations, a state permit is required for cumulative fill or annual excavation of 50 cubic yards or ore in wetlands or below the ordinary high-water line of the waterway.

Because the proposal includes development in the mapped wetland area in the eastern portion of the site, the following condition of approval shall apply to ensure conformance with SRC Chapter 809:

**Condition 9:** Prior to building permit approval, provide evidence that any required State and/or Federal permits have been obtained for development within any delineated wetland area on the site. If any required State and/or Federal permits cannot be obtained, the proposed development shall be reconfigured to avoid the wetland area. Such reconfiguration shall require a modification to the approval if the reconfiguration is not within substantial conformance of the original approval.

The proposed development, as conditioned, conforms to the requirements of SRC Chapter 809.

### **SRC Chapter 810 (Landslide Hazards)**

SRC 810.020 requires a geological assessment or report when regulated activity is proposed in a mapped landslide hazard area. The proposed development does not disturb any portion of a mapped landslide hazard area; therefore, a geological assessment is not required. The mapped landslide hazard areas are limited to Cordon Road SE.

***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 subject property has frontage on Cordon Road SE; Highway 22 abuts the property to the south and west; and three dead-end streets, Whitaker Drive SE, Clydesdale

Drive SE, and Seattle Slew Drive SE, extend to the boundaries of the subject property.

Primary vehicular access to the development is proposed to be taken from an extension of Whitaker Drive, which will extend through the property to connect to Clydesdale Drive to the north. No vehicular access is proposed from the subject property to either Highway 22 or Cordon Road SE.

Cordon Road SE is designated as a Parkway street under the City's Transportation System Plan (TSP) requiring an 80-foot-wide improvement within a 120-foot-wide right-of-way. Comments from the Public Works Department (**Attachment H**) indicate that Cordon Road is currently improved with an approximate 36-foot-wide to 46-foot-wide improvement within a variable-width right-of-way abutting the subject property.

Whitaker Drive SE is designated as a local street under the City's TSP requiring a 30-foot-wide improvement within a 60-foot-wide right-of-way. Comments from the Public Works Department indicate that Whitaker Drive is currently improved to an approximate 30-foot-wide improvement within a 60-foot-wide right-of-way.

Both Clydesdale Drive SE and Seattle Slew Drive SE are local streets under the jurisdiction of Marion County. The Public Works Department indicates that these streets are currently improved with approximate 34-foot-wide improvements within 60-foot-wide rights-of-way.

Because the existing configuration of Cordon Road SE does not meet current standards for its street classification under the TSP, the following conditions of approval shall apply:

**Condition 10:** Convey land for dedication to equal a half-width right-of-way of 60-feet on the development side of Cordon Road SE, where the existing right-of-way is inadequate.

**Condition 11:** Construct a half-street improvement along the frontage of Cordon Road SE to parkway street standards as specified in the City Street Design Standards and consistent with the provisions of SRC Chapter 803 or pay a fee-in-lieu of construction pursuant to SRC 200.405.

Removal of street trees in the Cordon Road right-of-way may be required if the applicant elects to construct boundary street improvements instead of a payment in lieu of improvements. Removal of trees located within the right-of-way requires a street tree removal permit pursuant to SRC Chapter 86. In order to ensure that any necessary removal of trees within the public street right-of-way are removed in accordance with the requirements of SRC Chapter 806, the following condition of approval shall apply:

**Condition 12:** If the removal of any trees with the public street right-of-way is necessary in order to accommodate the proposed development, a street tree removal permit shall be required pursuant to SRC Chapter 86.

SRC 86.015(e) requires development along public streets to plant new street trees to the maximum extent feasible. In order to ensure that the proposed internal streets within the development include street trees as required under SRC 803.035(k) and SRC Chapter

86.015(e), the following condition of approval shall apply:

**Condition 13:** Install street trees to the maximum extent feasible along new internal streets within the development.

The proposed development is within the Gaffin Road Reimbursement District as established by Resolution 2020-5. This district provides a funding mechanism for completion of Gaffin Road SE from Cordon Road SE to Gaia Street SE by establishing a policy that all benefited properties must pay a proportional share of the cost for the street improvements. The applicant shall pay the applicable fee pursuant to Resolution 2020-5 and the Settlement Agreement resulting from Marion County Circuit Court Case No. 21CV17047. In order to ensure the proposed development pays its proportional costs of the improvements of Gaffin Road as established in the Gaffin Road Reimbursement District, the following condition of approval shall apply:

**Condition 14:** Pay the applicable reimbursement district fee as established in the Gaffin Road Reimbursement District pursuant to Resolution 2020-5.

In 2013, a previous comprehensive plan map amendment and zone change were approved for the subject property and abutting properties to the east (Case No CPC-ZC-PAR12-08). Condition of approval No. 1 of this decision required the following:

*“Dedicate land for right-of-way and construct local streets within the subject property to provide connectivity between Cordon Road, Old Macleay Road, Seattle Slew Drive, and Clydesdale Drive. Final street configurations shall be established at the time of Site Plan Review for each parcel.”*

Based on this condition of approval, the subject property and abutting properties to the east are required to include internal streets which provide connectivity between Clydesdale Drive, Seattle Slew Drive, Cordon Road, and Old Macleay Road. The configuration of the internal streets, however, is deferred to the time of site plan review for each parcel. As the properties to the east of the subject property have been developed, internal streets have been extended to provide to provide connectivity as required under the condition of approval. With the development of the subject property, connectivity between Clydesdale Drive, Seattle Slew Drive and the existing streets to the east must now be evaluated.

Pursuant to the street connectivity requirements of SRC 803.035(a), local streets are required to be oriented or connected to existing or planned streets and local streets are required to be extended to adjoining undeveloped properties for eventual connection with the existing street system. Pursuant to SRC 803.035(a)(1) & (2), street connectivity is not required, however, in situations where physical conditions or topography, including but not limited to, freeways, railroads, steep slopes, wetlands, or other bodies of water make a street connection impracticable; or where existing development on adjacent property precludes a current or future connection.

The applicant's site plan shows a public street connection from Whitaker Drive SE to Clydesdale Drive SE which ultimately provides access to Macleay Road SE and Cordon Road SE. An extension of Seattle Slew Drive is not however, included within the



development due to the relative close proximity of Seattle Slew Drive to Clydesdale Drive; the irregular shape of the western portion of property and the presence of mapped wetlands; because street connections to the south and west are not possible due to the property's proximity to Highway 22; because there is no ability for an extension of the street to exit anywhere but at the existing terminus of Whitaker Drive at the east side of the property; and the impacts that an extension of Seattle Slew Drive would have on the development by further bisecting it in a relatively confined area. Seattle Slew Drive is instead proposed to be terminated with a cul-de-sac turnaround in conformance with the requirements of SRC 803.035(f) and, as shown on the site plan, a 10-foot-wide multi-use path is proposed along the northern portion of the property from Clydesdale Drive to the southern property line of the Miller Elementary School property to provide for pedestrian access and connectivity to the school.

Because condition of approval No. 1 of CPC-ZC-PAR12-08 deferred the establishment of final street configurations to the time of site plan review approval for the development of each parcel when requirements for street access and connectivity could be evaluated in association with the specific development proposals for each property, flexibility is afforded in the condition of approval in regard to how connectivity requirements can be met. Due to the physical limitations associated with the site, an extension of Whitaker Drive through the property to connect to Clydesdale Drive together with a multi-use path through the property to provide pedestrian access and connectivity to Miller Elementary School satisfies both the requirements of condition of approval No. 1 of CPC-ZC-PAR12-08 and the connectivity requirements of SRC Chapter 803. In order to ensure the requirements of condition of approval No. 1 of CPC-ZC-PAR12-08 and the connectivity requirements of SRC Chapter 803 are met, the following condition of approval shall apply:

**Condition 15:** Construct a bike/pedestrian walkway within a minimum 15-foot-wide public access easement from the northern corner of the property to Miller Elementary school pursuant to Public Works Design Standards. This shall include upgrading the existing 5-foot-wide sidewalk to 10-feet.

In order to mitigate the potential traffic impacts resulting from the previous comprehensive plan change and zone change of the subject property and the abutting properties to the ease, condition of approval No. 2 of CPC-ZC-PAR12-08 required the following:

*“Traffic impacts from future development on the subject property shall be limited to a maximum of 16,654 average daily trips generated by the proposed use or uses.”*

The applicant submitted a Traffic Impact Analysis (TIA) as part of the application package in order to identify any potential impacts of the proposed development on the nearby transportation network. The Assistant City Traffic Engineer has reviewed the TIA submitted by the applicant and determined that the additional number of average daily trips generated by the proposed development will not exceed the established trip cap.

The proposed development, as conditioned, satisfies this approval criterion.

***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 proposed development includes on-site vehicle, pedestrian, and bicycle infrastructure which will allow for safe and efficient movement throughout the site's parking areas, driveways, and walkways. This approval criterion is met.

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

**Finding:** The Public Works Department has reviewed the applicant's preliminary utility plans for this site. Water, sewer, and storm infrastructure are available within surrounding streets/areas and are adequate to serve the proposed development.

The subject property is located outside of the Urban Service Area. An Urban Growth Preliminary Declaration application has been submitted as part of this consolidated land use application. As conditioned, adequate facilities will be provided to serve the proposed development.

There is an existing public water main on the property within an easement. The water main runs along the northeastern property line and the northwestern property line. The applicants preliminary site plan shows structures and stormwater infrastructure within the easement area. These are not permitted within public water main easements and shall be removed. Direct service from this main is not permitted. In order to ensure the proposed development will be adequately served with water infrastructure, the following conditions of approval shall apply:

**Condition 16:** No structures or stormwater facilities are permitted within the existing public water easements on the site.

**Condition 17:** Extend public water mains in the new internal streets to serve the development pursuant to the Public Works Design Standards (PWDS).

The *Salem Wastewater Management Master Plan* identifies the need to construct a new sewer trunk main through the property for an eventual connection between the Alexander Pump Station and Cordon Pump Station. The applicant shall construct the public main through the property and dedicate an easement of adequate width according to Public Works Design Standards. In addition, the applicant shall construct public sewer main in the new internal street to serve the proposed development.

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. Because no public streets to Cordon Road SE are proposed through the development; a public sewer easement is needed to serve upstream parcels. The applicant shall dedicate a minimum 20-foot public sewer easement from proposed Street A to Cordon Road SE. In order to ensure the proposed development will be adequately served with sewer infrastructure, the following conditions of approval shall apply:

**Condition 18:** Construct a *Salem Wastewater Management Master Plan* identified sewer main on the subject property and dedicate an easement for the main in accordance with the Public Works Design Standards (PWDS).

**Condition 19:** Extend public sewer mains in the new internal streets to serve the development pursuant to the Public Works Design Standards (PWDS).

**Condition 20:** To serve upstream parcels, the applicant shall dedicate a minimum 20-foot-wide public sewer easement from proposed "Street A" to Cordon Road SE pursuant to the Public Works Design Standards (PWDS).

The applicant submitted a preliminary stormwater design that does not appear to meet current Public Works Design Standards. The tentative design shows stormwater facilities in the existing public water easement, which is not permitted. In addition, a private stormwater detention control structure design was submitted that does not meet the PWDS. It is not clear from the information submitted whether or not the proposed design complies with SRC Chapter 71 and the PWDS. Lack of design elements at this stage may require modification to the land use decision once a complete design is reviewed. In order to ensure the provision of adequate stormwater infrastructure to serve the proposed development, the following condition of approval shall apply:

**Condition 21:** Design and construct a storm drainage system at the time of development in compliance with Salem Revised Code (SRC) Chapter 71 and the Public Works Design Standards (PWDS).

The proposed development is not served by a City park. The Comprehensive Parks System Master Plan shows two future Neighborhood Parks (NP 23 or 24) planned to serve the area. A temporary access fee (TAF) may be provided in lieu of parks dedication pursuant to SRC 200.080. The TAF amount is 15.6 percent of the Parks SDC based on the following analysis:

- Pursuant to the SDC Eligible Projects (309) List, the total SDC costs for neighborhood park acquisition are estimated to be \$31,525,420, where the total Parks SDC costs for all eligible expenditures are estimated to be \$201,740,010.
- The ratio of neighborhood park acquisition among all Parks SDC expenditures is \$31,525,420 divided by \$201,740,010 or 15.6 percent.
- The temporary access fee for neighborhood park acquisition is equal to the ratio of neighborhood park acquisition among all Parks SDC expenditures, which equals 15.6 percent of the Parks SDCs due for the development. The parks TAF shall be paid at time of final plat and shall not be credited at time of building permit.

In order to the proposed development is adequately served by park facilities, the following condition of approval shall apply:

**Condition 22:** As a condition of the proposed 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 (NP 23 or 24) facility or equivalent; or
- b) Pay a temporary access fee of 15.6 percent of the Parks SDCs generated by the proposed residential uses.

The proposed development, as conditioned, satisfies this approval criterion.

#### 14. Analysis of Class 1 Design Review Approval Criteria

Pursuant to SRC 702.005(a), multiple family developments of thirteen or more dwelling units require Class 1 Design Review according to the multiple family design review standards of SRC 702.020.

Salem Revised Code (SRC) 225.005(e)(1) sets forth the criteria that must be met before approval can be granted to an application for Class 1 Design Review. Pursuant to SRC 225.005(e)(1), an application for a Class 1 Design Review shall be approved if all of the applicable design review standards are met.

Because the proposed development includes 396 dwelling units, the proposal is subject to applicable multiple family design review standards of SRC 702.020.

The following subsections are organized with the multiple family design review standard shown in ***bold italic***, followed by findings evaluating the proposal for conformance with the design review standard. Lack of compliance with the following design review standards is grounds for denial of the Class 1 Design Review application, or for the issuance of conditions of approval to ensure the multiple family design review standards are met.

##### ***SRC 702.020(a) – Open Space Standards.***

***(1) To encourage the preservation of natural open 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 in 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 subject property totals approximately 23.3 acres (1,014,948 square feet) in size. Based on the size of the subject property, the proposed development is required to include a minimum of 304,484 square feet of permanently reserved open space. As shown on the open space plan submitted by the applicant, the proposed development includes a total of 523,967 square feet of open space (51.6% of the gross site area). The proposed development meets this standard.

- (A) To ensure usable open space that is of sufficient size, at least one common open space area shall be provided that meets the size and dimension standards set forth in Table 702-3.**

**Finding:** Based on the number of proposed dwelling units included with the development, the 174 dwelling units within Area 1 of the site require at least one common open space to be provided that is a minimum of 3,000 square feet in size with a minimum horizontal dimension of 25 feet, and the 222 dwellings units within Area 2 of the site require at least one common open space to be provided that is a minimum of 3,750 square feet in size, with a minimum horizontal dimension of 25 feet.

As shown on the open space plan (**Attachment C**), Area 1 includes a recreation/play area that is approximately 13,353 square feet in size and Area 2 includes a recreation/play area that is approximately 5,942 square feet in size for that portion of the open space area that has a horizontal dimension of 25 feet or more.

The proposed open space areas included within the development exceed minimum size requirements, have a minimum horizontal dimension of at least 25 feet, and are not located on land with slopes greater than 25 percent. The proposed development meets this standard.

- (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 topography of the site is generally flat. As such, there are no areas of the site with slopes that exceed 25 percent and no open space areas on the site have slopes greater than 25 percent. The proposed development meets this standard.

- (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:** As shown on the site plan and the floor plans for the proposed dwelling units, all of the dwelling units within the development include private open space. All of the proposed ground floor patios have dimensions of at least 6 feet and all are at least 96 square feet in size. Similarly, all of the proposed upper floor balconies have dimensions of at least 6 feet and all are at least 48 square feet in size. The proposed development meets this standard.

- (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:** As shown on the site plan and the floors plans for the proposed dwelling units, all of the proposed dwelling units include private open space in the form of ground floor patios and upper floor balconies the conform to the size and dimension standards set forth in Table 702-4. Each of the private open space areas is located contiguous to the dwelling unit they serve and all are accessible from the dwelling unit through a doorway. The proposed development meets this standard.

- (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:** As identified on the proposed open space plan, the development exceeds minimum open space requirements without the 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 public 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:** As identified on the proposed open space plan, the development exceeds minimum open space requirements without the need to utilize this standard.

**SRC 702.020(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 subject property totals approximately 23.3 acres (1,014,948 square feet) in size. Based on the size of the subject property, a minimum of 508 trees are required to be planted or preserved. As shown on the tree plan and the landscape plan submitted by the applicant, 36 existing trees located in the northwestern portion of the site are proposed to be preserved and a total of 277 trees are proposed to be planted. The overall total number of trees on the property is therefore 313, which falls 195 trees short of the minimum number of trees required under this standard.

In order to ensure the proposed development conforms this this design review standard, the following condition of approval shall apply:

**Condition 23:** Additional trees shall be planted on the subject property to equal a minimum of one tree for every 2,000 square feet of gross site area.

As shown on the landscape plans, there are a total of 27 Leyland Cypress trees proposed to be planted throughout the development. Leyland Cypress, however, do not perform well over the long-term, significant weaknesses - especially under wind and snow loads, and are not on the City's approved street tree list. In order to ensure the trees planted within the development are durable, suitable to Salem, and able to contribute to the City's long-term healthy tree canopy, the following additional condition of approval recommended by the Planning Commission shall apply:

**Condition 34:** The Leyland Cypress trees identified on the landscape plan shall be replaced with evergreen species on the City's approved street tree list.

The proposed development, as recommended to be conditioned, meets this standard.

**(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. Chainlink fencing with slats shall be not allowed to satisfy this standard.**

**Finding:** The subject property abuts RS zoned property within both the City and Marion County to the north. This design review standard is therefore applicable to the proposed development.

In review of the proposed site plan and landscape plan, there are areas along the northern property line of the subject property where the site abuts RS zoned property to the north where the minimum required one tree for every 30 linear feet is not provided. In addition, the plans also do not identify a minimum 6-foot-tall decorative sight-obscuring fence as being provided between the subject property and the abutting RS zoned properties to the north.

In order to ensure the proposed development provides landscaping and screening as required by this design review standard to buffer the proposed development from the abutting RS zoned properties within the City and Marion County to the north, the following condition of approval shall apply:

**Condition 24:** Along those portions of the northern property line of the subject property which abut RS zoned property within the City and Marion County to the north, landscaping and screening shall be provided in conformance with the following standards:

- a) A minimum of one tree, not less than 1.5 inches in caliper, shall be provided for every 30 linear feet of abutting property width; and
- b) A minimum six-foot tall, decorative, sight-obscuring fence or wall shall be provided. 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. Chainlink fencing with slats shall be not allowed to satisfy this standard.

The proposed development, as conditioned, meets this standard.

**(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:** As shown on the landscape plans, shrubs are arranged around each building on site, including at the primary entryways to each building. The proposed development conforms to this standard.

**(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:** In review of the landscaping plans, not all buildings within the proposed development include trees planted around their perimeter which meet the minimum number of plant units required by this design review standard. The proposed buildings that do not include the minimum number of required trees around their perimeter include Buildings 2, 3, 5, 9, 10, 12, 14, 15, 18, 21, 22, 23, 24, 27, 29, 31, 33, 34, 35, and 36. In order to ensure the development includes trees located around all proposed buildings in conformance with this design review standard, the following condition of approval shall



apply:

**Condition 25:** New trees shall be planted, or existing trees shall be preserved, around all buildings within the development 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.

The proposed development, as conditioned, meets this standard.

**(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:** As shown on the landscape plans, shrubs are proposed to be planted around the perimeter of all buildings in conformance with the planting density required by this design standard. The proposed development meets this standard.

**(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:** As shown on the landscape plans, landscaping in the form of shrubs is provided around ground level private open space areas to screen them from abutting common open space areas. The proposed development meets this standard.

**(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:** As shown on the landscape plans, the development includes a minimum nine-foot-wide planter bay at a spacing of not more than one bay for every twelve parking spaces. A minimum of one canopy tree is also provided within each proposed planter bay in conformance with this design review standard.

A majority of the off-street parking areas within the development do not, however, include the minimum required one canopy tree planted along every 50 feet of the perimeter of the parking area. In order to ensure canopy trees are planted around the perimeter of the off-street parking areas within the development in conformance with this design review standard, the following condition of approval shall apply:

**Condition 26:** The off-street parking areas within the development shall include a minimum of one canopy planted along every 50 feet of the perimeter of the parking area. The trunks of the trees shall be located within ten feet of the edge of the parking area.

The proposed development, as conditioned, meets this standard.

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

**Finding:** Because the proposed development includes a total of 396 dwelling units it is exempt from the parking lot and vehicle use area landscaping requirements of SRC Chapter 806.

***SRC 702.020(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.***

**Finding:** As shown on the floor plans and building elevations for the proposed buildings, windows are provided in the habitable rooms of all buildings, other than bathrooms, on each wall that faces common open space, parking areas, and pedestrian paths with the exception of Buildings 1, 3, 4, 15, 16, 18, 25, 35, and 36. In order to ensure that windows are provided within all of the habitable rooms of these buildings in conformance this design review standard, the following condition of approval shall apply:

**Condition 27:** Buildings 1, 3, 4, 15, 16, 18, 25, 35, and 36 shall include windows in all habitable rooms, other than bathrooms, on each wall that faces common open space, parking areas, and pedestrian paths.

The proposed development, as conditioned, meets this standard.

***(2) Lighting shall be provided that illuminates all exterior dwelling unit entrances, parking areas, and pedestrian paths within the development to enhance visibility and resident safety.***

**Finding:** A lighting plan was not submitted by the applicant demonstrating how exterior dwelling unit entrances, parking areas, and pedestrian paths will be illuminated to enhance visibility and resident safety in conformance with this design review standard. In order to ensure that on-site lighting is provided within the development which conforms to this design review standard, the following condition of approval shall apply:

**Condition 28:** The proposed development shall include lighting which illuminates all exterior dwelling unit entrances, parking areas, and pedestrian paths within the development to enhance visibility and resident safety.

The proposed development, as conditioned, meets this standard.

***(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.***

**Finding:** The applicant's development plans show compliance with this standard. No fences, walls, or landscaping is proposed to be provided which would obstruct visibility of dwelling unit entrances from the street.

***(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 applicant's development plans indicate that landscaping is limited in height around common open space, parking areas, and entryways to encourage visual surveillance of these areas.

***SRC 702.020(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:** As shown on the site plan and landscape plans, the off-street parking areas included within the development are physically and visually separated with landscape planter bays a minimum of nine feet in width in order to ensure that there are no continuous pavement surfaces greater than 6,700 square feet in size. The proposed development meets 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:** With the exception of the off-street parking area located between Building 29 and the proposed cul-de-sac turnaround of Seattle Slew Drive SE to the west, the off-street parking areas within the development have been designed so they are either located behind or to the side of buildings or structures in conformance with this design review standard.

Because a proposed off-street parking area is located between Building 29 and an adjacent street, the applicant has requested a Class 2 Adjustment to this design review standard. Analysis of the Class 2 Adjustment request and findings demonstrating conformance with the Class 2 Adjustment approval criteria are included in Section 15 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 RS zoned properties to the north but because the topography of the site is generally flat, there are no areas adjacent to these RS zoned properties where the site is located uphill from them with a slope that is 15 percent or greater. This standard is therefore not applicable to the proposed development.

- (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:** As shown on the site plan, the proposed development includes a network of pedestrian pathways which connect to and between buildings, common open space, and parking areas, and which connect the development to the public sidewalks along adjacent streets. The proposed development meets this standard.

**SRC 702.020(e) – Façade and Building Design.**

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

**Finding:** As shown on the floor plans and elevations for the proposed buildings, none have a dimension that is greater than 150 feet. The proposed development meets this standard.

- (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. 702.020(b)(2)(B) is increased to eight feet tall.**

**Finding:** The subject property abuts RS zoned properties in the City and Marion County to the north. The proposed development is therefore subject to this design review standard which requires buildings adjacent to RA and RS zoned properties to be setback according to the increased setback requirements included under Table 702-5, which bases the minimum required setback on the height of the proposed building. Pursuant to Table 702-5, building two or more stories in height are required to be setback a minimum of 1-foot for each 1-foot of building height, but in no case can the

minimum required setback be less than 20 feet.

The buildings included within the development that are located closest to the abutting RS zoned properties to the north include Buildings 6, 7, 8, and 29. As shown on the elevation drawings for these buildings, each is 34 feet in height. Based on the setback requirements of Table 702-5, the minimum required setback for these buildings from the abutting RS zoned property is therefore 34 feet.

As shown on the site plan, each of these buildings is setback 34 feet from the abutting RS zoned property to the north. The proposed development meets this 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:** The subject property abuts RS zoned properties in the City and Marion County to the north. The buildings within the development that include balconies located on building facades that face the abutting RS zoned properties, and are not otherwise separated from them by a street, include Buildings 7, 8, 27, and 28.

As shown on the elevation drawings for these buildings, the balconies for these units are not fully sight-obscuring. In order to ensure that the balconies provided for Buildings 7, 8, 27, and 28 meet the opacity requirements of this design review standard, the following condition of approval shall apply:

**Condition 29:** The proposed balconies for Buildings 7, 8, 27, and 28 shall have fully sight-obscuring railings.

The proposed development, as conditioned, meets this standard.

**(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 a Class 2 Adjustment to this design review standard to allow less than 40 percent of the buildable width of the street frontages of the property adjacent to Cordon Road SE, proposed A Street, and the proposed cul-de-sac turnaround of Seattle Slew Drive SE.

Analysis of the Class 2 Adjustment request and findings demonstrating conformance with the Class 2 Adjustment approval criteria are included in Section 15 of this report.

**(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 an architecturally defined primary building entrance facing that street, with direct pedestrian access to adjacent sidewalks.***

**Finding:** The applicant has requested a Class 2 Adjustment to this design review standard to allow the proposed buildings within the development located within 25 feet of proposed A Street and Cordon Road to be developed without an architecturally defined primary entrance facing the street with direct pedestrian access to adjacent sidewalks. Analysis of the Class 2 Adjustment request is included in Section 15 of this report.

- (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:** As illustrated on the proposed building elevations, the shared porches/entry areas for the ground floor units within the development conform to this design review standard. No more than four ground level dwelling units include a shared entry, and all ground level dwelling unit shared entries are differentiated with gabled projecting porch-like entries. The proposed development meets 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:** None of the proposed buildings within the development have roof mounted mechanical equipment. This standard is therefore not applicable to the proposed development.

- (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. (See Figure 702-4)**

**Finding:** As shown on the building elevations, none of the buildings within the proposed development have an uninterrupted horizontal roof line greater than 100 feet in length with the exception of Buildings 2, 9, 11, 14, 20, 22, 32, 33, and 34. The uninterrupted horizontal roofline length of these buildings is approximately 108 feet, which exceeds the maximum allowed 100-foot length without either a difference in elevation of at least four feet in height or a cross gable or dormer a minimum of four feet in length.

In order to ensure that these proposed building conform to this design review standard, the following condition of approval shall apply:

- Condition 30:** The roof lines of Buildings 2, 9, 11, 14, 20, 22, 32, 33, and 34 shall be reconfigured to not exceed a horizontal length of 100 feet without providing either differences in elevation of at least for feet in height or a cross gable or dormer that is a minimum of four feet in length.

The proposed development, as conditioned, meets 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:** As shown on the site plan and proposed building elevations, the buildings included within the development incorporate offsets throughout each floor of the buildings vertical face to break up the appearance of building bulk. Offsets provided provide are at least four feet in depth and at least six feet in width. The proposed development meets 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:** As shown on the proposed building elevations, the ground floors of all buildings within the development are distinguished from the upper floors through the utilization of a horizontal trim boards. The proposed development meets this standard.

## **15. Analysis of Class 2 Adjustment Approval Criteria**

Salem Revised Code (SRC) 250.005(d)(2) sets forth the following criteria that must be met before approval can be granted to an application for a Class 2 Adjustment. The following subsections are organized with approval criteria shown in **bold italic**, followed by findings of fact upon which the decision is based. Lack of compliance with the following criteria is grounds for denial or for the issuance of conditions of approval to satisfy the criteria.

**SRC 250.005(d)(2)(A): The purpose underlying the specific development standard proposed for adjustment is:**

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

**Finding:** The applicant has requested three Class 2 Adjustments in conjunction with the proposed development. The adjustments include:

- a) Allow parking to be located between Building 29 and the proposed cul-de-sac of Seattle Slew Drive SE (SRC 702.020(d)(2));

- b) Allowing less than 40 percent of the buildable width of the street frontage of the subject property adjacent to Cordon Road SE, proposed A Street, and the cul-de-sac of Seattle Slew Drive SE to be occupied by buildings placed at the setback line (SRC 702.020(e)(4));
- c) Allow ground-level dwelling units located within 25 feet of the property line abutting a street to be developed without an architecturally defined primary building entrance facing the street (SRC 702.020(e)(5));

**Off-Street Parking Location (SRC 702.020(d)(2)):**

The applicant has requested a Class 2 Adjustment to SRC 702.020(d)(2), which requires off-street parking areas for multiple family developments to be behind or beside buildings and to not be located between a building or structure and a street.

The underlying purpose of this standard is to ensure that a pedestrian-friendly environment is created along streets where the public right-of-way is framed by buildings and active space rather than vehicles and large expanses of pavement.

In the case of the proposed development, Building 29 is located between proposed A Street, which extends through the site to connect Whitaker Drive SE to Clydesdale Drive SE, and the cul-de-sac turnaround at the proposed terminus of Seattle Slew Drive SE. Due to the relatively short distance between A Street and the cul-de-sac turnaround of Seattle Slew Drive, it would generally be difficult to locate another building to the west of Building 29 and the parking and still meet applicable development standards. Because Seattle Slew Drive is not intended to be a principle means of access to the development, the siting of Building 29 in proximity to A Street with the parking area located behind the building to the west better meets the underlying purpose of the standard to promote an inviting and pedestrian-friendly environment along A Street, which is the more significant street. This approval criterion is met.

**Buildable Width (SRC 702.020(e)(4)):**

The applicant has requested a Class 2 Adjustment to SRC 702.040(e)(4), which requires buildings to occupy a minimum of 40 percent of the buildable width of each street frontage of a lot.

As shown on the site plan submitted by the applicant, there are three streets within and abutting the proposed development where the buildable width design review standard of SRC 702.040(e)(4) applies. The streets include A Street, which is a new street proposed to be extended through the property to connect between Whitaker Drive SE and Clydesdale Drive SE; Cordon Road SE, which is an existing street abutting the property to the south; and Seattle Slew Drive SE, which is an existing street proposed to be extended a short distance into the property from the north in order to provide a cul-de-sac turnaround.

As indicated in the written statement provided by the applicant (**Attachment F**), the proposed development does not provide a minimum of 40 percent of the buildable width of the property's Cordon Road, A Street, and Seattle Slew Drive with buildings located at the IC zone's minimum 5-foot setback line. The applicant explains that this is in part due to a



minimum required 10-foot-wide public utility easement (PUE) being required along the street frontages of the property and in the case of Cordon Road SE, the higher volume of traffic on that street and the need to accommodate a stormwater detention facility for storm drainage in the eastern corner of the site adjacent to Cordon Road which further reduces the amount of land area available along the Cordon road frontage for building placement.

The underlying purpose of the buildable width standard is to provide a pedestrian-friendly development pattern with buildings located close to the sidewalks with convenient pedestrian access and to enhance visual interest and activity along the street.

The written statement provided by the applicant indicates that the underlying purpose of this standard is equally or better by the proposed development through buildings still being setback relatively close to the street. The applicant further explains that the proposed development will include additional landscape areas throughout the site along with pedestrian paths/sidewalks and visually appealing buildings, all of which help to create a pedestrian friendly environment along the streets.

Staff concurs with the findings included in the applicant's written statement. Although the street frontages of the development will not include a minimum of 40 percent their widths with building placed at the 5-foot setback line of the IC zone, the proposed buildings will, however, as identified on the site plan, occupy at least 40 percent or more of the buildable width of the Cordon Road and A Street frontages of the property with buildings setback a slightly greater distance of around 20 feet, which is consistent with what is required for buildable width within the RM-II (Multiple Family Residential) zone. As illustrated on the site plan, the proposed development will result in approximately 56 percent of the south and west frontage of A Street with buildings placed at the slightly greater proposed setback line; approximately 56 of the north and east A Street frontage; and approximately 45 percent of the Cordon Road frontage. Due to the three-story height of the proposed buildings and their spacing along the street, they will still continue to provide a sense of framing or enclosing the public street right-of-way width buildings in order to promote a more urban aesthetic and attractive and pedestrian friendly environment along the streets.

In regard to the buildable width associated with the proposed cul-de-sac turnaround of Seattle Slew Drive SE. This street is not intended to be a primary means of access to the site. As such, the proposed buildings are more appropriately setback closer to the frontage of proposed A Street to the east in order to emphasize that street as the more urban and pedestrian-friendly environment. This approval criterion is met.

**Ground Floor Dwelling Units Entrances Facing the Street (702.020(e)(5)):**

The applicant has requested a Class 2 Adjustment to allow the ground floor dwelling units in Buildings 1, 2, 3, 4, 5, 6, 11, 29, 32, 33, 34, 35, and 36 located with 25 feet of proposed A Street and the ground floor dwelling units Buildings 17, 18, and 19 located within 25 feet of Cordon Road to be developed without an architecturally defined primary building entrance facing the street

The purpose of this standard is to orient the primary building entrances of ground floor dwellings units to the street when units are located in close proximity to the street. As

shown on the building floor plans and elevations, because the rear back patio and balcony areas of the dwelling units are located closest to the street, the proposed building designs give the appearance that one is approaching the rear more private side of the dwelling units within the building rather than the more formal and forward facing front entrance. In addition, because the ground floor units facing the street do not include architectural definition to delineate them, the entrances into the dwelling units give the further appearance that they are not the intended primary building entrance which is counter to the underlying purpose of this design review standard.

Because the proposed development does not equally or better meet the underlying purpose of this design review standard, this Class 2 Adjustment request is denied and the following condition of approval shall be placed on the Class 1 Design Review approval:

**Condition 31:** 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 an architecturally defined primary building entrance facing that street, with direct pedestrian access to adjacent sidewalks.

***SRC 250.005(d)(2)(B): If located within a residential zone, the proposed development will not detract from the livability or appearance of the residential area.***

**Finding:** The subject property is located within the IC (Industrial Commercial) zone. The IC zone is not a residential zone. This approval criterion is therefore not applicable to the proposed development.

***SRC 250.005(d)(2)(C): If more than one adjustment has been requested, the cumulative effect of all the adjustments result in a project which is still consistent with the overall purpose of the zone.***

**Finding:** A total of three Class 2 Adjustments have been requested in conjunction with the proposed development. The requested adjustments concern deviations from specific design review standards applicable to the development which alter the appearance of the proposed multiple family development, but not in a manner which results in impacts on surrounding properties or a development pattern that is inconsistent with the overall purpose of the IC zone.

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. As such, the following condition of approval shall apply:

**Condition 32:** The adjusted development standards 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 Unified Development Code, unless adjusted through a future land use action.

The proposed development, as conditioned, satisfies this approval criterion.

## 16. Analysis of Class 2 Driveway Approach Permit Approval Criteria

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

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

**Finding:** The proposed development includes a total of four driveway approaches onto the internal local streets within the development. Three of the driveway approaches are from proposed A Street and the fourth driveway approach is from the proposed cul-de-sac turnaround at the terminus of Seattle Slew Drive SE.

The Public Works Department reviewed the proposed driveway approaches for conformance with the requirements of SRC Chapter 804 and provided comments indicating that the proposed driveway approaches meet the standards of SRC Chapter 804 and the Public Works Design Standards. This approval criterion is met.

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

**Finding:** The Public Works Department reviewed the proposal and determined that no site conditions exist prohibiting the location of the proposed driveway approaches. This approval criterion is met.

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

**Finding:** The subject property is served by Whitaker Drive SE, Clydesdale Drive SE, and Seattle Slew Drive SE, all of which are local streets under the City's Transportation System Plan (TSP). Cordon Road SE, a Parkway street under the City's TSP, abuts the property to the south. As shown on the site plan, the four proposed driveway approaches are from the local streets within the development and no vehicular access is proposed to be taken from Cordon Road. Because no driveway approaches are proposed onto an arterial street, the proposed development meets this approval criterion.

***SRC 804.025(d)(4): The proposed driveway approach, where possible:***

***(A) Is shared with an adjacent property; or***

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

**Finding:** The proposed driveway approaches take access to the lowest classification of street abutting the subject property. This approval criterion is met.

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

**Finding:** The proposed driveway approaches meet the PWDS vision clearance standards set forth in SRC chapter 805.

***SRC 804.025(d)(6): The proposed driveway approach does not create traffic hazards and provides for safe turning movements and access.***

**Finding:** The Public Works Department reviewed the proposed driveway approaches for conformance with the requirements of SRC Chapter 804 and indicated that no evidence has been submitted to indicate that the proposed driveways will create traffic hazards or unsafe turning movements. Additionally, staff analysis of the proposed driveways indicates that they will not create a traffic hazard and will provide for safe turning movements for access to the subject property. This approval criterion is met.

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

**Finding:** The Public Works Department reviewed the proposed driveway approaches and indicated that staff analysis of the proposed driveway approaches and the evidence that has been submitted indicate that the location of the proposed driveway approaches will not have any adverse impacts to the adjacent properties or streets. This approval criterion is met.

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

**Finding:** The Public Works Department reviewed the proposed driveway approaches and provided comments indicating that the proposed driveway approaches are located onto local streets and do not create a significant impact to adjacent streets and intersections. This approval criterion is met.

***SRC 804.025(d)(9): The proposed driveway approach balances the adverse impacts to residentially zoned property and the functionality of adjacent streets.***

**Finding:** The proposed development abuts residentially zoned property to the north and east and a State highway and Parkway street to the west and south. The proposed driveway approaches are taken from the lowest classification street abutting the subject property. The driveways balance the adverse impacts to residentially zoned property and will not have an adverse effect on the functionality of the adjacent streets. This approval criterion is met.

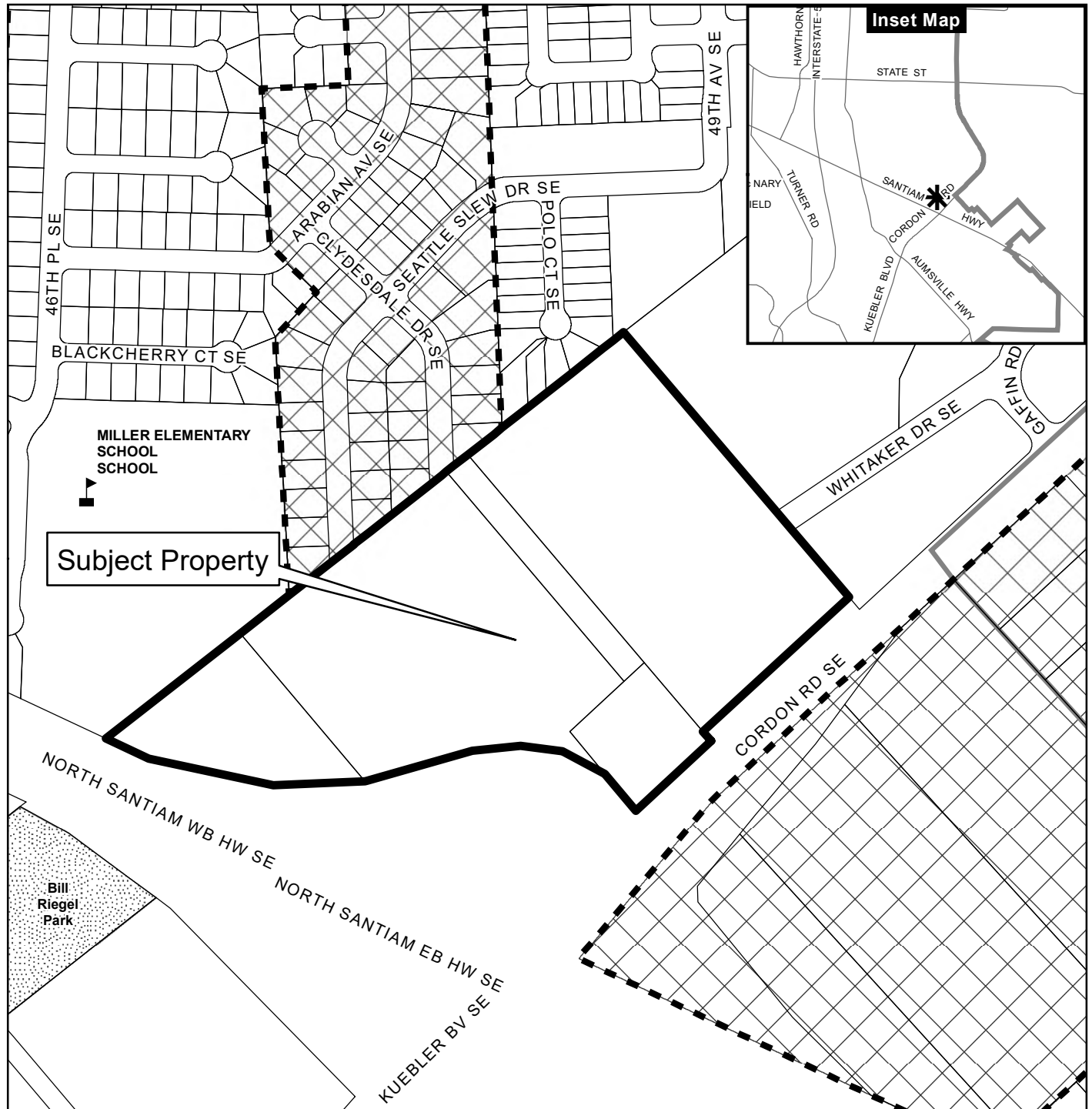
**Attachments:**

- A. Vicinity Map, Comprehensive Plan Map and Zoning Map
- B. Existing Conditions Plan
- C. Site Plans
- D. Landscaping Plans
- E. Building Elevations

- F. Applicant's Written Statement
- G. Public Comments
- H. City of Salem Public Works Department Comments
- I. Salem-Keizer School District Comments
- J. Cherriots Comments
- K. Oregon Department of Transportation Comments

Prepared by Bryce Bishop, Planner III

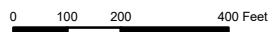
# Vicinity Map 1851 Cordon Road SE



Subject Property

**Legend**

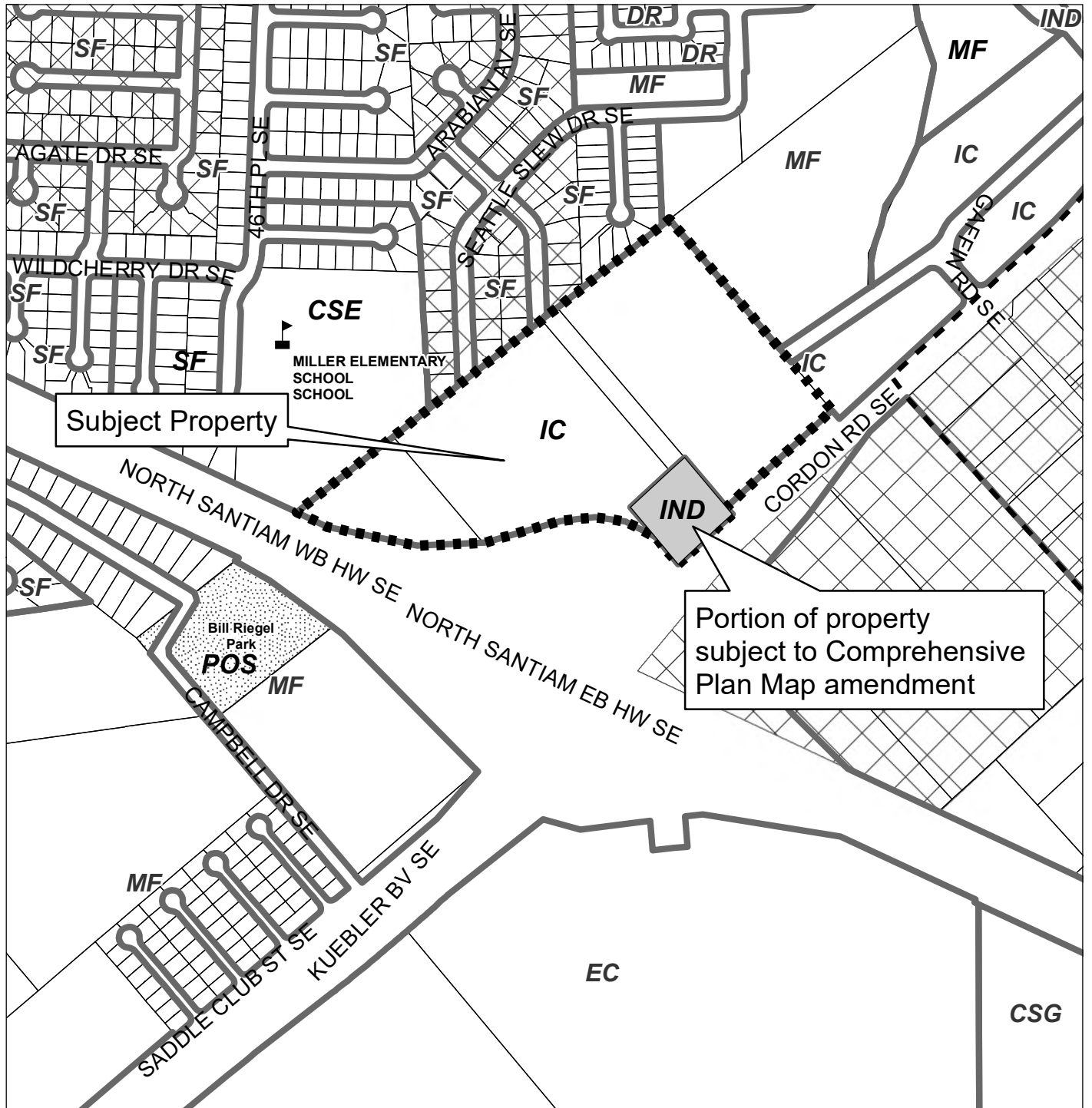
- Taxlots
- Urban Growth Boundary
- City Limits
- Outside Salem City Limits
- Historic District
- Schools
- Parks



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# Comprehensive Plan Map

(Proposed Comprehensive Plan Map Amendment:  
Industrial to Industrial Commercial)



## Legend

- Comprehensive Plan
- Urban Growth Boundary
- Outside Salem City Limits
- Taxlots
- Parks
- Schools

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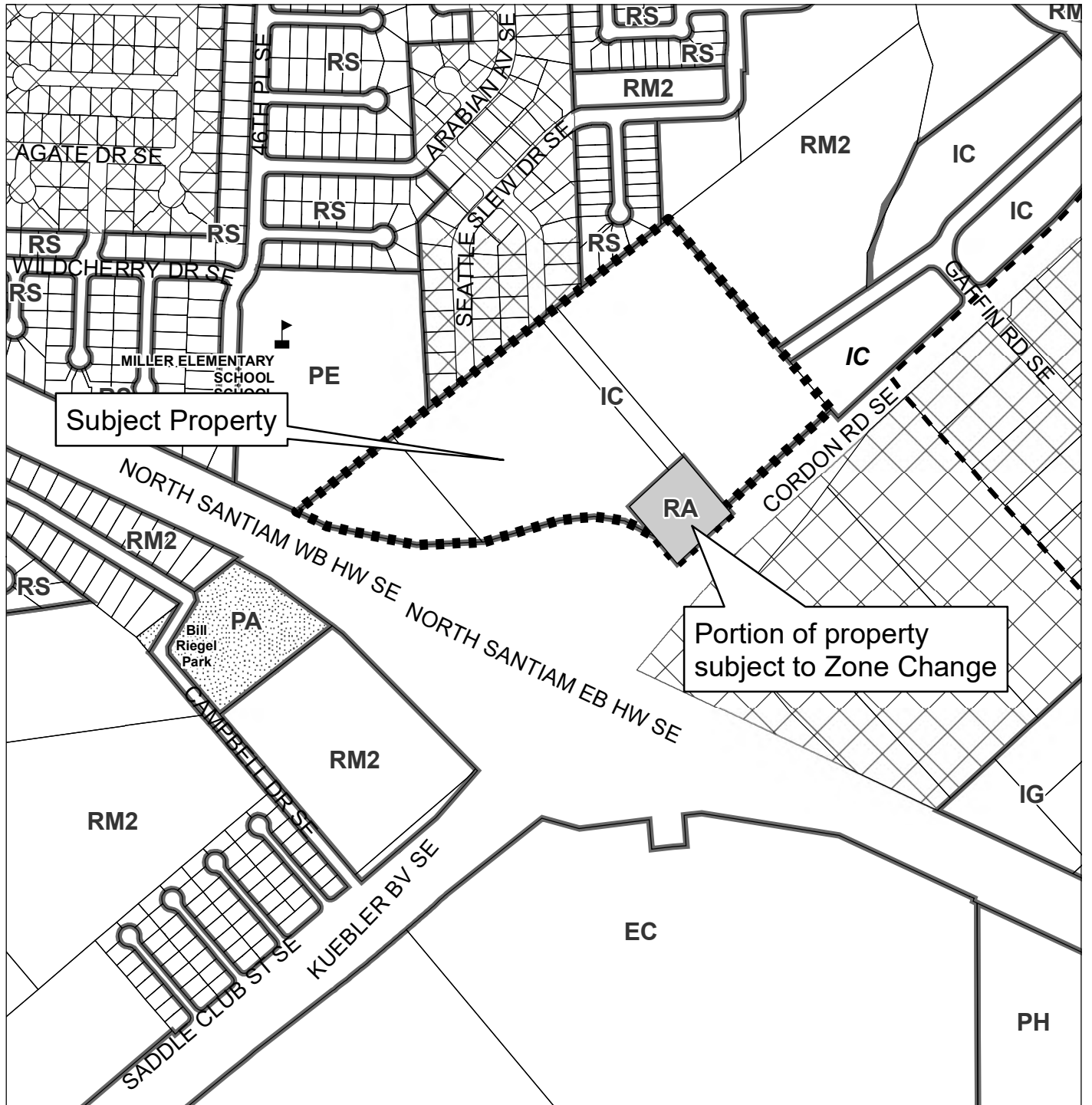
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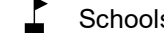
CITY OF *Salem*  
AT YOUR SERVICE  
Community Development Dept.

# Zoning Map

(Proposed Zone Change:  
RA (Residential Agriculture) to IC (Industrial Commercial))



## Legend

-  Comprehensive Plan
-  Urban Growth Boundary
-  Outside Salem City Limits
-  Taxlots
-  Parks
-  Schools

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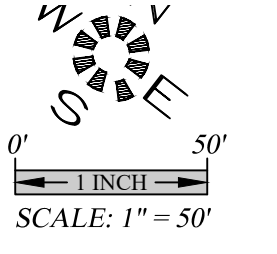
0 50 100 200 Feet



CITY OF *Salem*  
AT YOUR SERVICE  
Community Development Dept.



# Attachment B



**MU**  
**ENGINEERING**  
 1155 13th St. S.E.  
 PH: (509) 363-9227  
 www.mtengineering.net



## EXISTING CONDITIONS PLAN

## HAWK'S RIDGE APARTMENTS PH. 3

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.

7314 SDR2-2022  
 Design: M.D.G.  
 Drawn: A.R.T.  
 Checked: B.M.G.  
 Date: SEPT. 2021  
 Scale: AS SHOWN



EXPIRES 06-30-2023  
 JOB # 7314

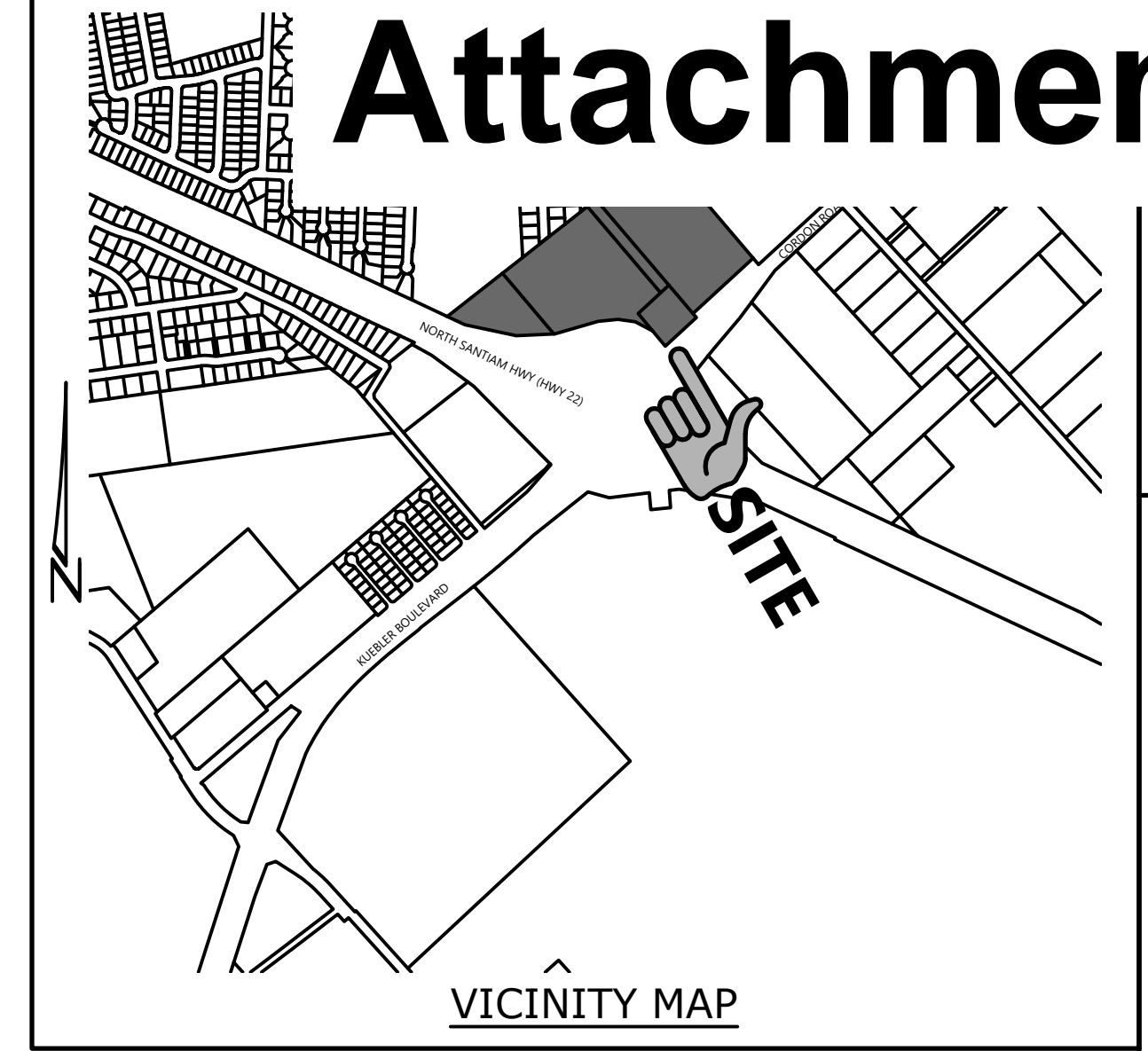
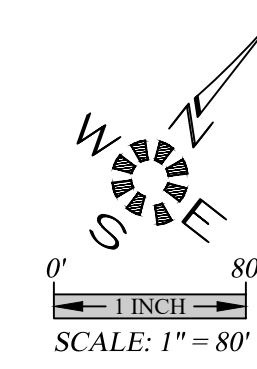
## SDR2

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# HAWK'S RIDGE APARTMENTS PH. 3

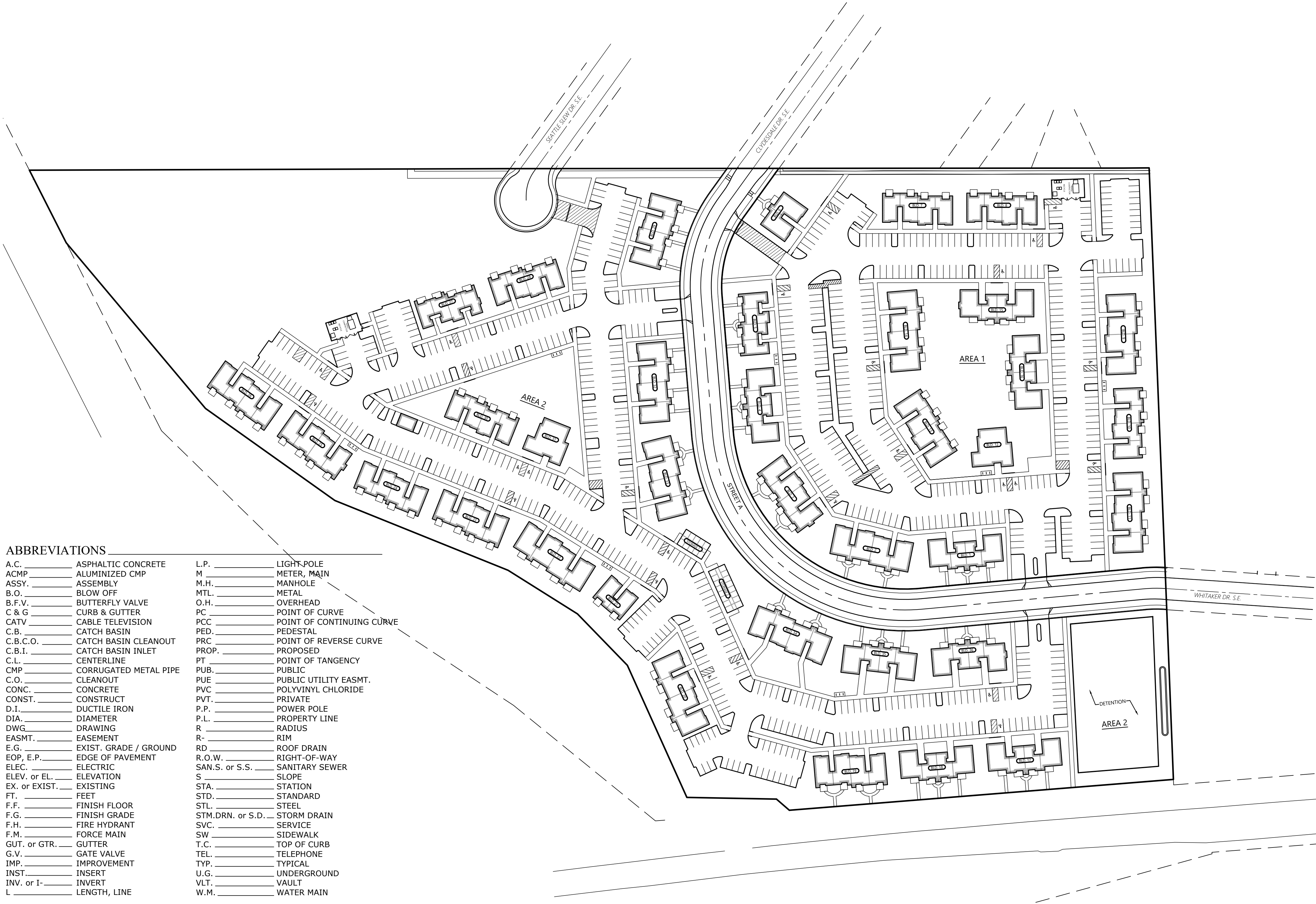
SEC. 5, T. 8 S., R. 2 W., W.M.  
CITY OF SALEM  
MARION COUNTY, OREGON

# Attachment C



MU  
ENGINEERING  
1155 13th St., S.E.  
Ph. (503) 383-9927  
www.mueengineering.com

COVER SHEET



T.B.M. 100.00  
THIS IS THE DESCRIPTION & LOCATION OF THE T.B.M. ELEVATION MARKER.  
THIS IS THE DESCRIPTION & LOCATION OF THE NEAREST B.M. ELEVATION MARKER WITH THE ELEVATION OF THAT B.M.

Owner / Developer:  
**KCH ENTERPRISES, LLC**  
10355 LIBERTY ROAD S  
SALEM, OREGON 97306

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

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

SHEET INDEX	
SDR1 COVER SHEET	
SDR2 EXISTING CONDITIONS PLAN	
SDR3 SITE PLAN	
SDR4 OPEN SPACE PLAN	
SDR5 GRADING PLAN	
SDR6 PRIVATE STORM DRAIN PLAN	
SDR7 PRIVATE SANITARY SEWER PLAN	
SDR8 PRIVATE DOMESTIC WATER PLAN	
SDR9 PRIVATE FIRE SERVICE PLAN	
L1.1 SCHEMATIC LANDSCAPE PLAN	
<b>BUILDING 1 (TYPE "D" UNITS)</b>	<b>BUILDING 5 (TYPES "C" &amp; "E" UNITS)</b>
A1.3 LOWER FLOOR PLAN	A5.3 LOWER FLOOR PLAN
A1.4 MIDDLE & UPPER FLOOR PLAN	A5.4 MIDDLE FLOOR PLAN
A1.8 BUILDING ELEVATIONS	A5.5 UPPER FLOOR PLAN
	A5.9 BUILDING ELEVATIONS
<b>BUILDING 2 (TYPES "A" &amp; "B" UNITS)</b>	<b>BUILDING 6 (TYPES "A" &amp; "B" UNITS)</b>
A2.3 LOWER FLOOR PLAN	A6.3 LOWER FLOOR PLAN
A2.4 UPPER FLOOR PLAN	A6.4 MIDDLE & UPPER FLOOR PLAN
A2.8 BUILDING ELEVATIONS	A6.8 BUILDING ELEVATIONS
<b>BUILDING 3 (TYPE "D" UNITS)</b>	<b>BUILDING 7 (TYPES "C" UNITS)</b>
A3.3 LOWER FLOOR PLAN	A8.3 LOWER FLOOR PLAN
A3.4 MIDDLE & UPPER FLOOR PLAN	A8.4 MIDDLE FLOOR PLAN
A3.8 BUILDING ELEVATIONS	A8.5 UPPER FLOOR PLAN
	A8.9 BUILDING ELEVATIONS
<b>BUILDING 4 (TYPES "A" &amp; "B" UNITS)</b>	<b>BUILDING 8 (RECREATION BUILDING)</b>
A4.3 LOWER FLOOR PLAN	A7.3 LOWER FLOOR PLAN
A4.4 MIDDLE & UPPER FLOOR PLAN	A7.6 BUILDING ELEVATIONS
A4.8 BUILDING ELEVATIONS	

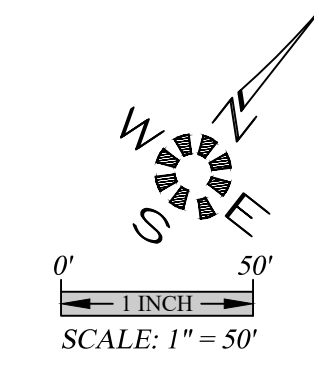
HAWK'S RIDGE APARTMENTS  
PH. 3

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.

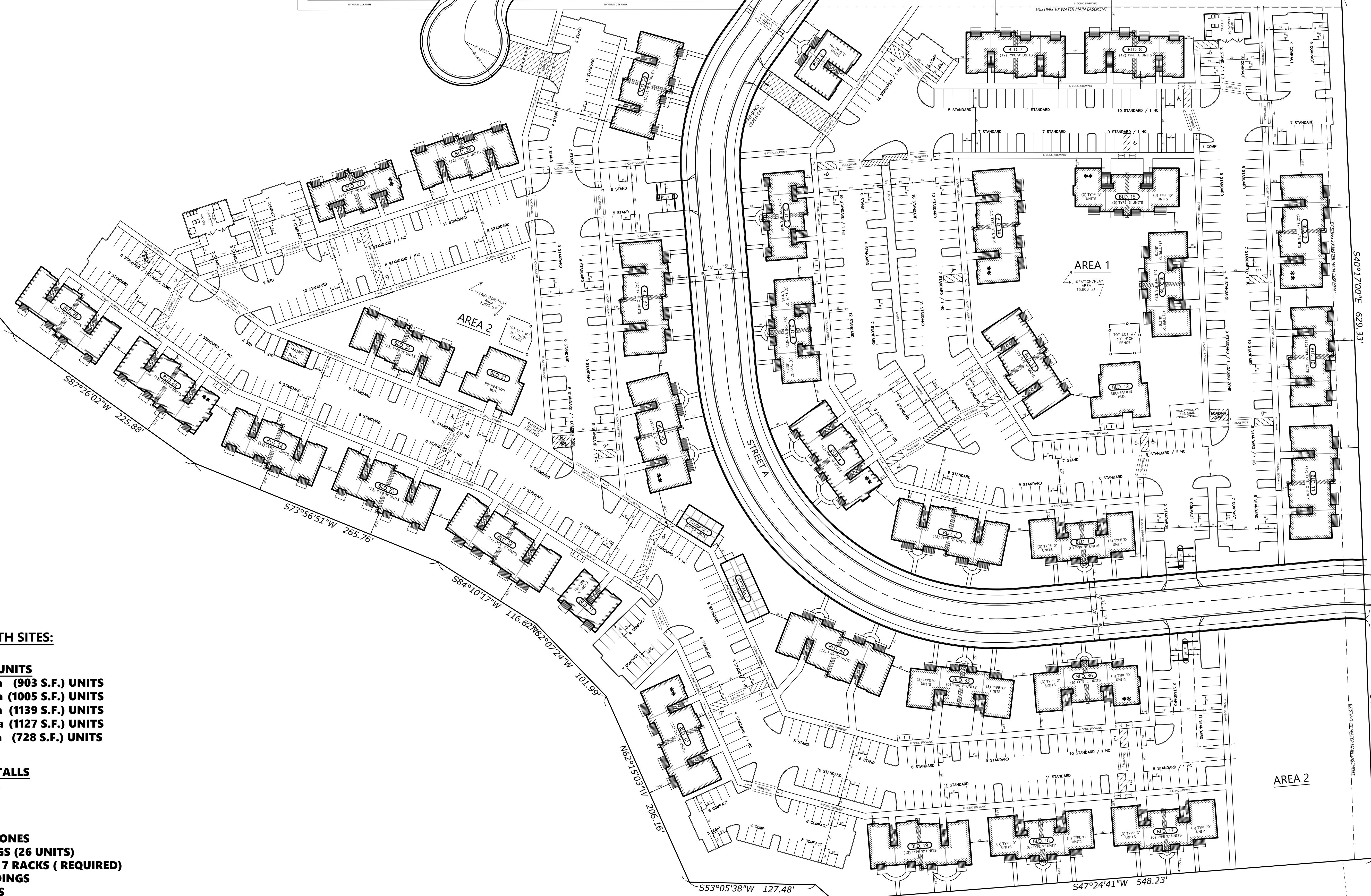
73149 - 08/11/2021  
Design: M.D.G.  
Drawn: A.R.T.  
Checked: B.M.G.  
Date: SEPT. 2021  
Scale: AS SHOWN



JOB # 7314  
**SDR1**



N51°48'59"E 683.73'      N51°56'32"E 531.00'      N51°57'20"E 341.77'      N51°35'59"E 36.69'



**OVERALL SITE PLAN**

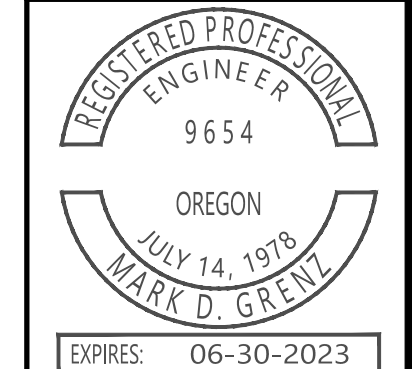
**HAWK'S RIDGE APARTMENTS  
 PH. 3**

**OVERALL TOTAL OF BOTH SITES:**

- 396 TOTAL APARTMENT UNITS**
- 78 TYPE "A" 2-Bd, 1-Ba (903 S.F.) UNITS**
- 84 TYPE "B" 2-Bd, 2-Ba (1005 S.F.) UNITS**
- 114 TYPE "C" 2-Bd, 2-Ba (1139 S.F.) UNITS**
- 48 TYPE "D" 3-Bd, 2-Ba (1127 S.F.) UNITS**
- 72 TYPE "E" 1-Bd, 1-Ba (728 S.F.) UNITS**
  
- 775 TOTAL PARKING STALLS**
- 641 STANDARD STALLS**
- 108 COMPACT STALLS**
- 26 HANDICAP STALLS**
  
- 3 12'x20' LOADING ZONES**
- 2 STORAGE BUILDINGS (26 UNITS)**
- 42 BICYCLE SPACES IN 7 RACKS (REQUIRED)**
- 2 RECREATION BUILDINGS**
- 2 RECREATION AREAS**
- 1 MAINTENANCE BUILDING**
- 2 TRASH COMPACTOR / RECYCLE**
- 2 U.S. MAIL BOX AREA**
- 3 KEY GATE ENTRY'S**
- 1 WATER QUALITY AREA**

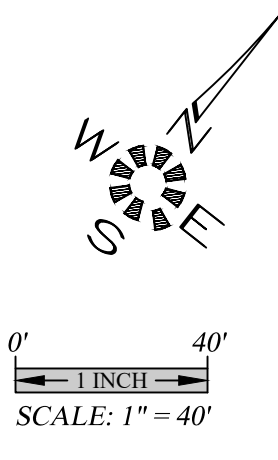
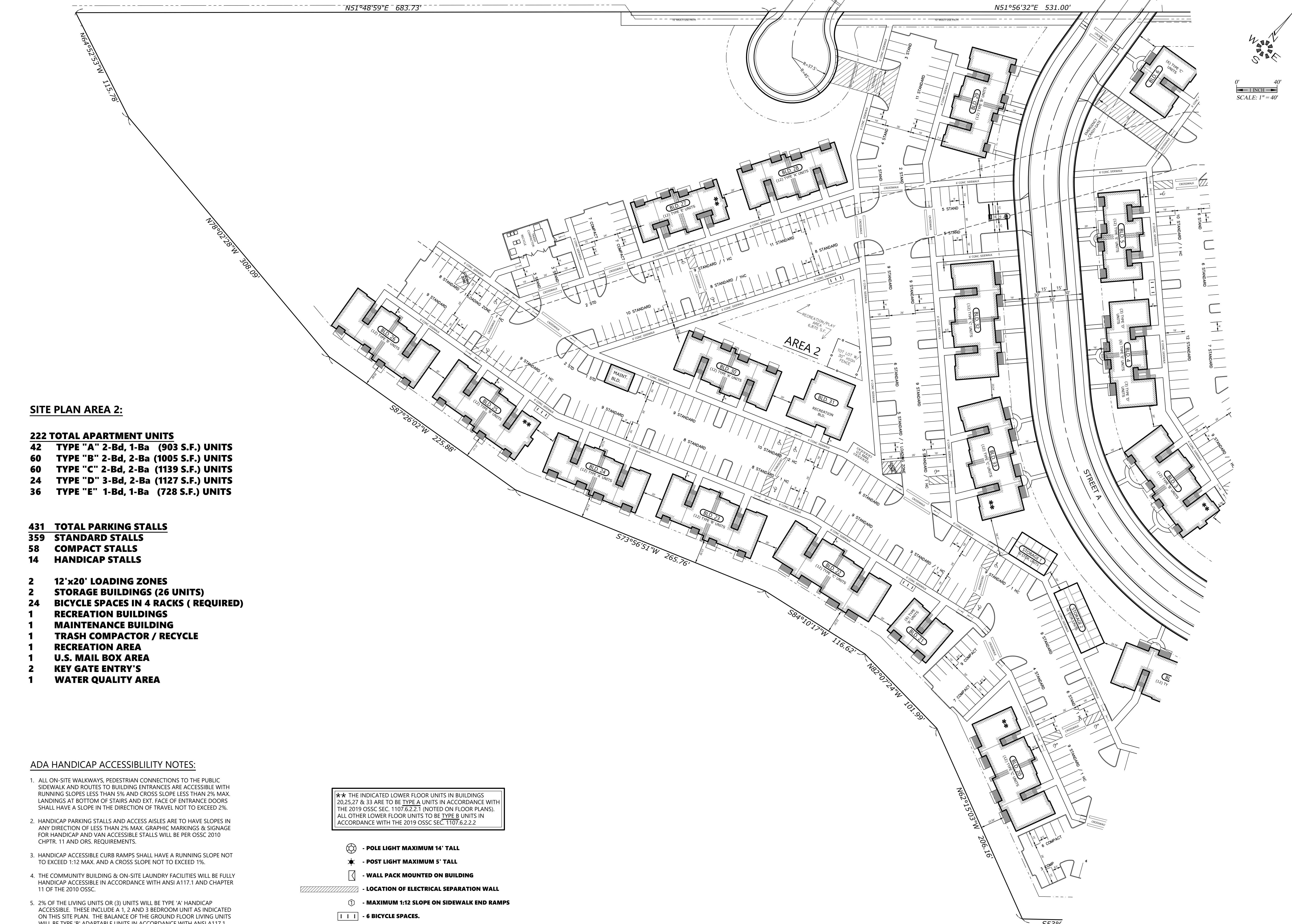
NO CHANGES, MODIFICATIONS  
 OR REPRODUCTIONS TO BE  
 MADE TO THESE DRAWINGS  
 WITHOUT WRITTEN  
 AUTHORIZATION FROM THE  
 DESIGN ENGINEER.  
 DIMENSIONS & NOTES TAKE  
 PRECEDENCE OVER  
 GRAPHICAL REPRESENTATION.

73149 - 5043-SITE  
 Design: M.D.G.  
 Drawn: A.R.T.  
 Checked: B.M.G.  
 Date: SEPT. 2021  
 Scale: AS SHOWN



EXPIRES: 06-30-2023  
 JOB # 7314

**SDR3**



**SITE PLAN AREA 2:**

- 222 TOTAL APARTMENT UNITS**
- 42 TYPE "A" 2-Bd, 1-Ba (903 S.F.) UNITS
  - 60 TYPE "B" 2-Bd, 2-Ba (1005 S.F.) UNITS
  - 60 TYPE "C" 2-Bd, 2-Ba (1139 S.F.) UNITS
  - 24 TYPE "D" 3-Bd, 2-Ba (1127 S.F.) UNITS
  - 36 TYPE "E" 1-Bd, 1-Ba (728 S.F.) UNITS

- 431 TOTAL PARKING STALLS**
- 359 STANDARD STALLS
  - 58 COMPACT STALLS
  - 14 HANDICAP STALLS

- 2 12'x20' LOADING ZONES
- 2 STORAGE BUILDINGS (26 UNITS)
- 24 BICYCLE SPACES IN 4 RACKS (REQUIRED)
- 1 RECREATION BUILDINGS
- 1 MAINTENANCE BUILDING
- 1 TRASH COMPACTOR / RECYCLE
- 1 RECREATION AREA
- 1 U.S. MAIL BOX AREA
- 2 KEY GATE ENTRY'S
- 1 WATER QUALITY AREA

**ADA HANDICAP ACCESSIBILITY NOTES:**

1. 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%.
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.
3. HANDICAP ACCESSIBLE CURB RAMP SHALL HAVE A RUNNING SLOPE NOT TO EXCEED 1:12 MAX. AND A CROSS SLOPE NOT TO EXCEED 1%.
4. 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.
5. 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 20,25,27 & 33 ARE TO BE TYPE A UNITS IN ACCORDANCE WITH THE 2019 OSSC SEC. 1107.6.2.2.1 (NOTED ON FLOOR PLANS). ALL OTHER LOWER FLOOR UNITS TO BE TYPE B UNITS IN ACCORDANCE WITH THE 2019 OSSC SEC. 1107.6.2.2.2

- POLE LIGHT MAXIMUM 14' TALL
- POST LIGHT MAXIMUM 5' TALL
- WALL PACK MOUNTED ON BUILDING
- LOCATION OF ELECTRICAL SEPARATION WALL
- MAXIMUM 1:12 SLOPE ON SIDEWALK END RAMPS
- 6 BICYCLE SPACES.

**SITE PLAN AREA 2**

**HAWK'S RIDGE APARTMENTS  
 PH. 3**

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.

73149 - 3048-SITE  
 Design: M.D.G.  
 Drawn: A.R.T.  
 Checked: B.M.G.  
 Date: SEPT. 2021  
 Scale: AS SHOWN



**SITE PLAN AREA 1:**

- 174 TOTAL APARTMENT UNITS**
- 36 TYPE "A" 2-Bd, 1-Ba (903 S.F.) UNITS**
- 24 TYPE "B" 2-Bd, 2-Ba (1005 S.F.) UNITS**
- 54 TYPE "C" 2-Bd, 2-Ba (1139 S.F.) UNITS**
- 24 TYPE "D" 3-Bd, 2-Ba (1127 S.F.) UNITS**
- 36 TYPE "E" 1-Bd, 1-Ba (728 S.F.) UNITS**
  
- 344 TOTAL PARKING STALLS**
- 282 STANDARD STALLS**
- 50 COMPACT STALLS**
- 12 HANDICAP STALLS**
  
- 1 12'x20' LOADING ZONE**
- 18 BICYCLE SPACES IN 3 RACKS (REQUIRED)**
- 1 RECREATION BUILDINGS**
- 1 TRASH COMPACTOR / RECYCLE REC. AREAS**
- 1 U.S. MAIL BOX AREA**
- 1 KEY GATE ENTRY'S**

**SITE PLAN AREA 2:**

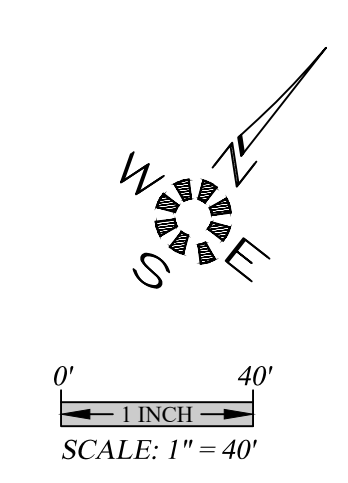
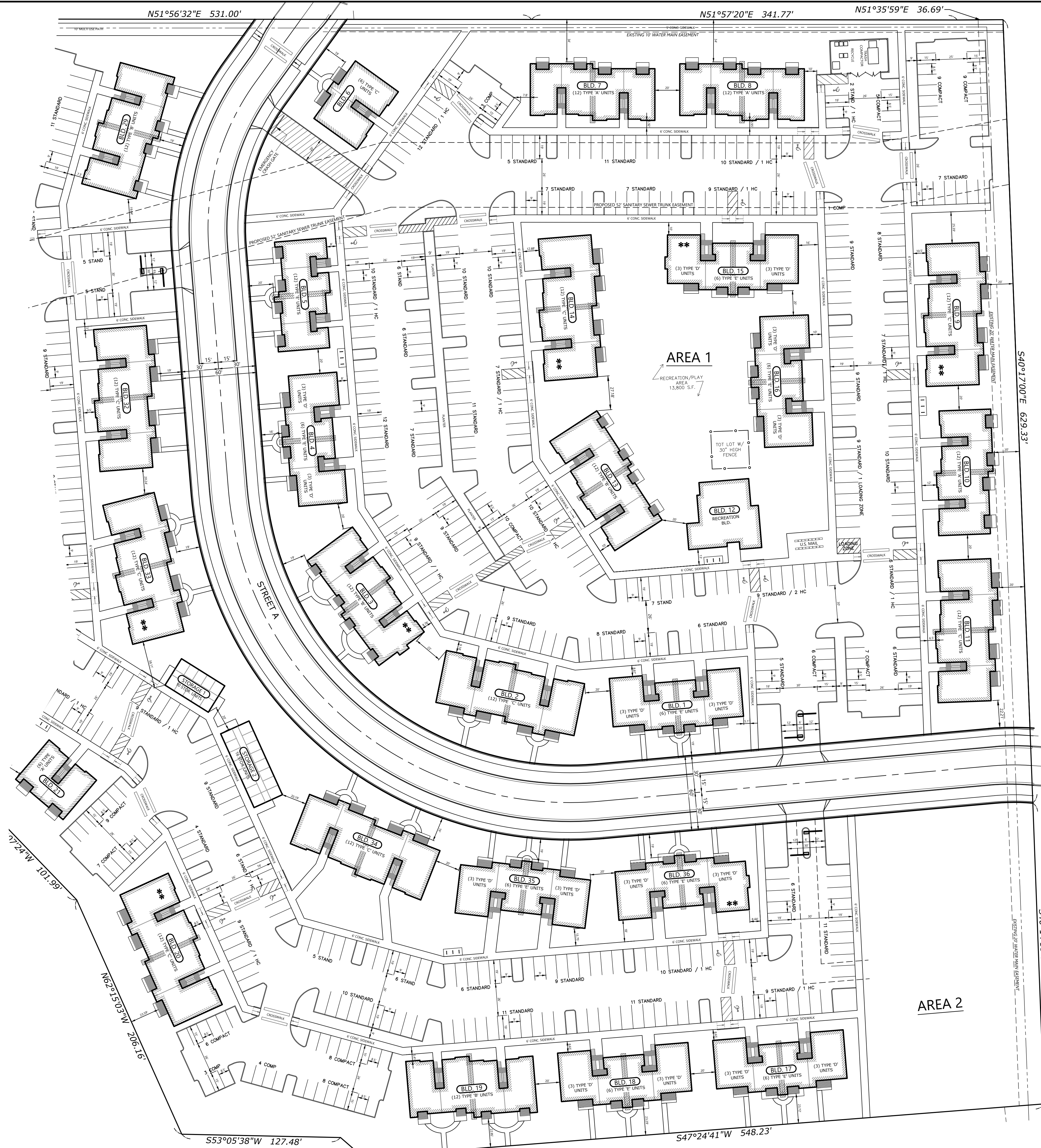
- 222 TOTAL APARTMENT UNITS**
- 42 TYPE "A" 2-Bd, 1-Ba (903 S.F.) UNITS**
- 60 TYPE "B" 2-Bd, 2-Ba (1005 S.F.) UNITS**
- 60 TYPE "C" 2-Bd, 2-Ba (1139 S.F.) UNITS**
- 24 TYPE "D" 3-Bd, 2-Ba (1127 S.F.) UNITS**
- 36 TYPE "E" 1-Bd, 1-Ba (728 S.F.) UNITS**
  
- 431 TOTAL PARKING STALLS**
- 359 STANDARD STALLS**
- 58 COMPACT STALLS**
- 14 HANDICAP STALLS**
  
- 2 12'x20' LOADING ZONES**
- 2 STORAGE BUILDINGS (26 UNITS)**
- 24 BICYCLE SPACES IN 4 RACKS (REQUIRED)**
- 1 RECREATION BUILDINGS**
- 1 MAINTENANCE BUILDING**
- 1 TRASH COMPACTOR / RECYCLE REC. AREAS**
- 1 U.S. MAIL BOX AREA**
- 2 KEY GATE ENTRY'S**
- 1 WATER QUALITY AREA**

★ ★ THE INDICATED LOWER FLOOR UNITS IN BUILDINGS 3, 9, 14, 15 & 36 ARE TO BE TYPE A UNITS IN ACCORDANCE WITH THE 2019 OSSC SEC. 1107.6.2.2.1 (NOTED ON FLOOR PLANS). ALL OTHER LOWER FLOOR UNITS TO BE TYPE B UNITS IN ACCORDANCE WITH THE 2019 OSSC SEC. 1107.6.2.2.2

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

**ADA HANDICAP ACCESSIBILITY NOTES:**

1. 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%.
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.
3. HANDICAP ACCESSIBLE CURB RAMPS SHALL HAVE A RUNNING SLOPE NOT TO EXCEED 1:12 MAX. AND A CROSS SLOPE NOT TO EXCEED 1%.
4. 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.
5. 2% OF THE LIVING UNITS OR (3) UNITS WILL BE TYPE 'A' HANDICAP ACCESSIBLE. THESE INCLUDE A 1, 2 AND 3 BEDROOM UNITS 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.



**MULTI/TECH**  
 ENGINEERING SERVICES, INC.  
 1155 13TH ST., S.E. SALEM, OR. 97302  
 PH. (503) 385-9227 FAX (503) 384-1280  
 www.multitechinc.com email: info@multitechinc.com

**SITE PLAN AREAS 1 & 2**

**HAWK'S RIDGE APARTMENTS  
 PH. 3**

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: A.R.T.  
 Checked: B.M.G.  
 Date: SEPT. 2021  
 Scale: AS SHOWN

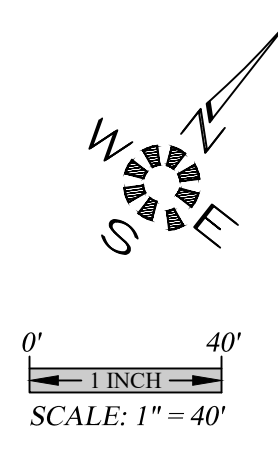
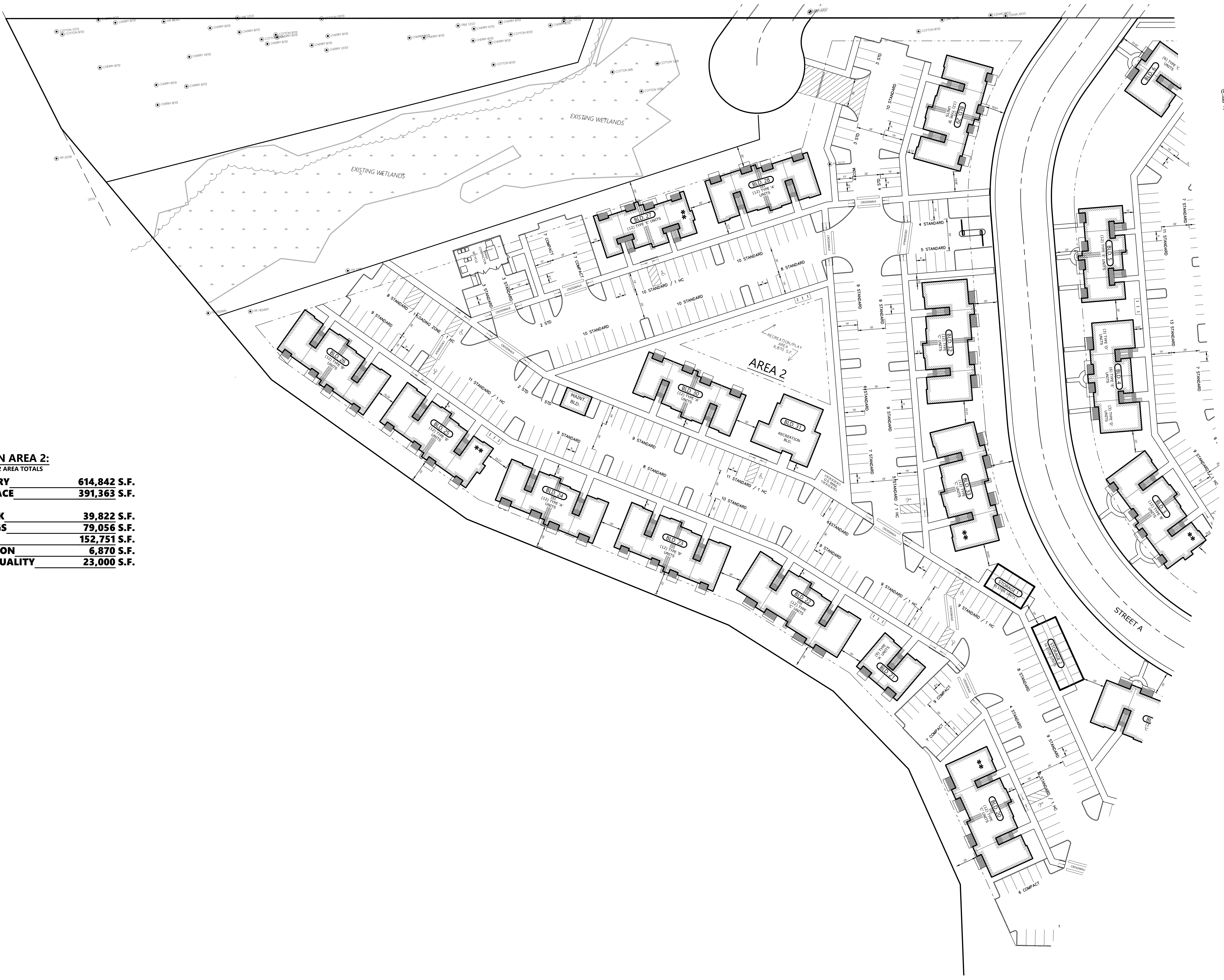


JOB # 7314

**SDR4**

**SITE PLAN AREA 2:**  
\* ENTIRE SITE 2 AREA TOTALS

<b>BOUNDARY</b>	<b>614,842 S.F.</b>
<b>OPEN SPACE</b>	<b>391,363 S.F.</b>
<b>SIDEWALK</b>	<b>39,822 S.F.</b>
<b>BUILDINGS</b>	<b>79,056 S.F.</b>
<b>PARKING</b>	<b>152,751 S.F.</b>
<b>RECREATION</b>	<b>6,870 S.F.</b>
<b>WATER QUALITY</b>	<b>23,000 S.F.</b>



**OPEN SPACE  
AREA SITE 2**

**HAWK'S RIDGE APARTMENTS  
PH. 3**

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

7319 SB11-05  
Design: M.D.G.  
Drawn: A.R.T.  
Checked: B.M.G.  
Date: SEPT. 2021  
Scale: AS SHOWN



EXPRES 06-30-2023  
JOB # 7314

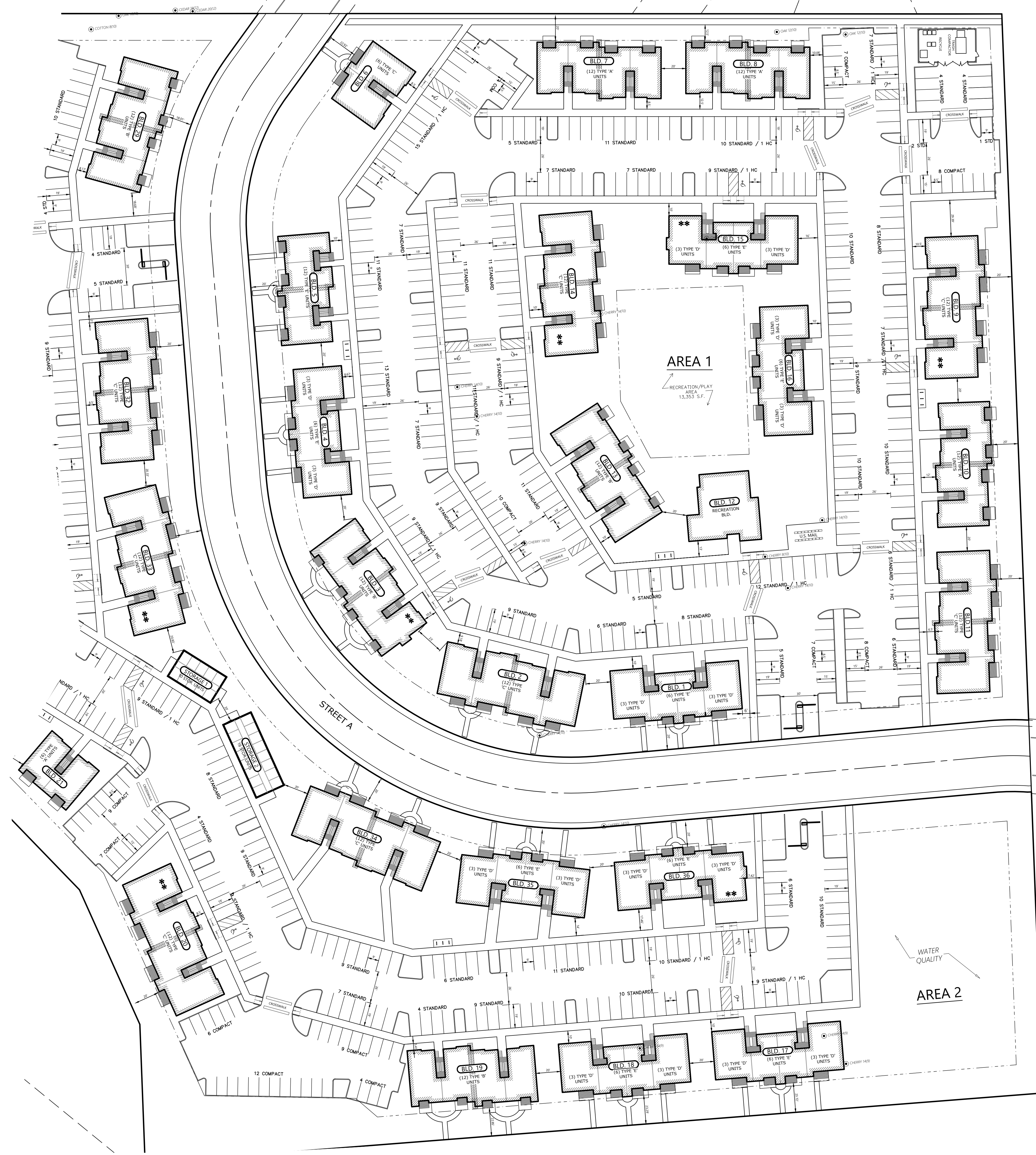
J:\7314\7314-Hawk's Ridge\SDR11.dwg (2021/09/20) 2:05:38 PM A:rtok

**SITE PLAN AREA 1:**

<b>BOUNDARY</b>	<b>343,482 S.F.</b>
<b>OPEN SPACE</b>	<b>132,604 S.F.</b>
<b>SIDEWALK</b>	<b>28,901 S.F.</b>
<b>BUILDINGS</b>	<b>59,772 S.F.</b>
<b>PARKING</b>	<b>122,205 S.F.</b>
<b>RECREATION</b>	<b>13,353 S.F.</b>

**SITE PLAN AREA 2:**

<b>* ENTIRE SITE 2 AREA TOTALS</b>	
<b>BOUNDARY</b>	<b>614,842 S.F.</b>
<b>OPEN SPACE</b>	<b>391,363 S.F.</b>
<b>SIDEWALK</b>	<b>39,822 S.F.</b>
<b>BUILDINGS</b>	<b>79,056 S.F.</b>
<b>PARKING</b>	<b>152,751 S.F.</b>
<b>RECREATION</b>	<b>6,870 S.F.</b>
<b>WATER QUALITY</b>	<b>23,000 S.F.</b>



**MULTI/TECH**  
 ENGINEERING SERVICES, INC.  
 11555 13th St., S.E. Salem, OR, 97302  
 PH: (503) 365-9227 FAX: (503) 364-1260  
 www.mtengineering.net office@mtengineering.net

**OPEN SPACE  
 AREA 1 & 2**

**HAWK'S RIDGE APARTMENTS  
 PH. 3**

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.

7319 SDR10-05  
 Design: M.D.G.  
 Drawn: A.R.T.  
 Checked: B.M.G.  
 Date: SEPT. 2021  
 Scale: AS SHOWN

REGISTERED PROFESSIONAL  
 ENGINEER  
 9654  
 OREGON  
 JULY 14, 1978  
 MARK D. GREIV  
 EXPIRES 06-30-2023

JOB # 7314

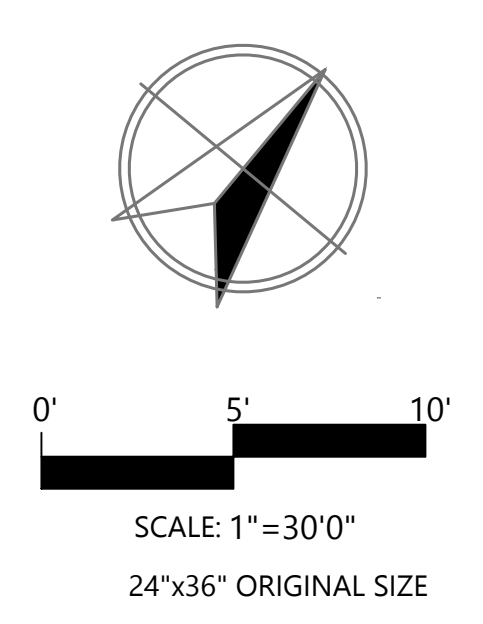
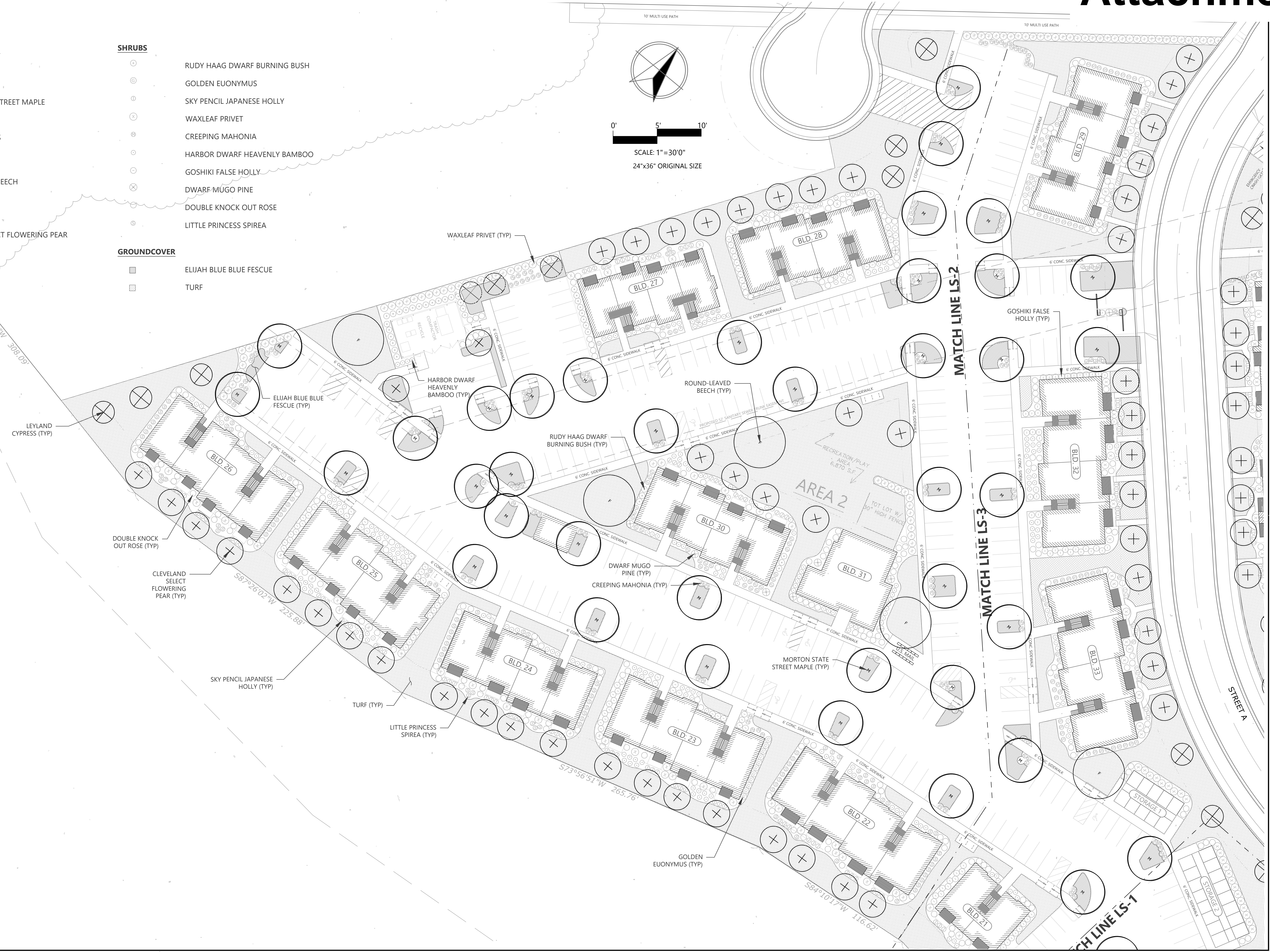
**SDR10**

I:\Projects\7314-Hawk's Ridge\Drawings\SDR10-05\_12\_29\_2021.dwg, 3/30/21 2:05:51 PM, A:rtok

# Attachment D

## PLANT KEY

SYMBOL	COMMON NAME	SHRUBS	COMMON NAME
<b>TREES</b>			
(M)	MORTON STATE STREET MAPLE	(G)	RUDY HAAG DWARF BURNING BUSH
(+)	LEYLAND CYPRESS	(E)	GOLDEN EUONYMUS
(F)	ROUND-LEAVED BEECH	(S)	SKY PENCIL JAPANESE HOLLY
(+)	CLEVELAND SELECT FLOWERING PEAR	(W)	WAXLEAF PRIVET
		(C)	CREeping MAHONIA
		(H)	HARBOR DWARF HEAVENLY BAMBOO
		(G)	GOSHIKI FALSE HOLLY
		(D)	DWARF MUGO PINE
		(K)	DOUBLE KNOCK OUT ROSE
		(L)	LITTLE PRINCESS SPIREA
		<b>GROUND COVER</b>	
		(E)	ELIJAH BLUE BLUE FESCUE
		(T)	TURF



ANDY REGON  
1/25/82  
PREP  
SCAPE ARCHITECT

LANDSCAPE ARCHITECTURE  
SITE PLANNING  
Andrew J. Leisinger, RLA  
Landscape Architect  
3295 Triangle Drive SE, STE. 105, Salem, Oregon 97302  
Phone: (503) 378-0200, Cell: (503) 580-2103, andy@leisingerdesigns.com



**HAWK'S RIDGE APARTMENTS PH. 3  
SCHEMATIC/DESIGN DEVELOPMENT**

JOB NO.	7314
DATE	06/25/22
DESIGN BY	AL/NP
CHECKED BY	AL
SHEET	LS-1





**PLANT KEY**

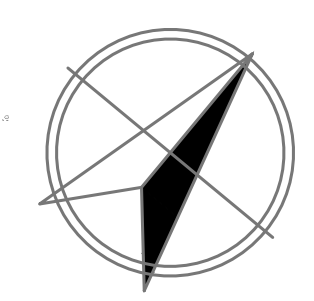
SYMBOL	COMMON NAME
	ROUND-LEAVED BEECH
	MORTON STATE STREET MAPLE
	LEYLAND CYPRESS

	ROUND-LEAVED BEECH
	CLEVELAND SELECT FLOWERING PEAR

SHRUBS	COMMON NAME
	RUDY HAAG DWARF BURNING BUSH
	GOLDEN EUONYMUS
	SKY PENCIL JAPANESE HOLLY
	WAXLEAF PRIVET
	CREeping MAHONIA
	HARBOR DWARF HEAVENLY BAMBOO

	GOSHIKI FALSE HOLLY
	DWARF MUGO PINE
	DOUBLE KNOCK OUT ROSE
	LITTLE PRINCESS SPIREA

GROUNDCOVER	COMMON NAME
	ELIJAH BLUE BLUE FESCUE
	TURF



0' 5' 10'  
SCALE: 1"=30'0"  
24"x36" ORIGINAL SIZE



**PLANT KEY**

SYMBOL	COMMON NAME	SYMBOL	COMMON NAME	SYMBOL	COMMON NAME
<b>TREES</b>					
(M)	MORTON STATE STREET MAPLE	(F)	ROUND-LEAVED BEECH	(X)	GOSHIKI FALSE HOLLY
(+)	LEYLAND CYPRESS	(+)	CLEVELAND SELECT FLOWERING PEAR	(P)	DWARF MUGO PINE
<b>SHRUBS</b>					
(R)	RUDY HAAG DWARF BURNING BUSH	(G)	GOLDEN EUONYMUS	(D)	DOUBLE KNOCK OUT ROSE
(S)	SKY PENCIL JAPANESE HOLLY	(W)	WAXLEAF PRIVET	(L)	LITTLE PRINCESS SPIREA
(C)	CREeping MAHONIA	(H)	HARBOR DWARF HEAVENLY BAMBOO	<b>GROUNDCOVER</b>	
(E)	ELIJAH BLUE BLUE FESCUE	(T)	TURF	(E)	ELIJAH BLUE BLUE FESCUE
SCALE: 1" = 30'0" 24"x36" ORIGINAL SIZE					

REGISTERED  
 LANDSCAPE ARCHITECT  
 78  
 Andrew J. Leisinger  
 OREGON  
 1/25/82  
**PRELIMINARY**

LANDSCAPE ARCHITECTURE  
 SITE PLANNING  
 Andrew J. Leisinger, RLA  
 Landscape Architect  
 3295 Triangle Drive SE, STE. 105, Salem, Oregon 97302  
 Phone: (503) 378-0200, Cell: (503) 580-2103, a.j.leisinger@leisingerdesigns.com



**HAWK'S RIDGE APARTMENTS PH. 3  
 SCHEMATIC/DESIGN DEVELOPMENT**

JOB NO. 7314  
 DATE 06/25/22  
 DESIGN BY AL/NP  
 CHECKED BY AL  
 SHEET **LS-2**

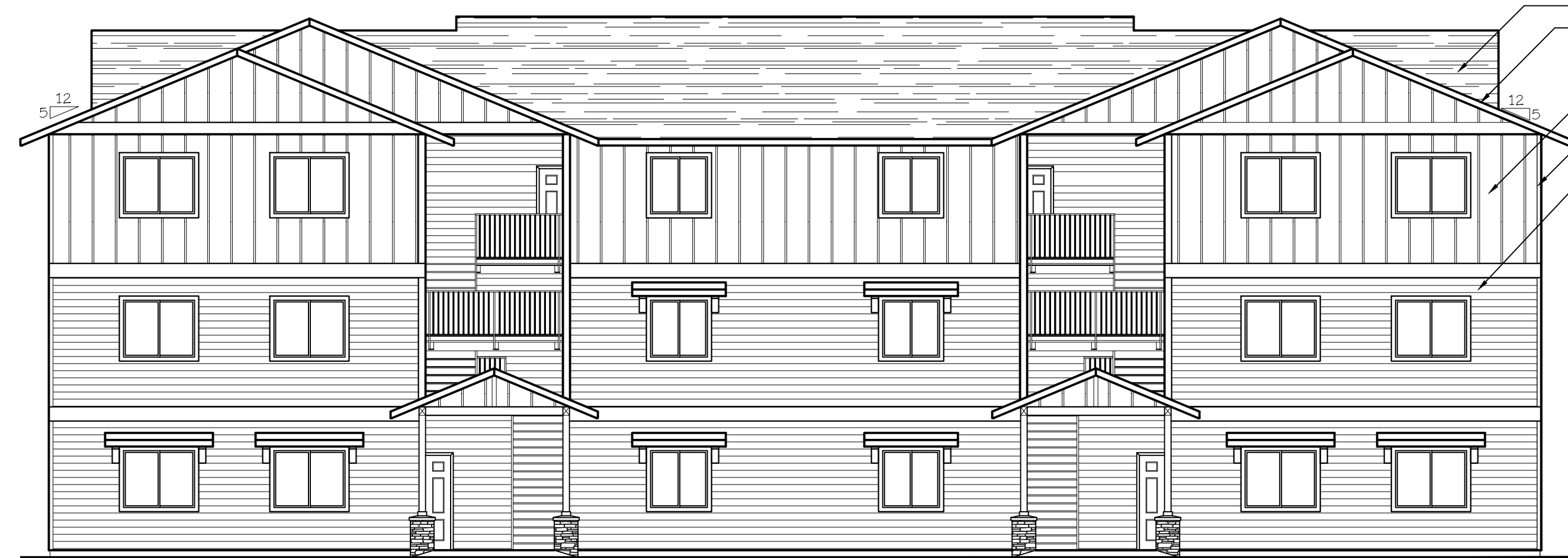
# Attachment E



WEST ELEVATION (BLD. 1.4.16.17.18.+35)  
SCALE: 1/8" = 1'-0"



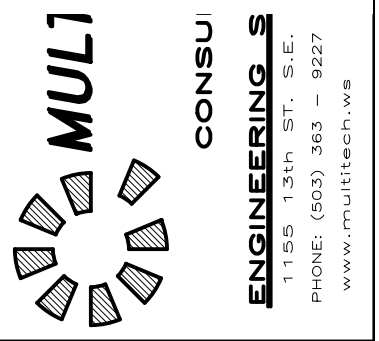
SOUTH ELEVATION (TYPE D UNITS)  
SCALE: 1/8" = 1'-0"  
(BLD. 1.4.16.17.18.+35)



EAST ELEVATION (BLD. 1.4.16.17.18.+35)  
SCALE: 1/8" = 1'-0"



NORTH ELEVATION (TYPE D UNITS)  
SCALE: 1/8" = 1'-0"  
(BLD. 1.4.16.17.18.+35)



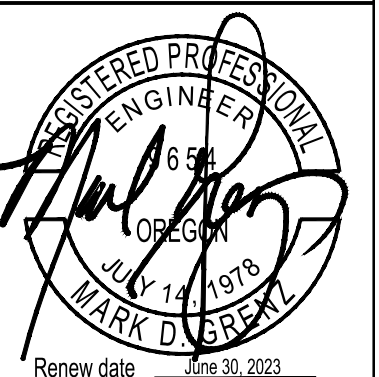
## BUILDING ELEVATIONS

## HAWK'S RIDGE APARTMENTS PH.3

NO CHANGES, MODIFICATIONS OR REVISIONS TO BE MADE TO THIS DRAWING WITHOUT THE AUTHORIZATION FROM THE DESIGN ENGINEER.  
DIMENSIONS & NOTES TAKE PRECEDENCE OVER GRAPHICAL REPRESENTATION.

DESIGN: P.L.M.  
DRAWN: G.L.D./A.R.T.  
CHECKED: M.D.G.  
DATE: Oct-21  
SCALE: AS SHOWN

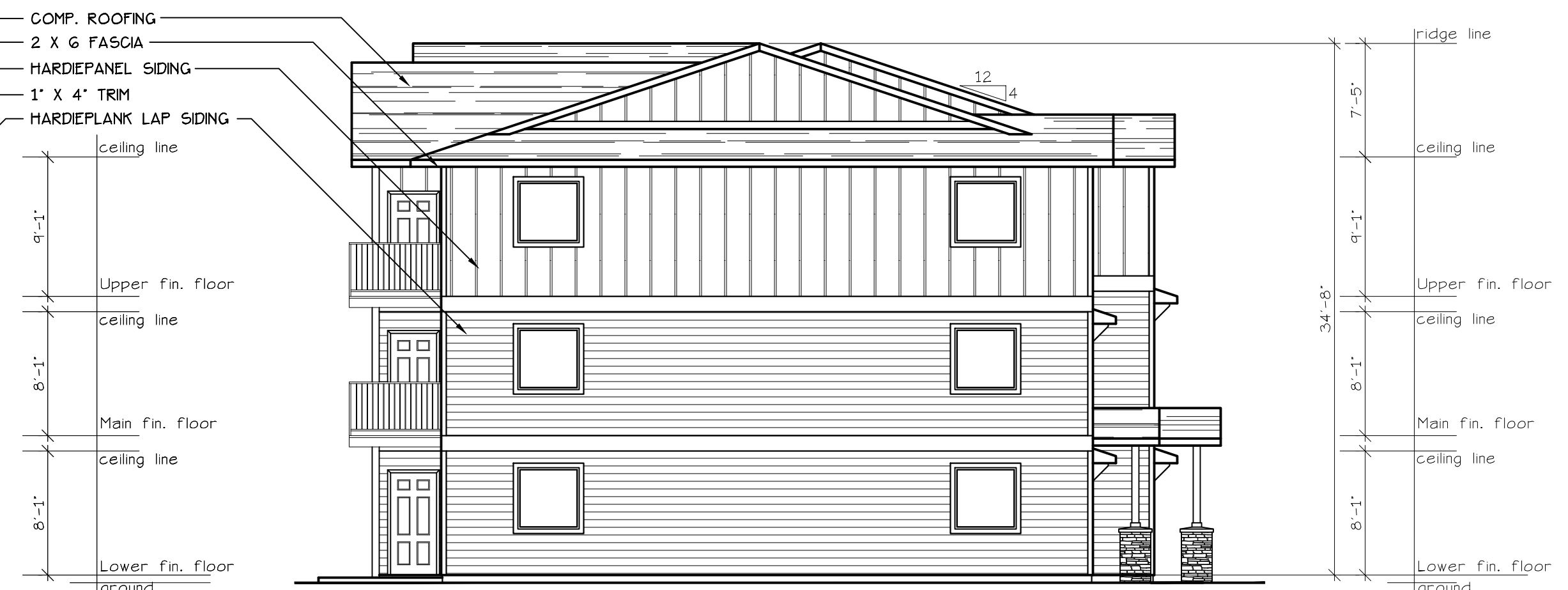
JOB # 7314



A1.90



**WEST ELEVATION (TYPE C UNITS)**  
 SCALE: 1/8" = 1'-0"  
**BLD. 2.11.22.32.+34**



**SOUTH ELEVATION (TYPE C UNITS)**  
 SCALE: 1/8" = 1'-0"  
**BLD. 2.11.22.32.+34**



**EAST ELEVATION (TYPE C UNITS)**  
 SCALE: 1/8" = 1'-0"  
**BLD. 2.11.22.32.+34**



**NORTH ELEVATION (TYPE C UNITS)**  
 SCALE: 1/8" = 1'-0"  
**BLD. 2.11.22.32.+34**

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

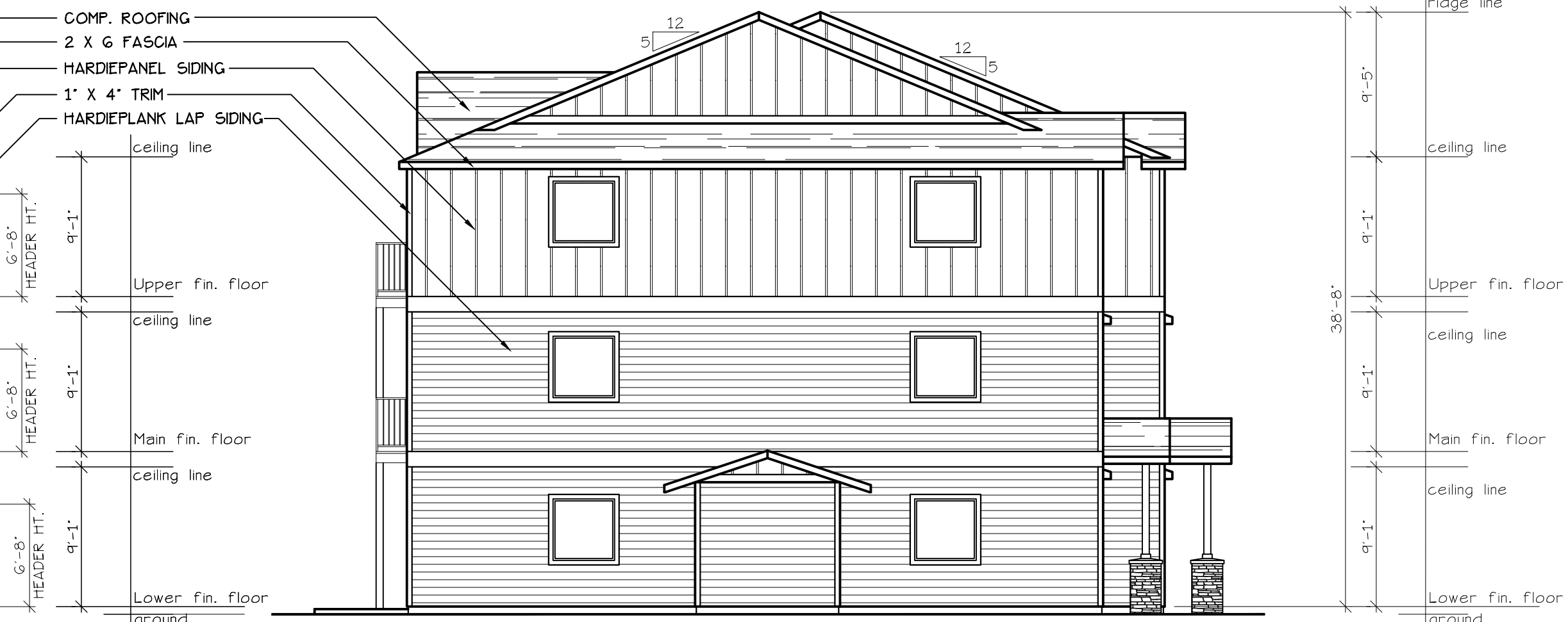
Design: P.L.M.  
 Drawn: G.L.D./A.R.T.  
 Checked: M.D.G.  
 Date: Oct-21  
 Scale: AS SHOWN

JOB # 7314

REGISTERED PROFESSIONAL ENGINEER  
 Mark D. Greer  
 JULY 14, 1978  
 Renew date: June 30, 2023



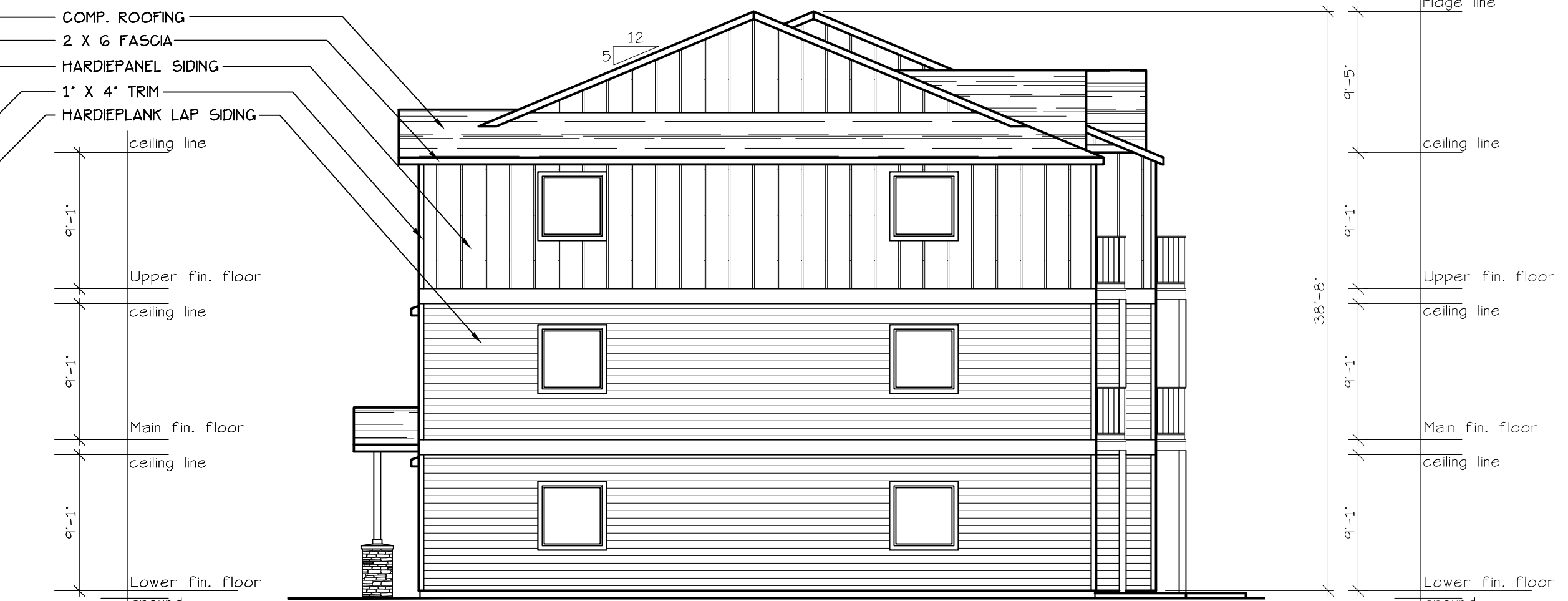
**EAST ELEVATION** (TYPE B UNITS)  
SCALE: 1/8" = 1'-0"  
BLD. 3 + 25



**NORTH ELEVATION** (TYPE B UNITS)  
SCALE: 1/8" = 1'-0"  
BLD. 3 + 25



**WEST ELEVATION** (TYPE B UNITS)  
SCALE: 1/8" = 1'-0"  
BLD. 3 + 25

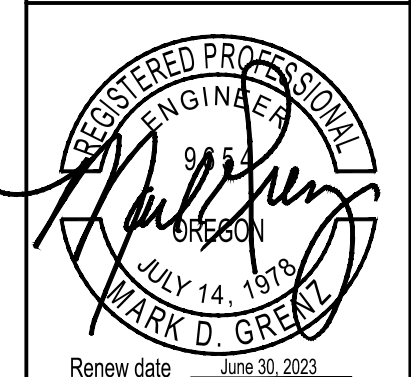


**SOUTH ELEVATION** (TYPE B UNITS)  
SCALE: 1/8" = 1'-0"  
BLD. 3 + 25

NO CHANGES, MODIFICATIONS OR REVISIONS TO BE MADE TO THIS DRAWING WITHOUT THE AUTHORIZATION FROM THE DESIGN ENGINEER.  
DIMENSIONS & NOTES TAKE PRECEDENCE OVER GRAPHICAL REPRESENTATION.

REDN: 4-12-2021  
A3.80/REV  
Design: P.L.M.  
Drawn: G.L.D./A.R.T.  
Checked: M.D.G.  
Date: Oct-21  
Scale: AS SHOWN

JOB # 7314



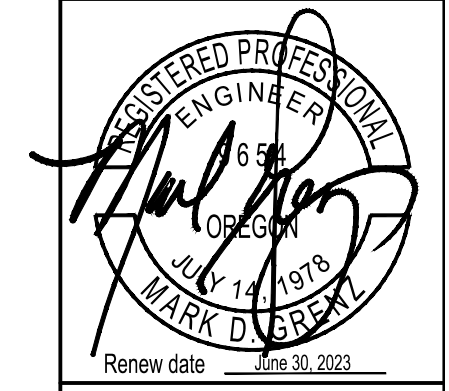
**BUILDING ELEVATIONS**

**HAWK'S RIDGE APARTMENTS PH.3**

NO CHANGES, MODIFICATIONS OR REVISIONS TO BE MADE IN THIS DRAWING WITHOUT THE WRITTEN AUTHORIZATION FROM THE DESIGN ENGINEER.  
 DIMENSIONS & NOTES TAKE PRECEDENCE OVER GRAPHICAL REPRESENTATION.

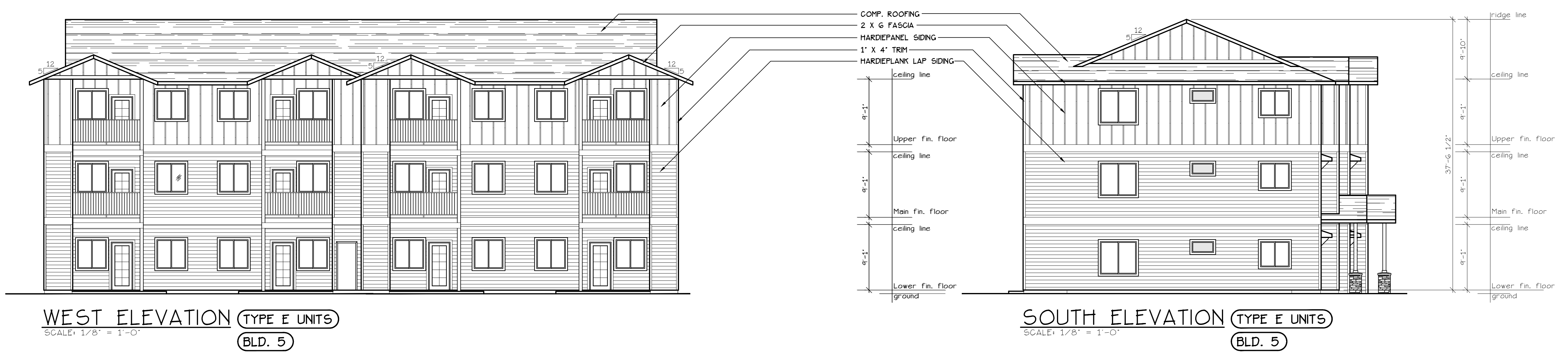
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 Checked: M.D.G.  
 Date: Oct-21  
 Scale: AS SHOWN

JOB # 7314



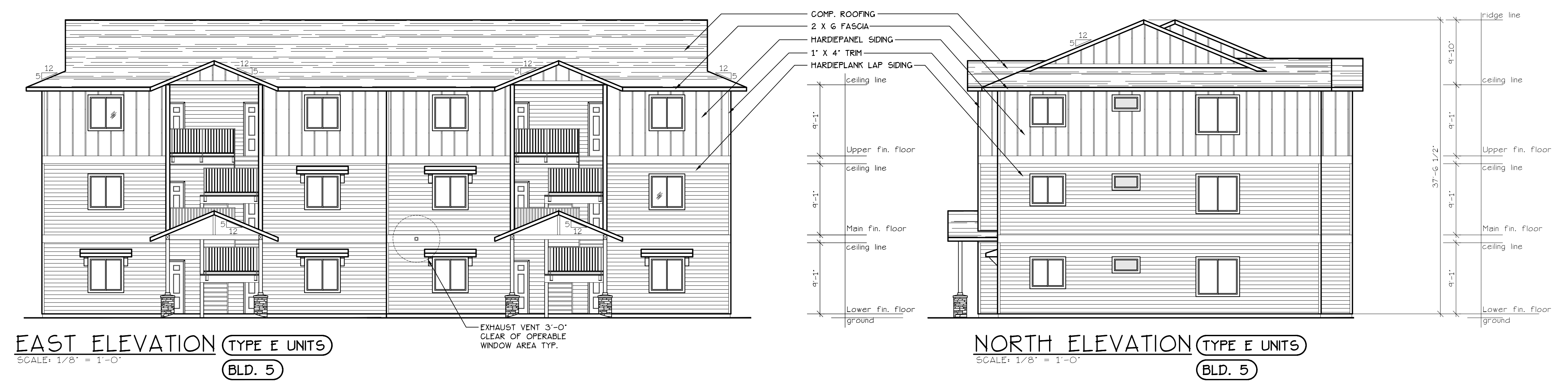
Renew date: 12/31/2023

**A5.90**



**WEST ELEVATION (TYPE E UNITS)**  
 SCALE: 1/8" = 1'-0"  
**BLD. 5**

**SOUTH ELEVATION (TYPE E UNITS)**  
 SCALE: 1/8" = 1'-0"  
**BLD. 5**



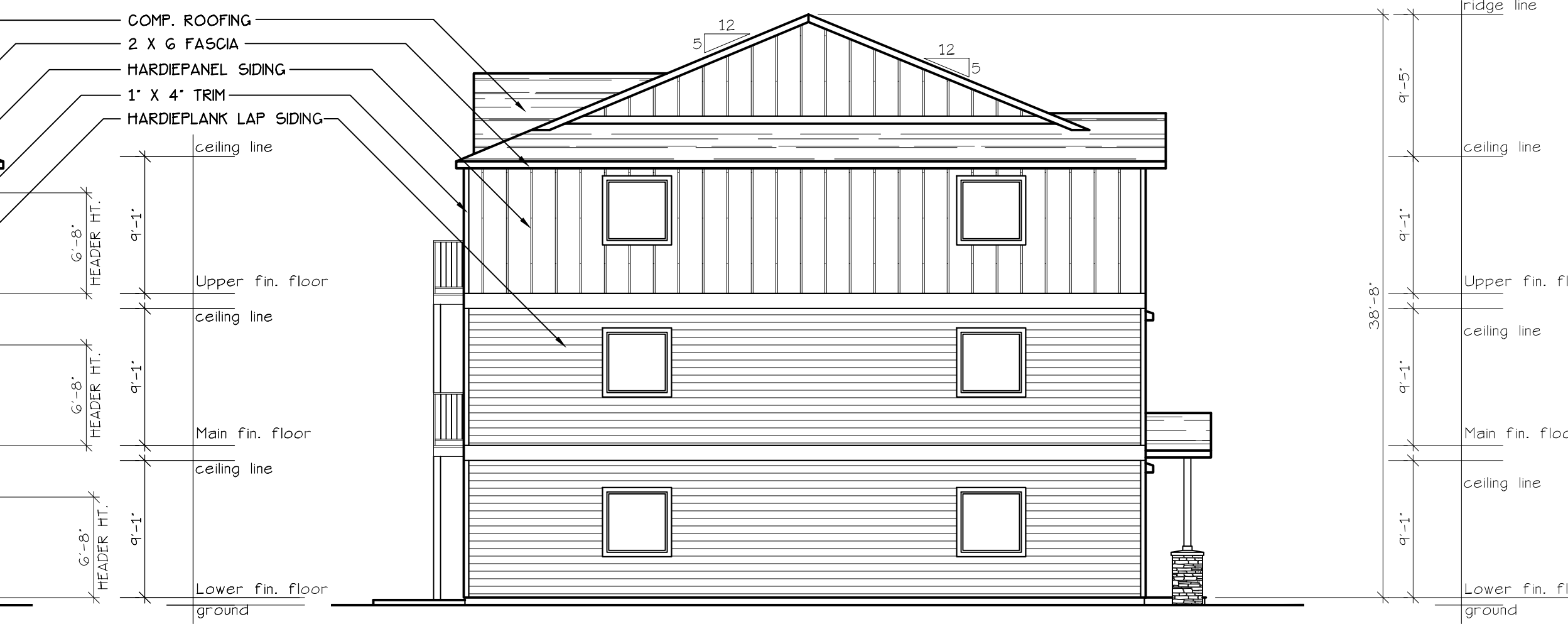
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 SCALE: 1/8" = 1'-0"  
**BLD. 5**

**NORTH ELEVATION (TYPE E UNITS)**  
 SCALE: 1/8" = 1'-0"  
**BLD. 5**

EXHAUST VENT 3'-0" CLEAR OF OPERABLE WINDOW AREA TYP.



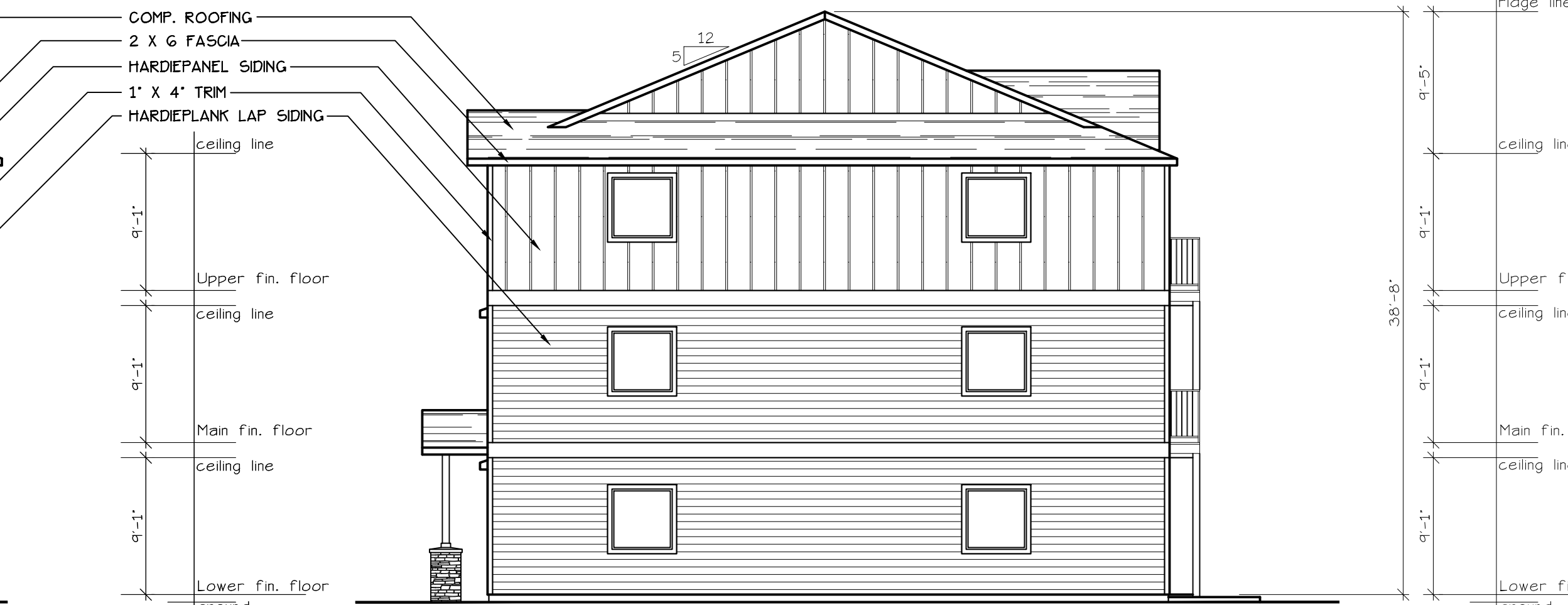
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SCALE: 1/8" = 1'-0"  
**BLD. 6**



**NORTH ELEVATION** (TYPE B UNITS)  
SCALE: 1/8" = 1'-0"  
**BLD. 6**



**WEST ELEVATION** (TYPE B UNITS)  
SCALE: 1/8" = 1'-0"  
**BLD. 6**



**SOUTH ELEVATION** (TYPE B UNITS)  
SCALE: 1/8" = 1'-0"  
**BLD. 6**

NO CHANGES, MODIFICATIONS OR  
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REPRESENTATION.

DESIGN: P.L.M.  
DRAWN: G.L.D./A.R.T.  
CHECKED: M.D.G.  
DATE: Oct-21  
SCALE: AS SHOWN

JOB # 7314



Renew date: June 30, 2023

**A6.80**



**NORTHWEST ELEVATION (TYPE A UNITS)**  
 SCALE: 1/8" = 1'-0"  
 BLD. 7.8.10.24.28.+30

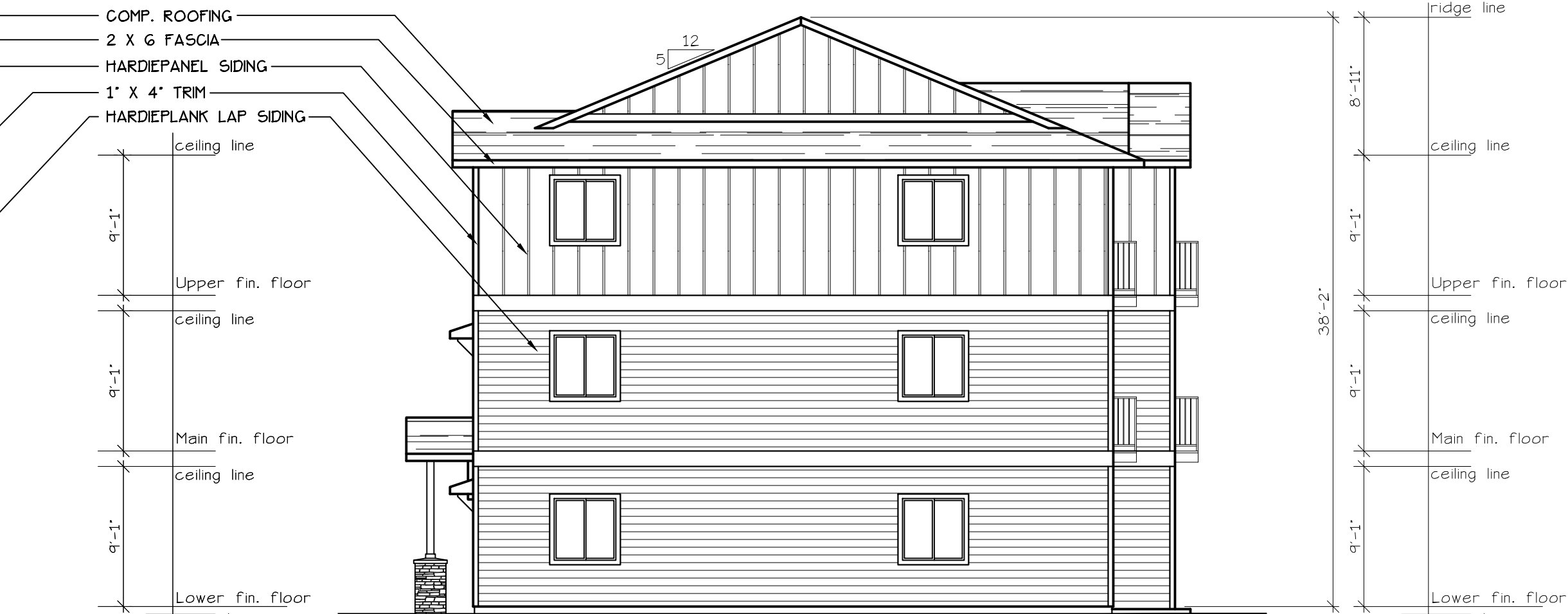


**SOUTHWEST ELEVATION (TYPE A UNITS)**  
 SCALE: 1/8" = 1'-0"  
 BLD. 7.8.10.24.28.+30



**SOUTHEAST ELEVATION (TYPE A UNITS)**  
 SCALE: 1/8" = 1'-0"  
 BLD. 7.8.10.24.28.+30

EXHAUST VENT 3'-0"  
 CLEAR OF OPERABLE  
 WINDOW AREA TYP.



**NORTHEAST ELEVATION (TYPE A UNITS)**  
 SCALE: 1/8" = 1'-0"  
 BLD. 7.8.10.24.28.+30

NO CHANGES, MODIFICATIONS OR  
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Design: P.L.M.  
 Drawn: G.L.D./A.R.T.  
 Checked: M.D.G.  
 Date: Oct-21  
 Scale: AS SHOWN

JOB # 7314







**NORTH ELEVATION** (TYPE C UNITS)  
 SCALE: 1/8" = 1'-0"  
 (BLD. 9.14.20.+33)



**WEST ELEVATION** (TYPE C UNITS)  
 SCALE: 1/8" = 1'-0"  
 (BLD. 9.14.20.+33)



**SOUTH ELEVATION** (TYPE C UNITS)  
 SCALE: 1/8" = 1'-0"  
 (BLD. 9.14.20.+33)



**EAST ELEVATION** (TYPE C UNITS)  
 SCALE: 1/8" = 1'-0"  
 (BLD. 9.14.20.+33)

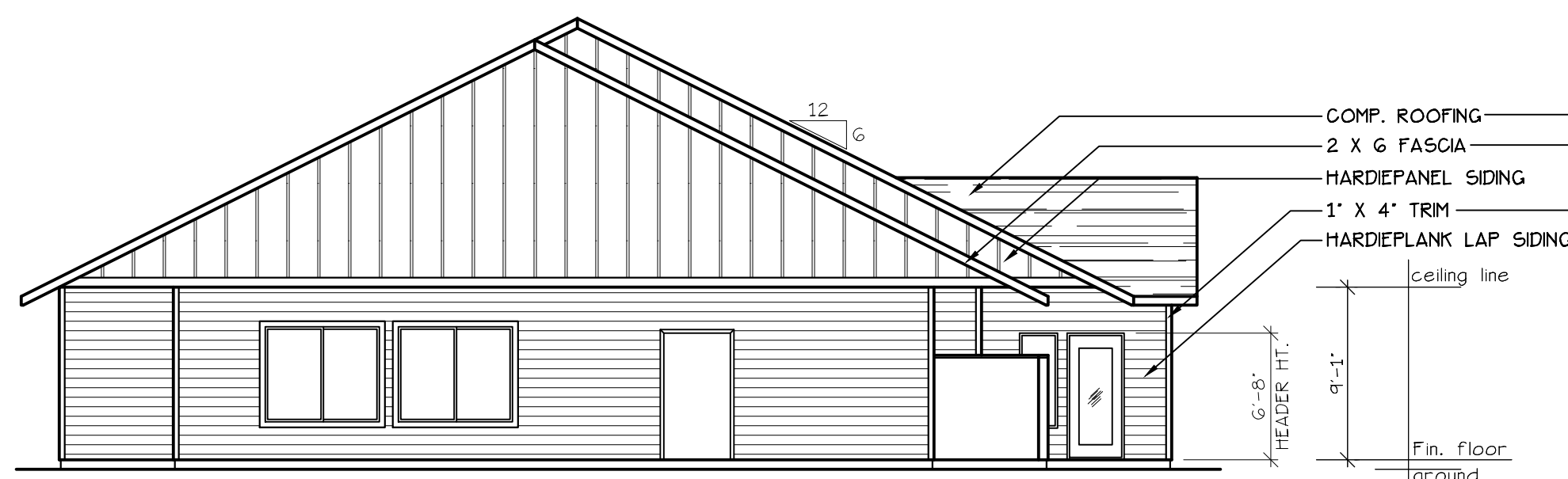
NO CHANGES, MODIFICATIONS OR REVISIONS TO BE MADE TO THIS DRAWING WITHOUT THE AUTHORIZATION FROM THE DESIGN ENGINEER.  
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Design: P.L.M.  
 Drawn: G.L.D./A.R.T.  
 Checked: M.D.G.  
 Date: Oct-21  
 Scale: AS SHOWN

JOB # 7314



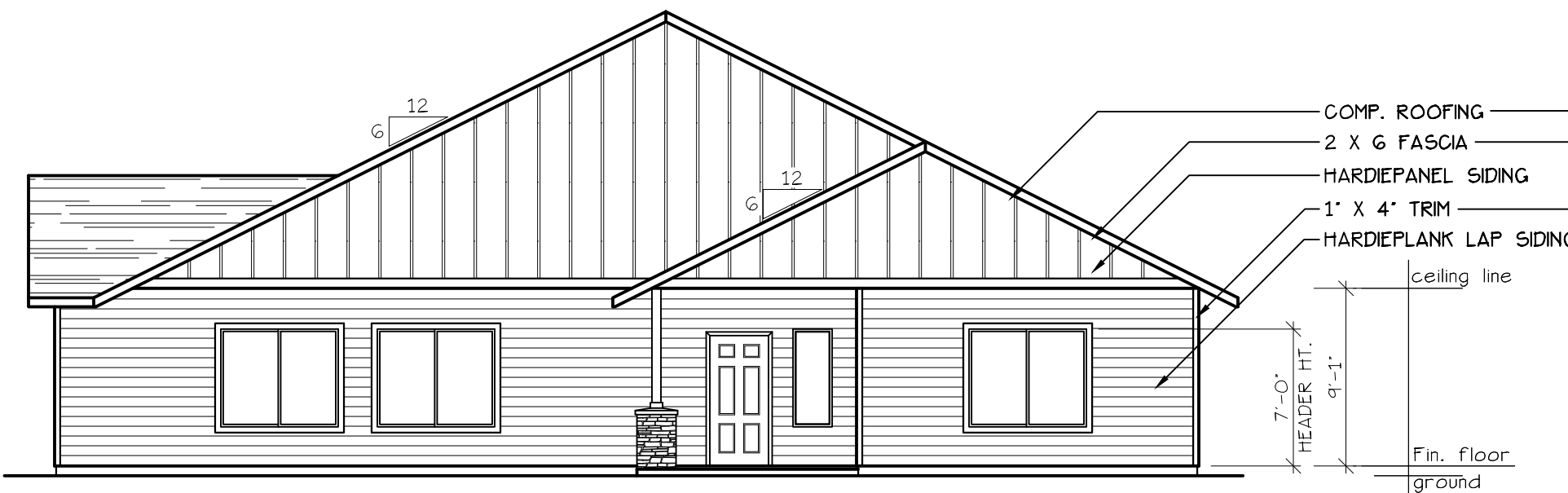
Renew date: June 30, 2023



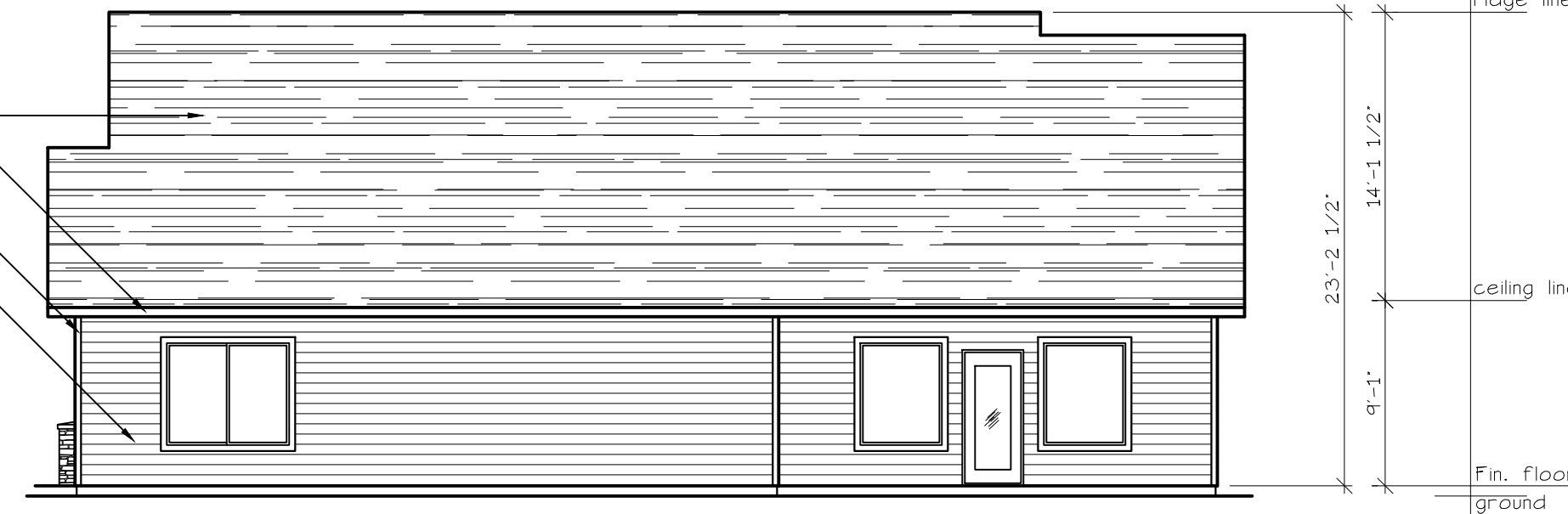
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SCALE: 1/8" = 1'-0"  
BLD. 12 + 31



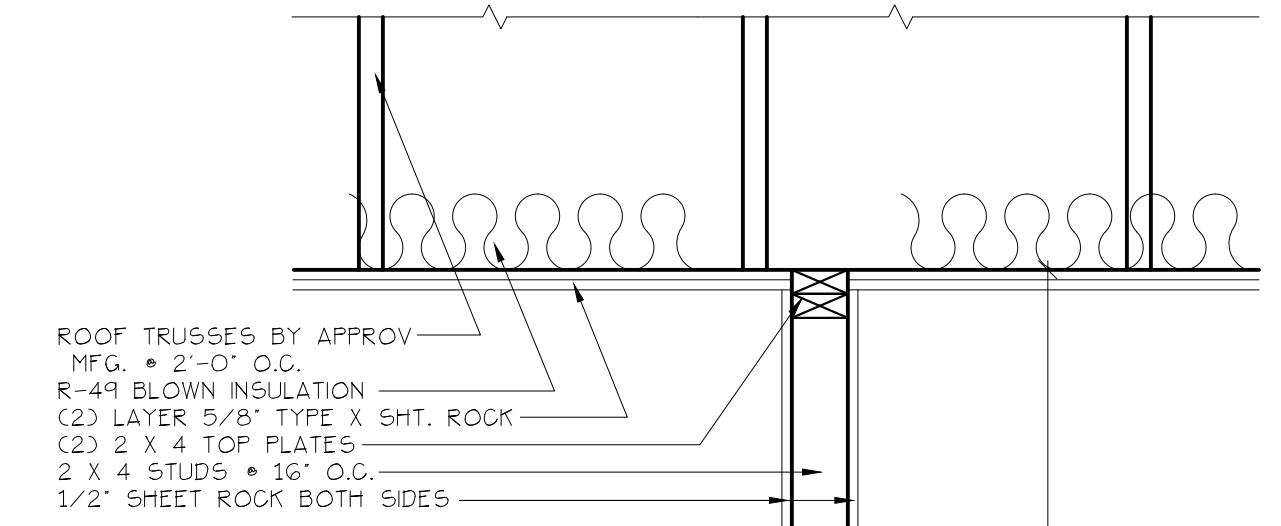
**SOUTH ELEVATION** (RECREATION BLD.)  
SCALE: 1/8" = 1'-0"  
BLD. 12 + 31



**EAST ELEVATION** (RECREATION BLD.)  
SCALE: 1/8" = 1'-0"  
BLD. 12 + 31



**NORTH ELEVATION** (RECREATION BLD.)  
SCALE: 1/8" = 1'-0"  
BLD. 12 + 31



ROOF TRUSSES BY APPROV.  
MFG. • 2'-0" O.C.  
R-49 BLOWN INSULATION  
(2) LAYER 5/8" TYPE X SHT. ROCK  
(2) 2 X 4 TOP PLATES  
2 X 4 STUDS • 16" O.C.  
1/2" SHEET ROCK BOTH SIDES

**TYP. INTERIOR WALL**  
SCALE: 1" = 1'-0"

**HEADER NOTES**

1. ALL DOOR AND WINDOW HEADERS TO BE #2 4x12 UNLESS NOTED OTHERWISE ON PLANS.
2. ALL 6x12 BEAMS SPECIFIED ON PLANS TO BE #1 D.F.
3. ALL DOOR HEADERS (INCLUDING PATIO DOORS) TO BE FRAMED AT 6'-0" A.F.F. OR AS PER MFG. SPECIFICATIONS (SEE ELEVATIONS FOR ANY EXCEPTIONS).
4. ALL LOWER FLOOR WINDOW HEADERS TO BE FRAMED AT 7'-6" A.F.F. (SEE ELEVATIONS FOR ANY EXCEPTIONS).

**TABLE 401.1(1) PRESCRIPTIVE ENVELOPE REQUIREMENTS\***

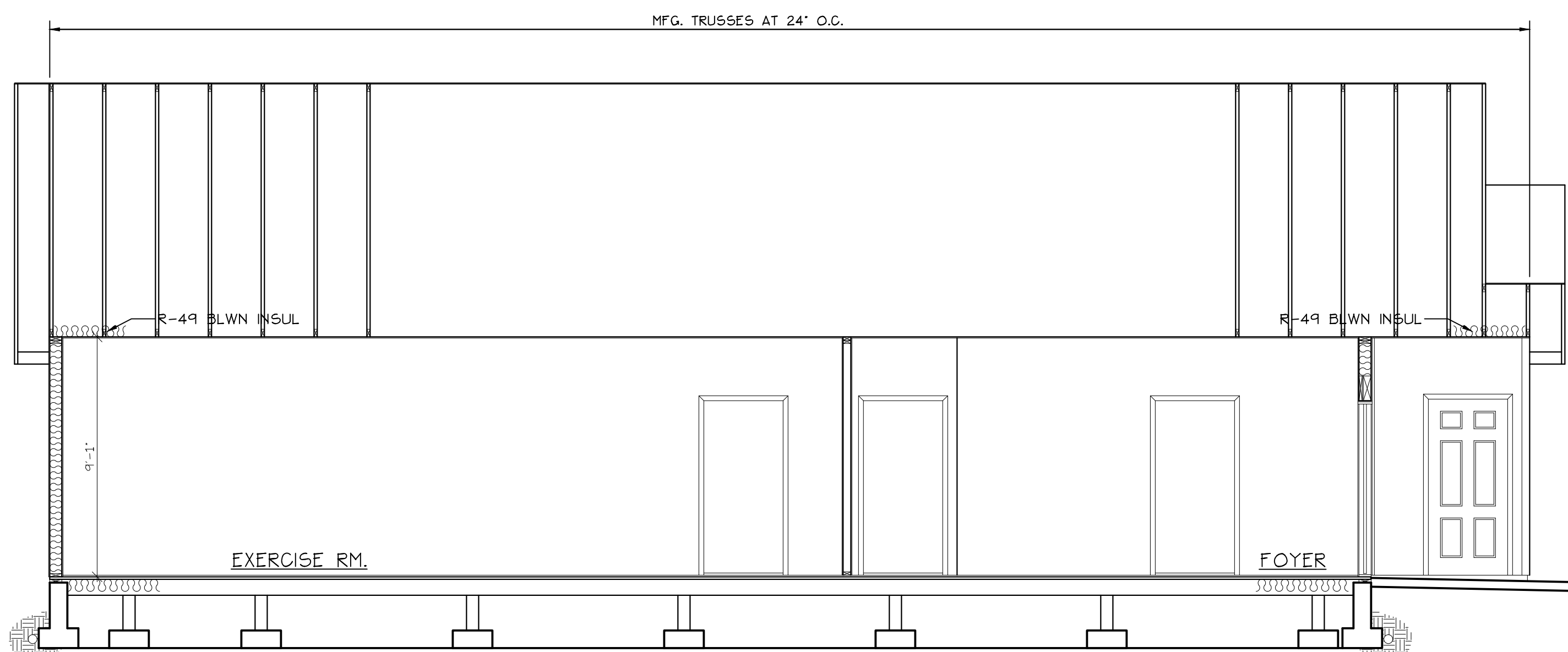
BUILDING COMPONENT	STANDARD DENSE GASE		LOG HOMES ONLY	
	Required Performance	Equivalent Value <sup>b</sup>	Required Performance	Equivalent Value <sup>b</sup>
Wall insulation—above grade <sup>c</sup>	U-0.060	R-21 <sup>d</sup>	Note d	Note d
Wall insulation—below grade <sup>c</sup>	R-0.565	R-15	R-0.565	R-15
Flat ceilings <sup>e</sup>	U-0.031	R-38	U-0.025	R-49
Vaulted ceilings <sup>e</sup>	U-0.042	R-38 <sup>f</sup>	U-0.027	R-38 <sup>f</sup>
Underfloors	U-0.028	R-30	U-0.028	R-30
Slab edge perimeter	R-0.520	R-15	R-0.520	R-15
Heated slab interior <sup>g</sup>	n/a	R-10	n/a	R-10
Windows <sup>h</sup>	U-0.35	U-0.35	U-0.35	U-0.35
Window area limitation <sup>h</sup>	n/a	n/a	n/a	n/a
Skylights <sup>i</sup>	U-0.60	U-0.60	U-0.60	U-0.60
Exterior doors <sup>j</sup>	U-0.20	U-0.20	U-0.54	U-0.54
Exterior doors w/ > 2.5 ft <sup>2</sup> glazing <sup>k</sup>	U-0.40	U-0.40	U-0.40	U-0.40
Forced air duct insulation	n/a	R-8	n/a	R-8

For SF: 1 square foot = 0.0929m<sup>2</sup>.  
 \* As allowed in Section 404.1, thermal performance of a component may be adjusted provided that overall heat loss does not exceed the total resulting from conformance to the required U-values standards. Calculations to document equivalent heat loss shall be performed using the procedure and approved U-values contained in Table 401.1(1).  
 b. Re-values used in this table are nominal, for the insulation only in standard wood framed construction and not for the entire assembly.  
 c. Wall insulation requirements apply to all exterior wood framed, concrete or masonry walls that are above grade. This includes edge walls and rim joint areas. R-19 Advanced Frame or 2 x 4 wall with rigid insulation may be substituted if total nominal insulation R-value is 18.5 or greater.  
 d. The wall component shall be a minimum solid or timber wall thickness of 3.5 inches (90 mm).  
 e. Below-grade wood, concrete or masonry walls include all walls that are below grade and does not include those portions of such wall that extend more than 24 inches above grade.  
 f. Insulation levels for ceilings that have limited attic/rafter depth such as dormers, bay windows or similar architectural features totaling not more than 150 square feet (13.9 m<sup>2</sup>) in area may be reduced to not less than R-21. When reduced, the cavity shall be filled (except for required ventilation spaces).  
 g. The maximum vented ceiling surface area shall not be greater than 50 percent of the total heated space floor area unless area has a U-factor no greater than U-0.031. The U-factor of U-0.031 is representative of a vented ceiling. A 10 inch (254 mm) deep vented ceiling with R-30 batt insulation is U-0.033 and complies with this requirement, not to exceed 50 percent of the total heated space floor area.  
 h. An advanced frame construction, which shall provide full required insulation value to the outside of exterior walls.  
 i. Heated slab interior applies to concrete slab floors (both on and below grade) that incorporate a radiant heat system within the slab. Insulation shall be installed underneath the entire slab.  
 j. Sliding glass doors shall comply with window performance requirements. Windows exempt from testing in accordance with Section 411.2, Item 3 shall comply with window performance requirements if constructed with thermal break aluminum or wood, or vinyl, or fiberglass frames and double-pane glazing with low-emissivity coatings of 0.10 or less.  
 k. Reduced window area may not be used as a trade-off criterion for thermal performance of any component.  
 l. Skylight area installed at 2 percent or less of total heated space floor area shall be deemed to satisfy this requirement with vinyl, wood, or thermally broken aluminum frames and double-pane glazing with low-emissivity coatings. Skylight U-factor is limited to the 20 degree (0.35 m<sup>2</sup>) overhead plane per NFRC standards. A maximum of 28 square feet (2.6 m<sup>2</sup>) of exterior door area per dwelling unit has a U-factor of 0.54 or less.  
 m. Glazing that is either double-pane with low-e coating on one surface, or triple-pane shall be deemed to comply with this U-0.40 requirement.

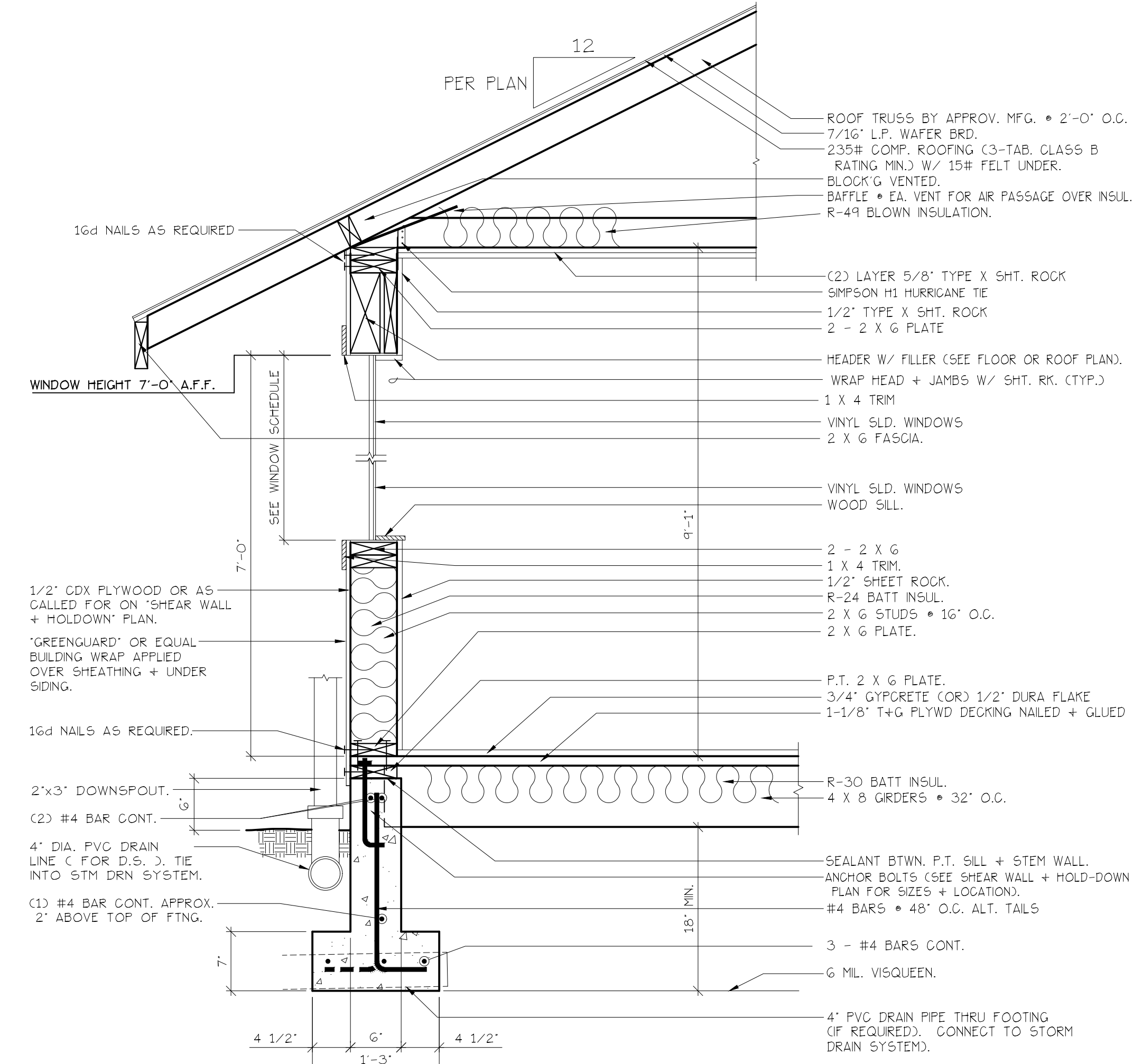
**TABLE 401.1(2) ADDITIONAL MEASURES (select one)<sup>a</sup>**

MEASURE
1. High efficiency HVAC system: Gas-fired furnace or boiler with minimum AFUE of 90%, or Air-source heat pump with minimum HSPF of 8.5, or Closed-loop ground source heat pump with minimum COP of 3.0
2. High efficiency duct sealing: Certified performance tested duct systems <sup>b</sup> or All ducts and air handler are contained within building envelope <sup>c</sup>
3. High efficiency building envelope: Replace corresponding Table 401.1(1) components with all of the following: Wall insulation—above grade—U-0.047/R-24, and Vaulted ceilings—U-0.033/R-30A <sup>d</sup> , and Flat ceilings—U-0.025/R-49, and Windows—U-0.32
4. Zonal electric, ductless furnace or ductless heat pumps: 75 percent of lamps in permanently installed lighting fixtures as CFL or linear fluorescent or a min. efficacy of 40 lumens per watt, or Windows—U-0.32, or Flat ceilings—U-0.025/R-49 and vaulted ceilings—U-0.033/R-30A, or Exterior walls—U-0.025/R-49
5. High efficiency ceilings & windows/lighting: Replace corresponding Table 401.1(1) components with all of the following: Vaulted ceilings—U-0.033/R-30A <sup>d</sup> , and Flat ceilings—U-0.025/R-49, and Windows—U-0.32, and 75 percent of lamps in permanently installed lighting fixtures as CFL or linear fluorescent or a min. efficacy of 40 lumens per watt
6. High efficiency ceilings & windows/water heating: Replace corresponding Table 401.1(1) components with all of the following: Vaulted ceilings—U-0.033/R-30A <sup>d</sup> , and Flat ceilings—U-0.025/R-49, and Windows—U-0.32, and Natural gas/propane, on-demand water heating with min. EF of 0.80
7. High efficiency water heating/lighting: Natural gas/propane, on-demand water heating with min. EF of 0.80, and 75 percent of lamps in permanently installed lighting fixtures as CFL or linear fluorescent or a min. efficacy of 40 lumens per watt
8. Solar photovoltaic: Minimum 1 W/m <sup>2</sup> ft <sup>2</sup> conditioned floor space <sup>e</sup>
9. Solar water heating: Minimum of 40 ft <sup>2</sup> of gross collector area <sup>f</sup>

For SF: 1 square foot = 0.0929m<sup>2</sup>.  
 a. Measures located within the building envelope shall have sealed combustion air installed. Combustion air shall be ducted directly from the outdoors.  
 b. Documentation of performance tested (downdraft) shall be submitted to the building official upon completion of work. This work shall be performed by a contractor that is certified by the Oregon Department of Energy's (ODOE) Residential Energy Tax Credit program and documentation shall be provided that work demonstrates conformance to ODOE duct performance standards.  
 c. A vapor barrier membrane, which shall provide full required ceiling insulation value to the outside of exterior walls.  
 d. The maximum vaulted ceiling surface area shall not be greater than 50 percent of the total heated space floor area unless vaulted area has a U-factor no greater than U-0.031.  
 e. Solar electric system size shall include documentation indicating that total solar resource fraction is not less than 75 percent.  
 f. Solar water heating panels shall be Solar Rating and Certification Corporation (SRCC) Standard OQ-300 certified and labeled, with documentation indicating that total solar resource fraction is not less than 75 percent.



**SECTION**  
SCALE: 1/4" = 1'-0"  
A12.3 A12.3



**TYP. EXTERIOR WALL**  
SCALE: 1" = 1'-0"

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Design: P.L.M.  
Drawn: G.L.D./A.R.T.  
Checked: M.D.G.  
Date: Oct-21  
Scale: AS SHOWN

JOB # 7314  
REGISTERED PROFESSIONAL ENGINEER  
9654  
OREGON  
JULY 14, 1978  
MARK D. GREY  
Renew date: June 30, 2023



**EAST ELEVATION** (TYPE B UNITS)  
 SCALE: 1/8" = 1'-0"  
 BLD. 13,19,23,26,+29

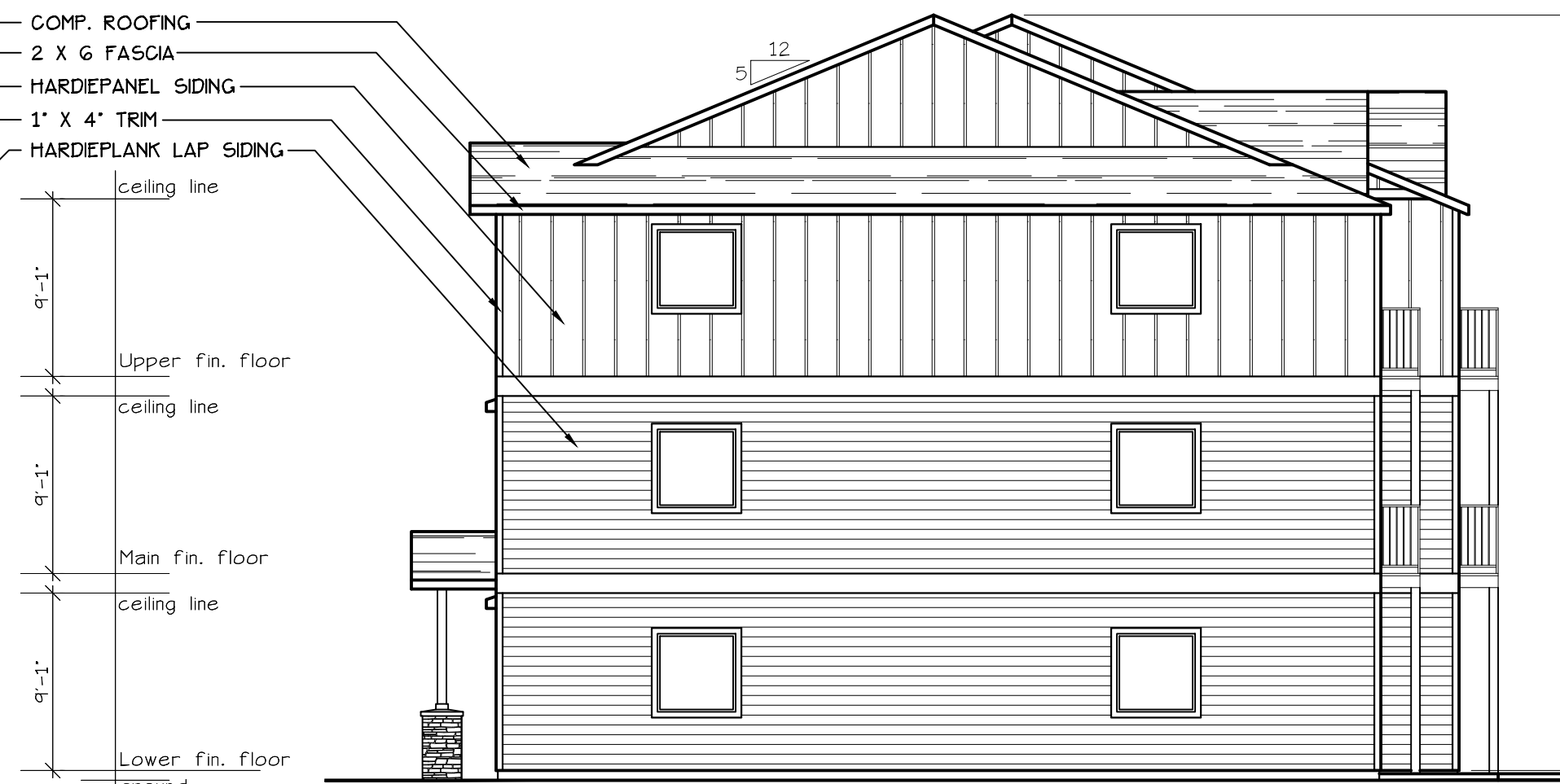


**NORTH ELEVATION** (TYPE B UNITS)  
 SCALE: 1/8" = 1'-0"  
 BLD. 13,19,23,26,+29



**WEST ELEVATION** (TYPE B UNITS)  
 SCALE: 1/8" = 1'-0"  
 BLD. 13,19,23,26,+29

EXHAUST VENT 3'-0"  
 CLEAR OF OPERABLE  
 WINDOW AREA TYP.



**SOUTH ELEVATION** (TYPE B UNITS)  
 SCALE: 1/8" = 1'-0"  
 BLD. 13,19,23,26,+29

COMP. ROOFING  
 2 X 6 FASCIA  
 HARDEPANEL SIDING  
 1' X 4' TRIM  
 HARDEPLANK LAP SIDING

ceiling line  
 9'-1"  
 6'-8" HEADER HT.  
 Upper fin. floor  
 ceiling line  
 9'-1"  
 6'-8" HEADER HT.  
 Main fin. floor  
 ceiling line  
 9'-1"  
 6'-8" HEADER HT.  
 Lower fin. floor  
 ground

ridge line  
 9'-5"  
 ceiling line  
 9'-1"  
 36'-8"  
 Upper fin. floor  
 ceiling line  
 9'-1"  
 Main fin. floor  
 ceiling line  
 9'-1"  
 Lower fin. floor  
 ground

COMP. ROOFING  
 2 X 6 FASCIA  
 HARDEPANEL SIDING  
 1' X 4' TRIM  
 HARDEPLANK LAP SIDING

ceiling line  
 9'-1"  
 Upper fin. floor  
 ceiling line  
 9'-1"  
 Main fin. floor  
 ceiling line  
 9'-1"  
 Lower fin. floor  
 ground

ridge line  
 9'-5"  
 ceiling line  
 9'-1"  
 36'-8"  
 Upper fin. floor  
 ceiling line  
 9'-1"  
 Main fin. floor  
 ceiling line  
 9'-1"  
 Lower fin. floor  
 ground

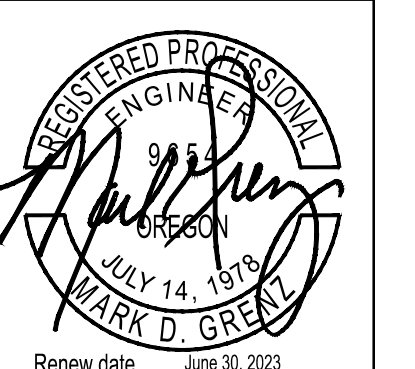
**BUILDING  
 ELEVATIONS**

**HAWK'S RIDGE  
 APARTMENTS PH.3**

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 Drawn: G.L.D./A.R.T.  
 Checked: M.D.G.  
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JOB # 7314



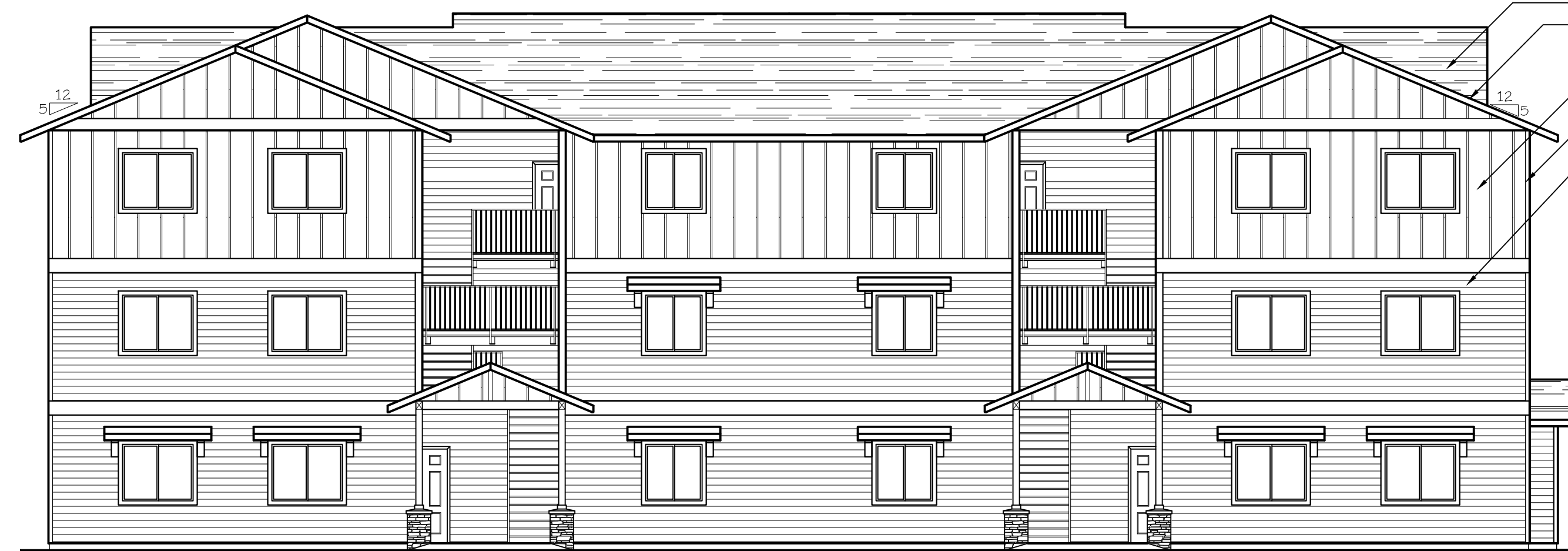
**A13.80**



WEST ELEVATION (BLD. 15 + 36)  
SCALE: 1/8" = 1'-0"



SOUTH ELEVATION (TYPE D UNITS)  
SCALE: 1/8" = 1'-0"  
(BLD. 15 + 36)



EAST ELEVATION (BLD. 15 + 36)  
SCALE: 1/8" = 1'-0"

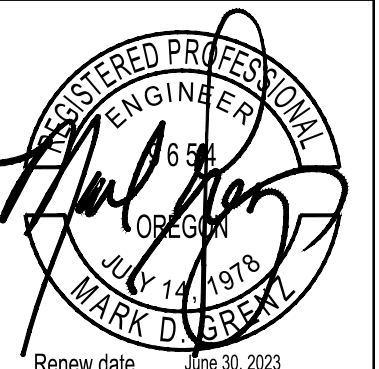


NORTH ELEVATION (TYPE D UNITS)  
SCALE: 1/8" = 1'-0"  
(BLD. 15 + 36)

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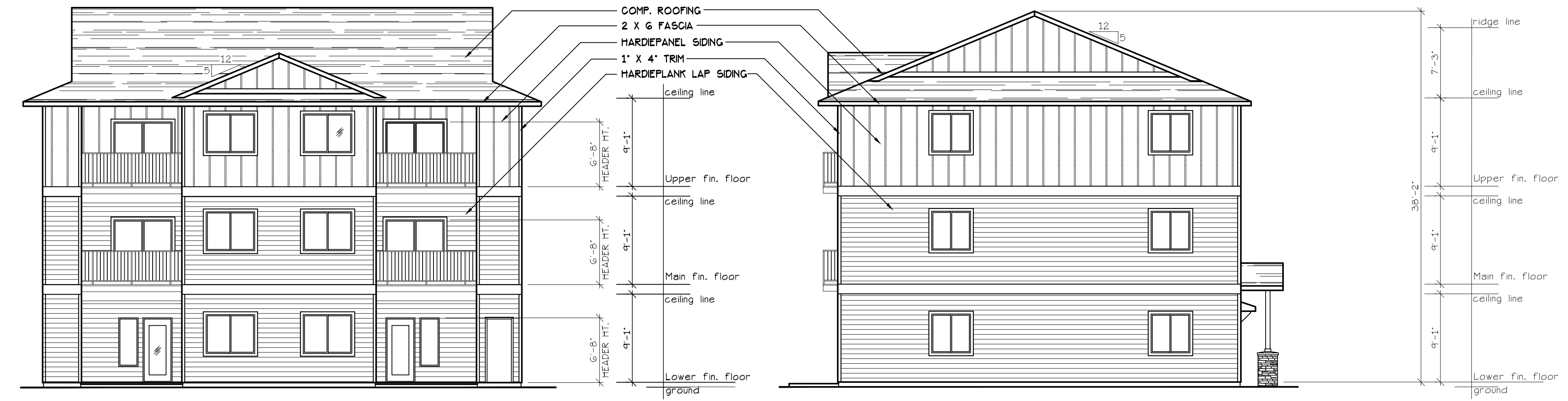
8/20/22-A-12 PR011  
A15.90/ELEV  
Design: P.L.M.  
Drawn: G.L.D./A.R.T.  
Checked: M.D.G.  
Date: Oct-21  
Scale: AS SHOWN

JOB # 7314



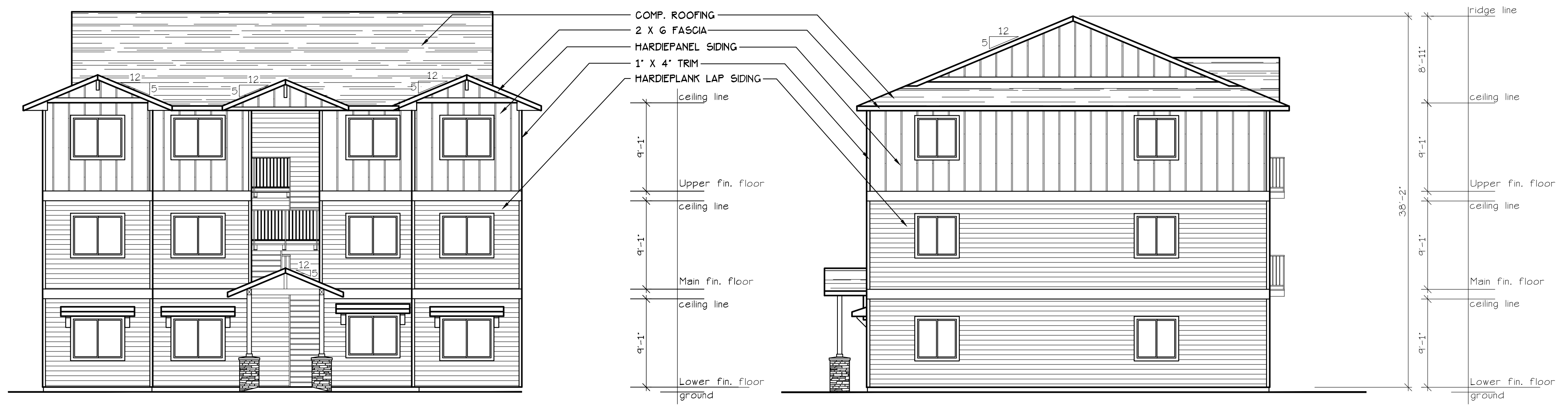
**BUILDING  
 ELEVATIONS**

**HAWK'S RIDGE  
 APARTMENTS PH.3**



**NORTHWEST ELEVATION** (TYPE A UNITS)  
 SCALE: 1/8" = 1'-0"  
**BLD. 21**

**SOUTHWEST ELEVATION** (TYPE A UNITS)  
 SCALE: 1/8" = 1'-0"  
**BLD. 21**



**SOUTHEAST ELEVATION** (TYPE A UNITS)  
 SCALE: 1/8" = 1'-0"  
**BLD. 21**

**NORTHEAST ELEVATION** (TYPE A UNITS)  
 SCALE: 1/8" = 1'-0"  
**BLD. 21**

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8/22/22-8/29/23  
 ASHLEY  
 Design: P.L.M.  
 Drawn: G.L.D./A.R.T.  
 Checked: M.D.G.  
 Date: Oct-21  
 Scale: AS SHOWN  
 JOB # 7314

REGISTERED PROFESSIONAL  
 ENGINEER  
  
 MARK D. GREER  
 Renew date: June 30, 2023

**A21.80**



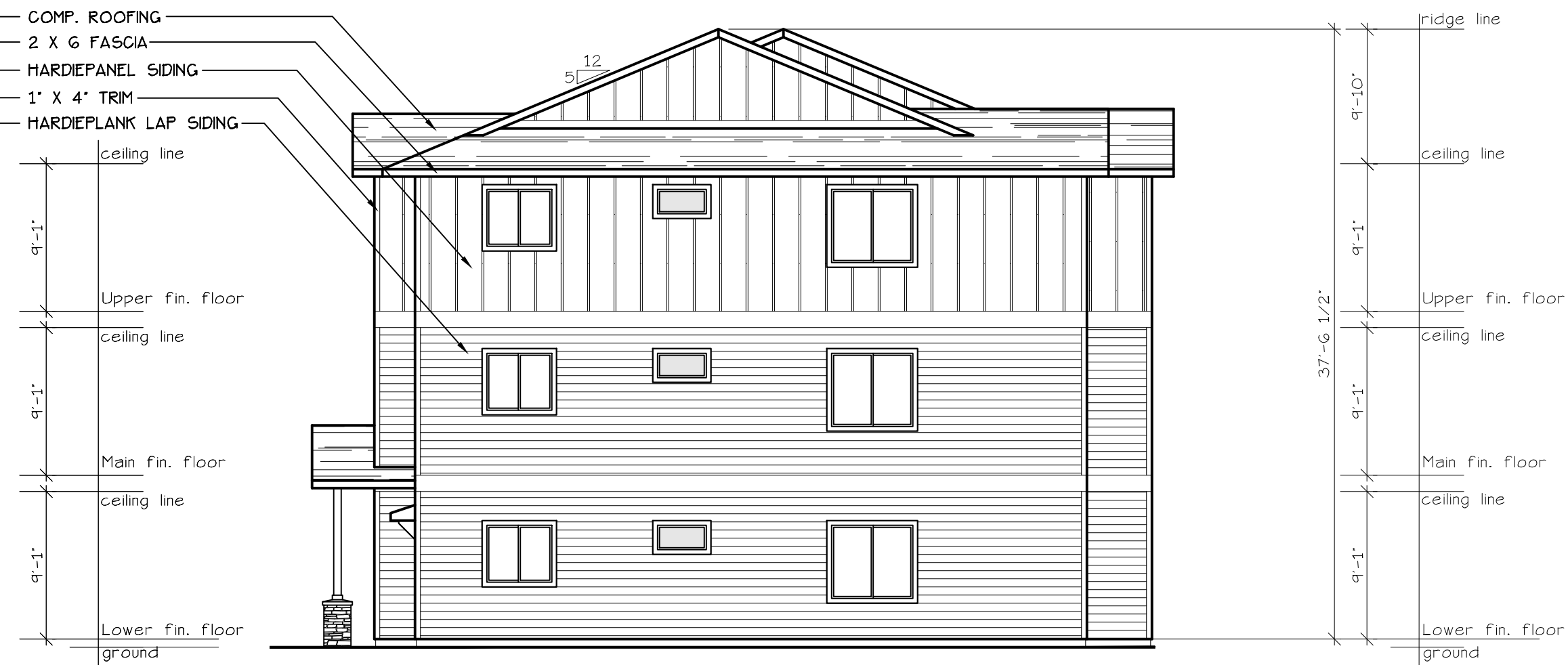
WEST ELEVATION (TYPE E UNITS)  
SCALE: 1/8" = 1'-0"  
BLD. 27



SOUTH ELEVATION (TYPE E UNITS)  
SCALE: 1/8" = 1'-0"  
BLD. 27



EAST ELEVATION (TYPE E UNITS)  
SCALE: 1/8" = 1'-0"  
BLD. 27

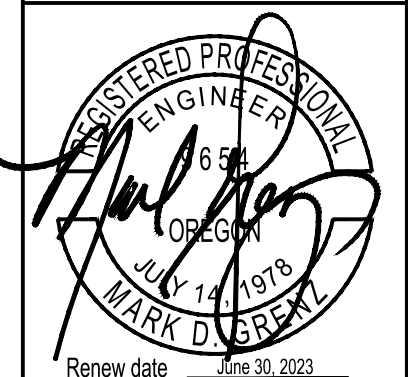


NORTH ELEVATION (TYPE E UNITS)  
SCALE: 1/8" = 1'-0"  
BLD. 27

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BLD27-A-12 2/10/21  
A27.90.01  
Design: P.L.M.  
Drawn: G.L.D./A.R.T.  
Checked: M.D.G.  
Date: Oct-21  
Scale: AS SHOWN

JOB # 7314



Renew date: 07/14/2025

## *Cordon Road: Compressive Plan Change and Zone Change*

### BACKGROUND/PROPOSAL

The site is located at the NW corner of the intersection of Highway 22 and Cordon Road SE (082W05/300). The proposal is to change the zoning for approximately 1.39 acres from RA (Residential Agriculture) to IC (Industrial Commercial) and to change the Comprehensive Plan map designation from "Developing Residential" to "Industrial Commercial".

On July 3, 2012, Urban Growth Area Development Permit 12-01 was approved by the City of Salem Public Works Department. UGA 12-01 outlines the needed and required facilities and improvements to development the site.

The City held a preapplication conference with the applicant on August 30, 2021, for the purpose of discussing redevelopment of the subject property (PRE-AP21-92).

On November 10, 2021, a virtual Open House was held to inform all property owners within 250 feet of the site about the proposal. No one attended the Open House.

The area is located within the boundaries of the Southeast Mill Creek Association (SEMCA) neighborhood planning organization. The Neighborhood Association was notified of the proposal on September 16, 2021. SEMCA does not have an adopted neighborhood plan at this time. Therefore, a neighborhood plan change is not required with the proposed Comprehensive Plan Change/Zone Change (CPC/ZC).



### EXISTING SITE CONDITIONS

The site consists of approximately 1.39 acres in size. The property has street frontage on Cordon Road to the south and Hwy 22 to the west of the site. When the site is developed, access to and from the site will be taken from Whitaker Drive extension to the east.

**Site Plan:**

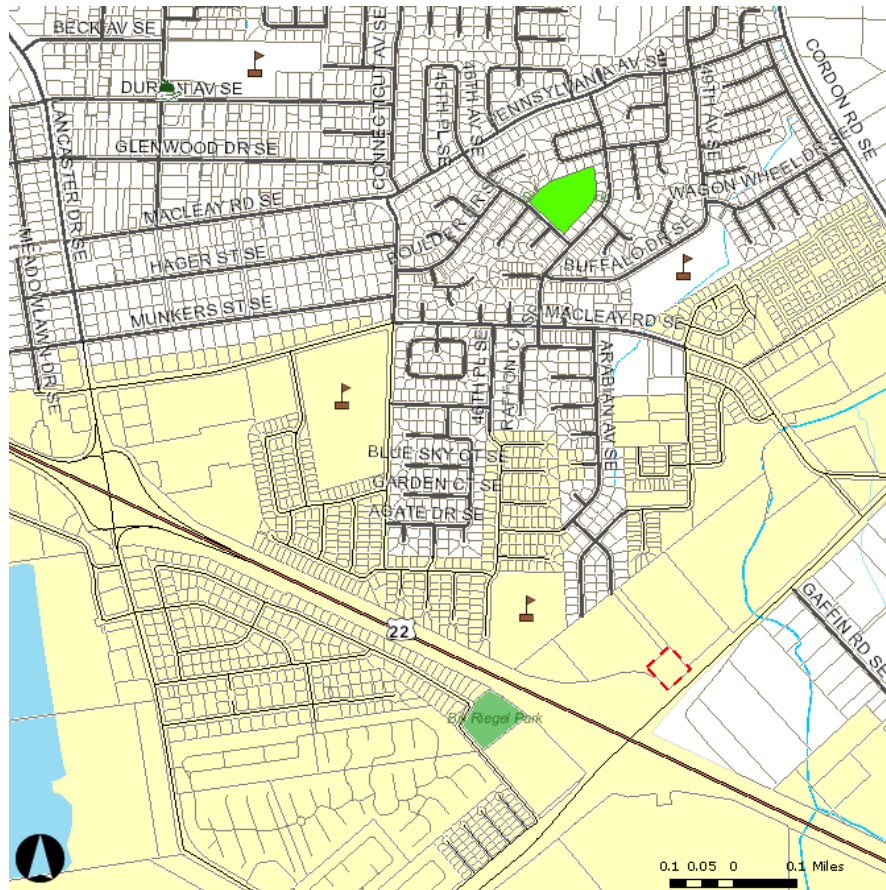
A site plan is not required as part of a Comprehensive Plan Change/Zone Change application. The proposal is for industrial/commercial and multi-family development. Parking, landscaping and general site improvements will occur at the time of development to minimum code standards.

**Vicinity Information:**

The site is located within the City limits and the Urban Growth Boundary. The subject property is located outside the Urban Service Area. The applicant has an issued UGA (UGA Case No. 12-01). The vicinity map is attached. The surrounding land uses within the vicinity are zoned and used as follows:

- North: IC (Industrial Commercial); vacant land
- East: IC (Industrial Commercial); vacant land
- South: Across Cordon Road-Marion County Industrial zone; vacant land
- West: Across Hwy 22-RMII (Multi-Family Residential) and RA (Residential Agriculture) zone; existing apartments and Bill Riegal Park

**APPLICANT’S REASONS ADDRESSING THE COMPREHENSIVE PLAN CHANGE CRITERIA**





**SRC 64.020(f)(2) minor plan change criteria:**

Applicant Response: This is a minor plan change in that it only involves the land that the applicant owns. The minor plan change is consistent with the overall objectives of the SACP. No substantive changes are needed to SACP policies or text amendments to accomplish the change in designation. The applicant has outlined below how the proposed meets the criteria under 64.025(e)(2):

***64.025(e)(2)(A)(ii): Equally or Better Suited Designation***

The site was chosen due to its size, location, existing level of development and access to major streets. In order to address these criteria, a vicinity for determining “suitable alternative sites” is necessary. Therefore, the vicinity has been determined to be within a specific triangle bounded by Interstate Highway 22, Lancaster Drive, and Cordon Road as shown.

The rezoning allows the site to be consistent with the surrounding zoning. The RA zone does not allow the site to be adequately developed due to existing surrounding zoning and street access. Therefore, rezoning this site to IC is better suited for this site.

The properties to the north are zoned IC and owned by the same owner. The rezone would allow the owner/applicant to develop the site with multi-family units and/or commercial uses if desired. This site gives the applicant the ability to provide multi-family housing within this area and help Salem meet their housing needs.

As shown on the City land zone map there is no property contiguous to the existing site that is vacant RMII land, and there is none in the necessary proximity. The IC zone gives the applicant the ability to developed the site with multi-family units and/or commercial uses.

According to the Housing Needs Analysis, “Salem has a deficit of capacity in the MF designation, with a deficit of 2,897 dwelling units and a deficit of 207 gross acres of residential land. With an IC designation, the subject property can be developed with multi-family dwellings; the rezone helps maximize the density while helping to meet housing needs within the Salem Urban Growth Boundary.

When developed, the subject property will not only be a site that can contribute to the multi-family housing needs, but it is also a site that can help improve the transportation circulation in the area. The subject property when developed has the potential to provide street connections to the properties to the north and east for proposed and existing development.

The IC zone can accommodate the needed residential uses and commercial uses within this area of the City of Salem. This proposal will allow the developer/s to develop the site with a mixed-use feel. Multi-family units will benefit from existing and commercial uses to the east. Residents can live and work within their neighborhood.

The location of the site provides the ability to develop residential/industrial/commercial services because it is at a location that is very close to and accessible to the freeway and nearby residential neighborhoods in the surrounding area, including east of the freeway.

Therefore, in order to allow the site to be developed with multi-family uses and utilize the surrounding commercial uses, rezoning this site to IC is better suited for this site and consistent with the surrounding properties.

**64.025(e)(2)(B): Services**

The City provided information at the pre-application conference (PRE-AP21-92) and within the approved UGA12-01 that water and sewer lines are available for extension into the site. Natural gas, telephone and electrical services are located within the public right-of-way.

Applicable state or federal permits are required to be obtained for issuance of building or construction permits from the City.

Private utilities will be provided with under grounding of electrical, gas, telephone and cable lines into the site.

The needed services are available for the development of the site.

**64.025(e)(2)(C): Urbanization**

The City's adopted Comprehensive Plan Urban Growth Management Goal and Policies implements the Statewide Urbanization Goal and primarily addresses residential development within the City and UGB. The subject property is within the City and the UGB and is located in an urbanizing area of the city. The Comprehensive Plan Change/Zone Change advance the SACP by facilitating productive use of the site which is mostly underused. Since infrastructure is needed to serve development, the change in Plan designation will call for the extension of new sewer and water mains and construction of upgraded facilities. These can only happen by increasing the opportunity for development to pay for these infrastructure improvements which are appropriate for an urbanizing area.

The subject property is within a developing area of the City and outside the urban service area. UGA 12-01 identifies the needed facilities for the area. Specific development triggers specific facilities that are required to be connected to existing systems for looped service.

**64.025(e)(2)(D): Comprehensive Plan/Applicable Goals**

The following Statewide Planning Goals apply to this proposal:

The request is in conformance with State Wide Planning Goals and all applicable land use standards imposed by state law and administrative regulation, which permit applications to be filed. Development of the subject property can meet the minimum standards of the zone code and the STSP. The proposal complies with the applicable intent statements of the SACP as addressed in this report. The applicant has presented evidence sufficient to prove compliance with these standards.

**Goal 1 – Citizen Involvement:**

The City's adopted Comprehensive Plan General Development Goal and Policies, and its adopted zone code, implement the Statewide Citizen Involvement Goal. This application will be reviewed according to the public review process established by the City of Salem. The City's Plan is acknowledged to be in

compliance with this Goal. Notice of the proposal will be provided to property owners and public agencies, published in the newspaper, and posted on the property. The published notice will identify the applicable criteria. A public hearing to consider the request will be held by the Planning Commission. Through the notification and public hearing process all interested parties are afforded the opportunity to review the application, comment on the proposal, attend the public hearing, and participate in the decision. These procedures meet the requirements of this Goal for citizen involvement in the land use planning process.

*Goal 2 – Land Use Planning:*

The City's adopted Comprehensive Plan implements the Statewide Land Use Planning Goal. The Salem Area Comprehensive Plan (SACP) is acknowledged to be in compliance with the Statewide Planning Goals. This proposal is made under the goals, policies and procedures of the SACP and its implementing ordinance. A description of the proposal in relation to the intent of the Plan, its applicable goals and policies, the Comprehensive Plan Change criteria, the zone change considerations is part of this review. Facts and evidence have been provided that support and justify the proposed Comprehensive Plan Change and zone change. For these reasons, the proposal conforms to the land use planning process established by this Goal.

*Goal 5 – Natural Resources, Scenic and Historic Areas, and Open Spaces:*

The City's adopted General Development, Scenic and Historic Areas, Natural Resources and Hazards Goals and Policies address the Statewide Goal. According to the City's August 20, 2021, preapplication letter, there are mapped wetlands on the subject property. The City notifies the Division of State Lands of any proposed land use activities within a wetland area. In the event that a resource is identified, the City's applicable riparian, tree protection and wetland development standards will be applied at the time of development and will ensure compliance with Goal 5.

The City's preapplication letter indicated that there are no landslide risks on the subject property. A geological assessment is not required for this application.

There are no significant historic buildings on the subject property. The applicant has taken the opportunity to consider existing conditions that enable him to explore potential redevelopment. The City has standards in place to address access, internal circulation, topography, drainage, public facilities, overall site design and layout. Supplemental photographs of the site have been included with the land use application.

*Goal 6 – Air, Water and Land Resources Quality:*

The City's adopted Comprehensive Plan Growth Management, Scenic and Historic Areas, Natural Resources and Hazards, Commercial, Industrial and Transportation Goals and Policies along with adopted facilities plans implement this Goal.

Development is required to meet applicable State and Federal requirements for air and water quality. The proposal to redevelop is reviewed by the City and any applicable outside agencies for impacts on environment and compliance to applicable standards and regulations. Development is required to meet applicable water, sewer, and storm drainage system master plan requirements. Upon redevelopment, the City is responsible for assuring that wastewater discharges are treated to meet the applicable standards for environmental quality.

The City has identified the process through which water, sewer and storm drainage will be supplied to the site via their August 30, 2021, preapplication conference letter to the applicant. The City is responsible for assuring that wastewater discharges are treated to meet the applicable standards for environmental quality prior to release. Storm water runoff will be collected and removed by the City storm drainage system, in a manner determined by the City to be appropriate.

The proposed site is outside the noise contours of the air traffic, and that the facility will nevertheless utilize building materials that mitigate such noise, if any.

The major impact to air quality in the vicinity is vehicle traffic along the boundary streets, Hwy 22. and Cordon Road. These are the major traffic routes in the area. Cordon Road is designated as a Parkway in the Salem Transportation System Plan (STSP), and as such is defined to carry 30,000 to 60,000 vehicles per day. Hwy 22 is a Freeway, with a design capacity of 50,000+ vehicles per day. The traffic generated from the site will be minor compared to the total volume of traffic in this area and will not create a significant additional air quality impact.

The site is vacant. There are no identified significant natural resources on the site. Development of vacant urban land is expected. The proposed change will have no significant impact on the quality of the land. Considering the location of the site within the city, the availability of public facilities to provide water, sewage disposal and storm drainage services, and the surrounding transportation system, the proposal will have no significant impacts to the quality of the air, water or land. The City's adopted facility plans implement Goal 6.

*Goal 7 – Areas Subject to Natural Hazards:*

The City's adopted Comprehensive Plan Development Goal and Policies implements the Statewide Natural Hazards Goal by identifying areas subject to natural hazards such as flooding. SRC Chapter 809 and 810 implement the Comprehensive Plan Goal and Policies. Per Pre-App21-92, the site is classified as a low landslide risk. Therefore, a Geological Assessment is not required.

Natural drainage and run off due to redevelopment are addressed by the public construction storm drainage plans and roof drains for building permits for individual structures as part of the site development process. Any new construction is subject to engineered building foundations.

The area is not generally subject to forest fire hazard because it is not timbered. Firefighting facilities are located within proximity to the development. The Fire Department reviews the development in order to ensure that proper vehicle clearance, hard-surfacing and hydrant spacing is acceptable.

There are no identified wetlands on the site.

*Goal 8 – Recreational Needs:*

The City's adopted Comprehensive Plan Open Space, Parks and Recreation Goal and Policies implements the Statewide Recreation Needs Goal by encouraging conservation and identification of existing and needed park resources and funding mechanisms. Salem identifies programs, activities and policies relating to parks and recreational activities in the community. The City's needs for leisure areas and open space areas have been identified in its adopted plans. At the time of development, the proposal

will provide improved public pedestrian connections via hard-surfaced sidewalks that are planned to further the City's planned connections to identified park sites. If developed as a multi-family development, open space and recreation areas will be provided on site to meet design standards.

The Park and Recreation Master Plan map shows two existing parks located to the south and southwest of the site, Cascade Gateway Park and Bill Negel Park. Therefore, the proposal complies with this Goal.

*Goal 9 – Economy of the State:*

The City's Economic, Commercial and Industrial Goals and Policies implement this Statewide Goal. The purpose of the City's Economic Development Goal is to "*Strengthen the economic base of the Salem area . . .*" The proposal meets this goal because it does not change the plan designation from an industrial use to a non-industrial use. The proposal is to rezone 1.39 acres from RA to IC for uses permitted within the IC zone. The proposal is not a State-sponsored economic development project and there is no negative effect on the local, regional or statewide economy. The subject property is currently underutilized and by developing the site the proposal will improve the economic viability of the location. The site is currently unproductive and returns little value to the City because of the current RA zone. The RA zone is not a feasible zone for this area. Redevelopment contributes to the economic base of the urban area, which is consistent with this Goal. The site will offer economic diversification because it will provide for the expansion of new uses and will encourage the location of new businesses. It will provide an opportunity to encourage hiring of local unemployed, skilled and unskilled local residents.

The "Industrial Commercial" designation along with the IC zoning designation offers a broad mix of employment uses are permitted in the IC zone, including agriculture, manufacturing and production, industrial service, warehouse and freight movement, wholesale sales and multi-family residential. Other allowed uses include office uses, public utilities such as the transportation, sewer, water and storm water infrastructure. Therefore, this proposal complies with Goal 9.

*Goal 10 – Housing:*

The City's adopted Comprehensive Plan Growth Management, Residential, Transportation Goals and Policies and applicable adopted facilities plans implement the Statewide Housing Goal.

The re-designation of this site does not eliminate the ability of the site to be developed as residential because single and multi-family uses are conditional uses in the IC zone. Properties to the north and east are developed with residential uses. Therefore, rezoning would allow the property to be developed with residential uses and add to the housing needs of the City of Salem.

According to the 2014 Housing Needs Analysis, "Salem has a deficit of land for nearly 2,900 dwelling units (2,897) in the Multi-Family Residential designation. ...Salem has a deficit of about 207 gross acres of land in the Multi-Family Residential." The rezone helps maximize the density while helping to meet housing needs within the Salem Urban Growth Boundary.

The applicant's proposal helps the City re-designate land while helping meet the housing needs.

The property totals 1.39 acres and when developed will be combined with the properties to the north which are zoned IC. The development of the site and adjacent owned sites could include multi-family

units and attached single family dwellings. Therefore, the rezone would allow housing units within the City of Salem and within an area where higher density housing is needed.

The existing neighborhood consists of single-family housing and multi-family. In order to maintain the character of the neighborhood, the site will be developed in compliance with required Design Standards and provide bufferyards along property lines.

The City's adopted Comprehensive Plan Growth Management, Residential, Transportation Goals and Policies and applicable adopted facilities plans implement the Statewide Housing Goal.

*Goal 11 - Public Facilities and Services:*

The City's adopted Comprehensive Plan Growth Management, Commercial, Industrial, and Transportation Goal and Policies and adopted Stormwater and Water Master Plans implement the Statewide Public Facilities and Services Goal by requiring development to be served by public services. The proposal is for revitalized urban development in an area where future extensions of those services can be provided in the most feasible, efficient and economical manner. The City's capital improvement program and its minimum code standards for public facilities provide a means for improving and updating public facilities systems (water and sewer). All necessary and appropriate public services and facilities essential for development will be provided to this property at levels that are adequate to serve the proposed use.

The City maintains an infrastructure of public services that includes sewer, water, and storm drainage facilities. The City will specify any needed changes to the existing service levels at the time building permits are requested.

Sidewalks are or will be provided throughout the site to connect to the public sidewalk system. The location along a major transportation corridor facilitates access to a transit route, bicycle and pedestrian access, provides significant opportunity to reduce vehicle miles traveled. The vehicle, transit, bicycle, and pedestrian circulation systems will be designed to connect major population and employment centers in the Salem urban area, as well as provide access to local neighborhood residential, shopping, schools, and other activity centers.

The Salem-Keizer School District provides public education facilities. The education district's master plan provides for growth in the district and has options to meet the demand. The education district reviews the population factors to determine planning, funding and locating new schools or providing additional facilities on the sites of existing schools.

Other private service providers supply garbage, telephone, television, postal and internet services as needed by the development. The required public services and facilities to serve new development will be determined by the City at the time development permits are requested. By providing adequate public facilities and services for the proposed use, the requirements of this Goal are met.

*Goal 12 – Transportation:*

The City's adopted Comprehensive Plan Transportation Goal and Policies and the adopted Salem Transportation System Plan (STSP) implements the Statewide Transportation Goal by encouraging a safe, convenient and economic transportation system. The site is located at the intersection of Hwy

22/Cordon Road, near Kuebler Boulevard. Kuebler Blvd. is a major east-west link between Interstate Highway 5 and State Highway 22. The major streets are in place due to previous development.

The subject property is located along a major transportation corridor. It has frontage on Cordon Road, Old Macleay Road, and Hwy 22. No direct access is available to Hwy 22. However, new street improvements facilitate access into the site. When developed, access will be taken through the site via Whitaker Drive and local streets to the north. New and improved access into any development on the subject property is required to address safety, convenience, visibility, grade, and other access issues.

The proposed map amendment will not significantly affect Cordon Road or Old Macleay Road as these facilities are planned with functional classifications and performance standards to accommodate the vehicle trip generation for a designated "Parkway" and "local street". The applicant's Transportation Planning Rule analysis will address this goal because it addresses if a "significant affect" is identified and what the mitigation should be.

A TIA is being prepared for the project and will be submitted to the City of Salem when complete.

*Goal 13 - Energy Conservation:*

The City's adopted Comprehensive Plan General Development, Urban Growth, Growth Management, Commercial, Industrial and Transportation Goal and Policies implements the Statewide Energy Conservation Goal by encouraging conservation practices, alternative sources of energy and efficient use of energy. The site is located within the City limits and within proximity to City facilities which can be extended to serve any new development.

Redevelopment of the site continues to provide for the orderly and economic extension of public facilities and services and thus is economically provided. The existing transportation network surrounding the subject property is in place. The transportation system provides efficient and convenient linkages for both motorized and non-motorized forms of transportation. Up-to-date building construction codes provide for energy-saving devices and conservation for any new structures. The Comprehensive plan identifies the need for public education, incentive and enforcement programs that encourage lower and alternative energy consumption costs.

The subject property is located very close to major arterial and major streets that provide direct access to Interstate 5. When developed, new construction will provide the opportunity to provide improved construction and building techniques which improves and conserves energy uses of new buildings.

*Goal 14 – Urbanization:*

The City's adopted Comprehensive Plan Urban Growth Management Goal and Policies implements the Statewide Urbanization Goal and primarily addresses residential development within the City and UGB. The subject property is within the City and the UGB and is located in an urbanizing area of the city. The Comprehensive Plan Change/Zone Change advance the SACP by facilitating productive use of the site which is mostly underused. Since infrastructure is needed to serve development, the change in Plan designation will call for the extension of new sewer and water mains and construction of upgraded facilities. These can only happen by increasing the opportunity for development to pay for these infrastructure improvements which are appropriate for an urbanizing area.

The subject property is within a developing area of the City and outside the urban service area. UGA 12-01 identifies the needed facilities for the area. Specific development triggers specific facilities that are required to be connected to existing systems for looped service.

*Other Goals:*

Statewide Goals 3, (Agricultural Lands), 4 (Forest Lands); 15 (Willamette River Greenway) 16 (Estuarine Resources) 17 (Coastal Shorelands), 18 (Beaches and Dunes) and 19 (Ocean Resources) are not applicable to this proposal. There is no special agriculture, ocean beaches, dunes, destination areas or forest lands impacted by this proposal. There are no estuaries, flood ways, flood plains, mines, sand dunes, rivers or streams, or other beach resource areas impacted by this proposal.

**64.025(e)(2)(E): Public Interest**

The public is benefitted by creating a well-located parcel of land that can be developed as multi-family or commercial/industrial; it will increase the City and State tax base; will be an attractive and efficient development; will identify and mitigate any hazard areas in a reasonable and a responsible manner.

The rezoning addresses planning issues such as use, access, circulation, public facilities, topography, and drainage. Site constraints such as configuration, frontage and topography are always taken into consideration for lot layout and access. Enhanced vehicular circulation is critical to City as well as the applicant.

In summary, by establishing a use that is consistent with the future economic and multi-family needs, and by providing a compatible use, the proposed change benefits the public.

*Salem Area Comprehensive Plan:*

The SACP indicates that *“Some of the reasons for converting urbanizable land to urban land are to (1) provide for the orderly and economic extension of public facilities and services, (2) provide adequate land area for a variety of housing types and locations, and (3) maintain an adequate supply of serviced or serviceable undeveloped land to meet the market demand for a variety of uses.”* Development of the subject property is subject to the City’s Growth Management standards under Salem Revised Code Chapter 66 which identifies linking water, sewer, storm drain and park facilities needed to serve the site.

The SACP Goal for “Commercial Development” is *“To maintain and promote the Salem urban area as a commercial center for the Marion-Polk”.*

The SACP Goal for “Industrial Development” is *“To encourage and promote industrial development which strengthens the economic base of the community and minimizes air and water pollution.”*

The SACP states that one of the intents of the “Residential Development” goals is, *“To promote a variety of housing and opportunities for all income levels and an adequate supply of development land to support such housing.”*

The proposal is to change the zoning for approximately 1.39 acres from RA (Residential Agriculture) to IC (Industrial Commercial) and to change the Comprehensive Plan map designation from “Developing Residential” to “Industrial Commercial”.



Therefore, the proposal complies with these “Residential”, “Commercial” and “Industrial” Goals of the SACP by creating an area that promotes commercial and residential services which strengthens the economic base by providing employment, goods and services, and a needed housing type. The proposal also complies with the Statewide Planning Goals as outlined above.

The proposed redesignation and concurrent re-zoning will result in a coordinated Comprehensive Plan designation and zoning district as is required by the Plan and Code Coordination Policy. The proposal is therefore, consistent with this policy and necessary to assure conformance between the SACP, Statewide Planning Goals, and the underlying zoning district.

#### **APPLICANT’S REASONS ADDRESSING THE ZONE CHANGE CRITERIA**

The intent and purpose of a zone change is described in SRC 265. In this section, it is recognized that due to a variety of factors including normal and anticipated growth, changing development patterns and concepts, and other factors which cannot be specifically anticipated, the zoning pattern cannot remain static. The zone change review process is established as a means of reviewing proposals and determining when they are appropriate.

The subject property is currently zoned RA but is underdeveloped, due to the zoning and location.

This zone change is requested in order to allow a use of the site that will expand the types of uses for which the site can be developed. The proposed IC zone will implement the requested “Industrial Commercial” SACP map designation.

#### **ZONE CHANGE CRITERIA SRC 265.005(e)(1)(A)(ii)-(iii) and (C)-(G):**

**(1) A quasi-judicial zone change shall be granted if all of the following criteria are met:**

- (A) The zone change is justified based on the existence of one or more of the following:**
- (i) A mistake in the application of a land use designation to the property;**
  - (ii) A demonstration that there has been a change in the economic, demographic, or physical character of the vicinity such that the proposed zone would be compatible with the vicinity’s development pattern; or**
  - (iii) A demonstration that the proposed zone is equally or better suited for the property than the existing zone. A proposed zone is equally or better suited for the property than an existing zone if the physical characteristics of the property are appropriate for the proposed zone and the uses allowed by the proposed zone are logical with the surrounding land uses.**

Applicant Response to (A)(ii): The proposed zone change fits the development pattern of the vicinity. The surrounding properties are developed as multi-family residential, single-family residential, and commercial. When developed, the development on the site will be compatible with the existing uses.

The economic, demographic, and social nature of this area is in the process of changing. The County and City zone maps show that changes have occurred in bringing this vicinity more to industrial, commercial, and multi-family residential. The proposed zone change fits the development pattern of the vicinity. In 2012, CPC-ZC-PAR12-08 was approved to change the comprehensive plan designation from Industrial to Industrial Commercial and Multi-Family Residential and change the zone district from IBC (Industrial

Business Campus) and IP (Industrial Park) to IC (Industrial Commercial) and RM-II Multiple Family Residential) and a 3-parcel partition on property approximately 45.42 acres in size and located at the northwest corner of the intersection of Highway 22 and Cordon Road SE. This approval included the properties to the north which are zoned IC. This rezone changed this area along Cordon Road, by allowing the development of multi-family units and commercial uses. This area is changing and is not an area feasible for uses allowed in the RA zone in this location.

Therefore, the change in zone would be compatible to the existing zones and uses in the area.

Applicant Response to (A)(iii): As shown on the City land zone map there is no property contiguous to the existing site that is vacant IC land, and there is none in the necessary proximity that already has access and facilities in place.

The applicant is proposing to rezone 1.39 acres from RA to IC and develop the site with the existing IC zoned property to the north and east. The IC zone gives the site the potential to be developed with multi-family units, which is compatible with the existing multi-family dwellings and commercial uses to the east.

According to the Housing Needs Analysis, "Salem has a deficit of capacity in the MF designation, with a deficit of 2,897 dwelling units and a deficit of 207 gross acres of residential land. With a multi-family designation, the subject property can be developed with multi-family dwellings; the rezone helps maximize the density while helping to meet housing needs within the Salem Urban Growth Boundary.

The applicant's proposal helps the City re-designate land while helping meet the housing needs.

The subject property will not only be a site that will contribute to the multi-family housing needs, but it is also a site that can help improve the transportation circulation in the area. The subject property when developed has the potential to provide street connections to adjacent properties for existing and proposed development.

The proposed IC zone is better suited for the site because; 1) the site is located within an area of Salem with available public facilities and services; 2) the IC zone will allow the site to be developed with uses that are compatible with the surrounding existing single-family, multi-family uses, and commercial uses; and, 3) the development of the site will provide additional housing in order to help meet housing needs within the City of Salem.

Therefore, the proposed IC zone will be better suited for the site than the existing RA zone.

This criteria has been met.

**(B) City-initiated zone change.**

Applicant Response to (B): The proposed zone change is not City-initiated. Therefore, this criterion is not applicable.

**(C) The zone change complies with the applicable provisions of the Salem Area Comprehensive Plan.**

Applicant Response to (c): The request is in conformance with the Goals and Policies of the Salem Area Comprehensive Plan and all applicable land use standards imposed by state law and administrative regulation, which permit applications to be filed. The subject property is within the boundaries of Southeast Mill Creek Association, however, there is no adopted neighborhood plan for the area. Any proposed industrial/commercial and residential development will be reviewed for conformance with the standards of the Salem Zoning Code and Multi-Family Design Standards. Development of the subject property can meet the minimum standards of the zone code and the STSP. The proposal complies with the applicable intent statements of the SACP as addressed in this report.

*Facilities and Services Location*: The City's adopted Comprehensive Plan Transportation Goal and Policies and the adopted Salem Transportation System Plan (STSP) implements the Statewide Transportation Goal by encouraging a safe, convenient and economic transportation system. The major streets are in place due to previous development.

The City's adopted Comprehensive Plan Growth Management, industrial/commercial, residential, and Transportation Goal and Policies and adopted Stormwater and Water Master Plans implement the Statewide Public Facilities and Services Goal by requiring development to be served by public services. The proposal is for revitalized urban development in an area where future extensions of those services can be provided in the most feasible, efficient and economical manner. The City's capital improvement program and its minimum code standards for public facilities provide a means for improving and updating public facilities systems (water and sewer). All necessary and appropriate public services and facilities essential for development will be provided to this property at levels that are adequate to serve the proposed use.

The City maintains an infrastructure of public services that includes sewer, water, and storm drainage facilities. The City will specify any needed changes to the existing service levels at the time building permits are requested.

*Infill Development*: The subject property is currently vacant. The zone change will promote infill development with the development of a property that is already served by City Services and all transportation to be developed with industrial/commercial uses and a higher density of residential housing that is needed in this area.

According to the Housing Needs Analysis, "Salem has a deficit of capacity in the MF designation, with a deficit of 3,283 dwelling units and a deficit of 228 gross acres of residential land. The rezone helps maximize the density while helping to meet housing needs.

*Circulation System and Through Traffic*: The subject property is located along Cordon Road, Hwy 22, and Old Macleay Road and needed improvements will be made if required. The major streets are in place due to previous development.

*Alternative Housing Patterns*: The properties to the north and east are developed as a multi-family development and single-family dwellings. The property located directly to the north of this site is owned by the same owner and is zoned IC. The subject property will be developed with those properties located directly to the north. In order to provide an alternative housing pattern while being consistent with the neighborhood, the proposed development will have the potential to provide higher density of needed housing.

Requests for Rezoning: The subject property is designated for a detached single family dwelling development (RA). A use that is not market friendly or feasible on this site directly off Cordon Road. All public facilities and services are available to the site. The rezone to IC will help utilize an underdeveloped property. The proposed development will meet Statewide Planning Goals and Policies pertaining to residential development. Since development will be consistent with surrounding uses, the development of the site will not impact adjacent properties.

Urban Design: The City has adopted Design Standards and has a process in place to help implement multi-family design and commercial standards. The site has the potential to be developed with multi-family units under the IC zone. When developed, the applicant's development will be in compliance with the Multi-Family Design Standards. As required by code, the applicant will submit a Design Review and Site Plan Review application for development of the site. Multi-family dwellings also require a Conditional Use Permit within the IC zone.

Therefore, when developed this criterion is met.

- (D) *The zone change complies with applicable Statewide Planning Goals and applicable administrative rules adopted by the Department of Land Conservation and Development.***

Applicant Response to (D): All Planning Goals have been addressed above. See findings under 64.025(e)(2)(D).

- (E) *If the zone change requires a comprehensive plan change from an industrial designation to a non-industrial designation, or a comprehensive plan change from a commercial or employment designation to any other designation, a demonstration that the proposed zone change is consistent with the most recent economic opportunities analysis and the parts of the Comprehensive Plan which address the provision of land for economic development and employment growth; or be accompanied by an amendment to the Comprehensive Plan to address the proposed zone change; or include both the demonstration and an amendment to the Comprehensive Plan.***

Applicant Response to (E): The applicant is proposing to change the zoning from RA to IC.

Therefore, this criteria is not applicable.

- (F) *The zone change does not significantly affect a transportation facility, or, if the zone change would significantly affect a transportation facility, the significant effects can be Adequately addressed through the measures associated with, or conditions imposed on, the zone change.***

Applicant Response to (F): The current zoning of the property is RA. The applicant is proposing to change the zone to IC, so the sites can be developed at a higher density and/or other uses allowed within the IC zone.

A TIA is currently being prepared and will be submitted to the City when complete. Cordon Road (south) is designated as a parkway in the Salem Transportation System Plan (STSP). If required, a TIA will identify the traffic needs for the site and if any mitigation measures are needed.

This criterion has been met.

**(G) *The property is currently served, or is capable of being served, with public facilities and services necessary to support the uses allowed by the proposed zone.***

Applicant Response to (G): The subject property is currently served, or is capable of being served, with public facilities and services necessary to support the uses allowed in the IC zone.

Therefore, this criteria has been met.

### **CONCLUSION**

We believe that requested Comprehensive Land Plan Change/Zone Change application is appropriate for the subject property for the reasons describe herein. The proposal is consistent and in compliance with the applicable goals and policies of the Comprehensive Plan and the Statewide Planning Goals, and satisfies all applicable criteria. As demonstrated herein, the “Industrial Commercial” comprehensive land use designation and corresponding IC (Industrial Commercial) zoning designation are appropriate for the subject property.

We believe that the materials submitted address all the relevant City criteria for a Comprehensive Plan Change/Zone Change. Obviously, there are other approval processes needed for the development of the property at the time proceeding actual development. For these reasons, we believe that the proposal is warranted and that the Planning staff has sufficient findings to grant the proposal as requested.

# Hawks Ridge Apartments-Phase 3 Conditional Use

## **Applicant:**

KCH Enterprises, LLC  
10355 Liberty Road S  
Salem, Oregon 97306

## **Representative:**

Multi/Tech Engineering  
Brandie Dalton, Land-Use Consultant  
1155 SE 13<sup>th</sup> Street  
Salem, Oregon 97302  
(503) 363-9227  
[bdalton@mtengineering.net](mailto:bdalton@mtengineering.net)

## **SITE HISTORY:**

The site is located at the NW corner of the intersection of Highway 22 and Cordon Road SE (082W05/200, 300, 400, 401, and 500). The subject property is zoned IC (Industrial Commercial). The subject property is designated as "Industrial Commercial" on the Salem Area Comprehensive Plan (SACP) Map.

In 2012, an Urban Growth Area Permit (UGA12-01), was issued to determine the public facilities required to develop an apartment complex and industrial and commercial development on property approximately 45.67 acres in size located at the northwest corner of the intersection of Cordon Road SE and Highway 22. The subject property was part of this UGA permit.

On January 10, 2013, CPC-ZC-PAR12-08 was approved. The CPC-ZC-PAR12-08 approval was a consolidated application to change the comprehensive plan designation from Industrial to Industrial Commercial and Multi-Family Residential and change the zone district from IBC (Industrial Business Campus) and IP (Industrial Park) to IC (Industrial Commercial) and RM-II Multiple Family Residential) and a 3-parcel partition on property approximately 45.42 acres in size and located at the northwest corner of the intersection of Highway 22 and Cordon Road SE. The subject property was part of the CPC-ZC-PAR12-08 approval.

The City held a pre-application conference with the applicant on August 30, 2021, for the purpose of discussing redevelopment of the subject property (PRE-AP21-92).

A Design Review Pre-App was held on January 20, 2021 (PRE-AP22-03), 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 subject property is 23.3 acres in size and zoned IC (Commercial Retail). The applicant is applying for a Conditional Use for the construction of a 396-unit apartment complex.

**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:

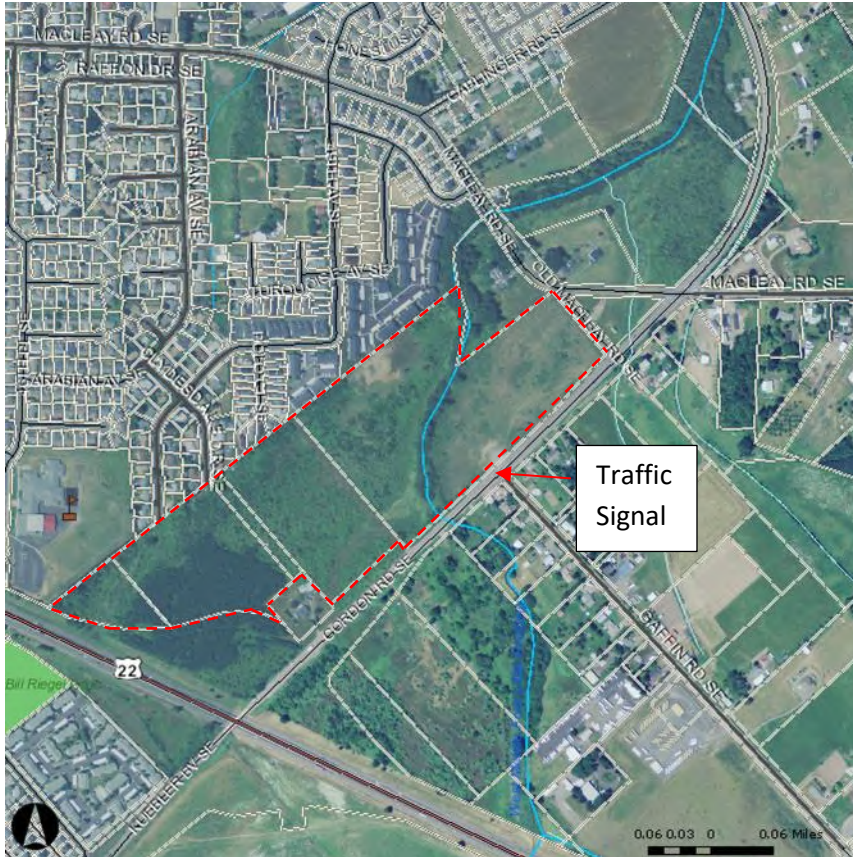
- (1) The proposed use is allowed as a conditional use in the zone;*
- (2) The reasonably likely adverse impacts of the use on the immediate neighborhood can be minimized through the imposition of conditions; and*
- (3) The proposed use will be reasonably compatible with and have minimal impact on the 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 to the north is zoned RS and has existing single-family dwellings, the property to the east is zoned IC and developed with multi-family dwellings, storage facilities, and a gas station. The proposal for multi-family dwellings on the site will be consistent with the surrounding area.

The proposed apartments will have less an impact on the area then an industrial use that is allowed within the IC zone. The applicant’s Traffic Engineer is working on providing an analysis of the site. A Traffic Study is currently being worked on and will be submitted to the City when complete.

The original TIA was done as part of CPC-ZC-PAR12-08 for the subject property and the properties to the east.



In order to mitigate any impacts, the developers were required to put in a signal at Gaffin Road. Furthermore, the intent of the applicant is to mitigate impacts by providing adequate circulation for vehicle, multi-modal / pedestrian impacts to the transportation system.

(3) The subject property is surrounded by the following uses:

- North: RS zoned property; existing single-family dwelling
- East: Across IC zoned property; existing multi-family dwellings, storage units, gas station
- South: Across Cordon Road-Marion County Industrial zone; vacant land
- West: Across Hwy 22-RMII (Multi-Family Residential) and RA (Residential Agriculture) zone; existing apartments and Bill Riegal Park

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 compatibility with adjacent uses.

The proposed apartment development will provide pedestrian paths throughout the site and to Clydesdale Road (north), Whitaker Road (east), and Cordon Road (south). The pedestrian paths will provide access and circulation to the surrounding neighborhoods. Therefore, increasing their livability as well as providing needed housing.



There for this condition will be complied with through the Site Plan/Design Review process.

# Hawks Ridge 3-Apartments

## Design Review

February 23, 2022

### **Applicant:**

KCH Enterprises, LLC  
10355 Liberty Road S  
Salem, Oregon 97306

### **Representative:**

Multi/Tech Engineering  
Brandie Dalton, Land-Use Consultant  
1155 SE 13th Street  
Salem, Oregon 97302  
(503) 363-9227  
bdalton@mtengineering.net

### **Site History:**

The site is located at the NW corner of the intersection of Highway 22 and Cordon Road SE (082W05/200, 300, 400, 401, and 500). The subject property is zoned IC (Industrial Commercial). The subject property is designated as "Industrial Commercial" on the Salem Area Comprehensive Plan (SACP) Map.

In 2012, an Urban Growth Area Permit (UGA12-01), was issued to determine the public facilities required to develop an apartment complex and industrial and commercial development on property approximately 45.67 acres in size located at the northwest corner of the intersection of Cordon Road SE and Highway 22. The subject property was part of this UGA permit.

On January 10, 2013, CPC-ZC-PAR12-08 was approved. The CPC-ZC-PAR12-08 approval was a consolidated application to change the comprehensive plan designation from Industrial to Industrial Commercial and Multi-Family Residential and change the zone district from IBC (Industrial Business Campus) and IP (Industrial Park) to IC (Industrial Commercial) and RM-II (Multiple Family Residential) and a 3-parcel partition on property approximately 45.42 acres in size and located at the northwest corner of the intersection of Highway 22 and Cordon Road SE. The subject property was part of the CPC-ZC-PAR12-08 approval.

The City held a pre-application conference with the applicant on August 30, 2021, for the purpose of discussing redevelopment of the subject property (PRE-AP21-92).

A Design Review Pre-App was held on January 20, 2021 (PRE-AP22-03), to discuss the development of the subject property as apartments.

**Proposal:**

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.

The subject property is 23.3 acres in size and zoned IC. The site is located at the NW corner of the intersection of Highway 22 and Cordon Road SE (082W05/200, 300, 400, 401, and 500). 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 applying for a Conditional Use, Design Review, and Site Plan Review for the construction of a 396-unit apartment complex.

The required street extension/connection divides the property into Area 1 and Area 2. However, the complex will be developed as one with shared amenities for all 396-units.

Area 1: 174 Apartment Units  
Area 2: 222 Apartment Units

**Adjustments Requested:**

SRC 702.020(e)(4) 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.

Northeast: 34-foot setback (Buildings 6, 7, 8, and 29); RS zoned-existing single-family dwelling  
Northwest: 48 to 165-foot setback (Buildings 26, 27, 28); IC zoned-vacant land  
East: 20-foot setback (Buildings 9, 10, 11); RMII zoned-existing apartments  
South: 20-foot setback (Buildings 17, 18, 19); Cordon Road  
West: 20-foot setback (Buildings 20-26); HWY 22 right-of-way  
A Street: 20-foot setback (Buildings 1, 2, 3, 4, 5, 6, 11, 29, 32, 33, 34, 35, 36)

**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 D and E Units) is 37.10 feet in height (measured to the highest point)

- \*Building 2 (Type C Units) is 34.8 feet in height (measured to the highest point)
- \*Building 3 (Type B Units) is 38.8 feet in height (measured to the highest point)
- \*Building 4 (Type D and E Units) is 37.10 feet in height (measured to the highest point)
- \*Building 5 (Type E Units) is 37.6 feet in height (measured to the highest point)
- \*Building 6 (Type B Units) is 38.8 feet in height (measured to the highest point)
- \*Building 7 (Type A Units) is 38.2 feet in height (measured to the highest point)
- \*Building 8 (Type A Units) is 38.2 feet in height (measured to the highest point)
- \*Building 9 (Type C Units) is 38.4 feet in height (measured to the highest point)
- \*Building 10 (Type A Units) is 38.2 feet in height (measured to the highest point)
- \*Building 11 (Type C Units) is 34.8 feet in height (measured to the highest point)
- \*Building 12 (Recreation Building) is 23.2 feet in height (measured to the highest point)
- \*Building 13 (Type B Units) is 38.8 feet in height (measured to the highest point)
- \*Building 14 (Type C Units) is 38.4 feet in height (measured to the highest point)
- \*Building 15 (Type D Units) is 37.10 feet in height (measured to the highest point)
- \*Building 16 (Type D and E Units) is 37.10 feet in height (measured to the highest point)
- \*Building 17 (Type D and E Units) is 37.10 feet in height (measured to the highest point)
- \*Building 18 (Type D and E Units) is 37.10 feet in height (measured to the highest point)
- \*Building 19 (Type B Units) is 38.8 feet in height (measured to the highest point)
- \*Building 20 (Type C Units) is 38.4 feet in height (measured to the highest point)
- \*Building 21 (Type A Units) is 38.2 feet in height (measured to the highest point)
- \*Building 22 (Type C Units) is 34.8 feet in height (measured to the highest point)

- \*Building 23 (Type B Units) is 38.8 feet in height (measured to the highest point)
- \*Building 24 (Type A Units) is 38.2 feet in height (measured to the highest point).
- \*Building 25 (Type B Units) is 38.8 feet in height (measured to the highest point)
- \*Building 26 (Type B Units) is 38.8 feet in height (measured to the highest point)
- \*Building 27 (Type E Units) is 37.6 feet in height (measured to the highest point)
- \*Building 28 (Type A Units) is 38.2 feet in height (measured to the highest point)
- \*Building 29 (Type B Units) is 38.8 feet in height (measured to the highest point)
- \*Building 30 (Type A Units) is 38.2 feet in height (measured to the highest point)
- \*Building 31 (Recreation Building) is 23.2 feet in height (measured to the highest point)
- \*Building 32 (Type C Units) is 34.8 feet in height (measured to the highest point)
- \*Building 33 (Type C Units) is 38.4 feet in height (measured to the highest point)
- \*Building 34 (Type C Units) is 34.8 feet in height (measured to the highest point)
- \*Building 35 (Type D and E Units) is 37.10 feet in height (measured to the highest point)
- \*Building 36 (Type D Units) is 37.10 feet in height (measured to the highest point)
- \*Storage Buildings (2 Buildings) are 13.8 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 396-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 558 on-site vehicle parking spaces and is allowed a maximum of 961 on-site vehicle parking spaces. As shown on the site plan, 777 on-site parking spaces are being provided throughout the development.

Area 1: 243 parking spaces required  
 291 Standard Parking Stalls  
 44 Compact Parking Stalls

- 12 Handicap Parking Stalls
- 347 Total Parking Stalls Provided

- Area 2: 315 parking spaces required
- 352 Standard Parking Stalls
  - 64 Compact Parking Stalls
  - 14 Handicap Parking Stalls
  - 430 Total Parking Stalls Provided

Adequate parking has been provided throughout the development with 1.96 parking spaces per dwelling unit. Loading spaces have been provided as well.

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

Three (3) loading zones have been provided throughout the site as well.

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 42 bicycle parking spaces have been provided on-site.

- |                       |                       |
|-----------------------|-----------------------|
| Area 1: (18 required) | Area 2: (22 required) |
| 18 Bicycle Spaces     | 24 Bicycle Spaces     |

Recycling (Sheet SDR3): There are two trash/recycle area provided within the development. One is located in Area 1 and one is located in Area 2 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 shown on the Grading and Drainage Plan, the proposal is treating at least 80% hard surface with Green Water Infrastructure. A Preliminary Drainage Report is currently being worked on and will be submitted to the City when complete. 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 958,324 square feet in size with 523,967 square feet of landscaping throughout. Therefore, the development provides 55% landscaping throughout the site.

**SITE PLAN AREA 1:**

<b>BOUNDARY</b>	<b>343,482 S.F.</b>
<b>OPEN SPACE</b>	<b>132,604 S.F.</b>
<b>SIDEWALK</b>	<b>28,901 S.F.</b>
<b>BUILDINGS</b>	<b>59,772 S.F.</b>
<b>PARKING</b>	<b>122,205 S.F.</b>
<b>RECREATION</b>	<b>13,353 S.F.</b>

**SITE PLAN AREA 2:**

\* ENTIRE SITE 2 AREA TOTALS

<b>BOUNDARY</b>	<b>614,842 S.F.</b>
<b>OPEN SPACE</b>	<b>391,363 S.F.</b>
<b>SIDEWALK</b>	<b>39,822 S.F.</b>
<b>BUILDINGS</b>	<b>79,056 S.F.</b>
<b>PARKING</b>	<b>152,751 S.F.</b>
<b>RECREATION</b>	<b>6,870 S.F.</b>
<b>WATER QUALITY</b>	<b>23,000 S.F.</b>

Traffic: A Traffic Impact Analysis (TIA) is currently being worked on and will be submitted when complete.

The original TIA was done as part of CPC-ZC-PAR12-08 for the subject property and the properties to the east. In order to mitigate any impacts, the developers were required to put in a signal at Gaffin Road. Furthermore, the intent of the applicant is to mitigate impacts by providing adequate circulation for vehicle, multi-modal / pedestrian impacts to the transportation system.

Trees: There are 55 trees located within the boundary of the development (Area 1 and Area 2). Eighteen (18) trees are designated for removal. Therefore, preserving 67% of the street on the site.

**SITE PLAN AREA 1:**

10 TREES  
10 TREES TO BE REMOVED  
0 REMAIN

**SITE PLAN AREA 2:**

45 TREES  
8 TREES TO BE REMOVED  
37 REMAIN

There are no significant Oregon White Oaks on the site.

**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 287,497 square feet of the net developable area. The portion of the subject property being developed is zoned IC and is 958,324 (22 acres) square feet in size with 544,190 square feet of open space, including landscaped areas, a tot lot, and recreation building. Therefore, totaling 57% open space.

The existing street to the north, A Street, runs north/south through the site. Therefore, there are two sides of the development (Area 1 and Area 2). Both sides will share open space amenities as shown on the site plan.

Area 1 (174-units): 103,045 square feet of open space required

Site Area-343,482 square feet (7.88 acres)

Open Space-129,958s.f. (39%/Including Rec. Building)

Recreation Building-2,646s.f.

Area 2 (222-units): 184,453 square feet of open space required

Site Area-614,842 square feet (14.11 acres)

Open Space-388,717s.f. (64%/Including Rec. Building)

Recreation Building-2,646s.f.

The proposed development provides two 2,646 square foot recreation buildings, one in Area 1 and one in Area 2. Along with two fenced play areas, with one located Area 1 (13,353s.f.) and one located in Area 2 (6,870s.f.); and landscaped open space areas throughout the site. The recreation building, open space areas, and play areas are available to all 396 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 544,190 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 396-apartment units as shown on the site plans. The apartments will be developed with the IC zoned portion of the site that consists of 22 acres.

Per Table 702-3, The minimum open space area required for this development is 287,497 square feet of the net developable area. The portion of the subject property being developed is zoned IC and is 958,324 (22 acres) square feet in size with 544,190 square feet of open space, including landscaped areas, a tot lot, and recreation building. Therefore, totaling 57% open space.

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.

702.020(a)(1)(F): Bill Eiegel Park is located directly across Hwy 22 from the site, which is less than 1/2 from the subject property. However, the proposed development will have still be providing more than 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 523,967 square feet of landscaped area throughout the site. Therefore, 55% 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 55 trees located within the boundary of the development (Area 1 and Area 2). Eighteen (18) trees are designated for removal. Therefore, preserving 67% of the street on the site.

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

There are 55 trees located within the boundary of the development (Area 1 and Area 2). Eighteen (18) trees are designated for removal. Therefore, preserving 67% of the street on the site.

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 landscaping within the parking areas. This does not include the landscaped areas surrounding the parking areas.

Interior Parking Lot Landscaping: The proposal is for 396-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 A Street and Cordon Road. Internal accessways are proposed within the development.

Per SRC 702.020(d)(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.”*

As shown on Sheet SDR5, there is only one parking area that is greater than 6,700 square feet in area, which is allowed when broken up by landscape planter bays. Planter bays a minimum of 9 feet in width have been provided adjacent all parking areas. Therefore, 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 landscaping within the parking areas. This does not include the landscaped areas surrounding the parking areas.

*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.”*

All other buildings and parking areas on the site are in compliance with this standard.

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.

(e)(1)-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.

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

(e)(2) & (3)-All buildings face the interior of the lot. The rear side of Buildings 1, 2, 3, 4, 5, 6, 29, 32, 33, 34, 35, and 36 face A Street that runs through the site. The rear side of Buildings

17, 18, and 19 face Cordon Road. 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. The rear side of Buildings 7 and 8 do face residential zoned property (RS). However, they are setback over 34 feet from the property. 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.

#### (e)(4)-Cordon Road

The subject property has 685 feet of buildable width (this excludes required side setbacks) along Cordon 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, due to the Cordon Road being a high traffic road and a required 10-foot PUE, the buildings are not set within required 5 feet. Therefore, occupying 0% of the buildable width of street frontage along Boone Road. Due to the location and need for the detention pond along Cordon Road, additional buildings could not be provided along the setback line of Cordon Road.

An adjustment to this standard has been requested.

#### A Street (East Side)

The subject property has 1065 feet of buildable width (this excludes required side setbacks and driveway) along A Street. Buildings 1, 2, 3, 4, 5, 6, and 11 are located within 20 feet of the east side A Street. Code requires a minimum of 40% of the buildable width be occupied by buildings. As shown on the site plan, due to the required 10-foot PUE, the buildings are not set within required 5 feet. However, as shown on the site plan, the buildings are setback 20 feet and total 615 feet of the buildable width along the street frontage. Therefore, occupying 58% of the buildable width of street frontage along A Street.

An adjustment to this standard has been requested.

#### A Street (West Side)

The subject property has 1065 feet of buildable width (this excludes required side setbacks and driveway) along A Street. Buildings 29, 32, 33, 34, 35, and 36 are located within 20 feet of the east side A Street. As shown on the site plan, due to the required 10-foot PUE, the buildings are not set within required 5 feet. However, as shown on the site plan, the buildings are setback 20 feet and total 660 feet of the buildable width along the street frontage. Code requires a minimum of 40% of the buildable width be occupied by buildings. Therefore,

occupying 61% of the buildable width of street frontage along A Street.

An adjustment to this standard has been requested.

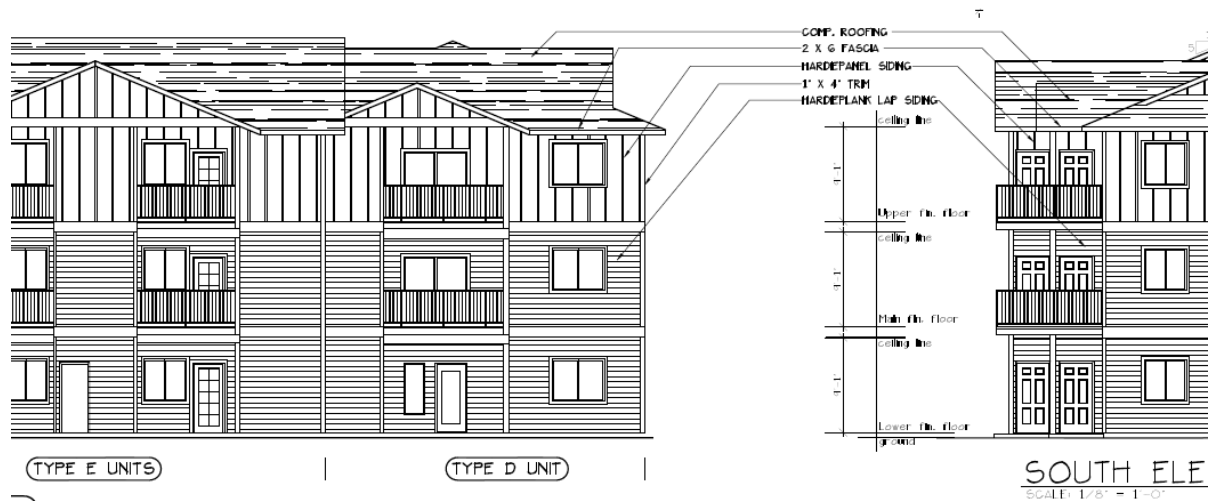
(e)(5) & (6)-All buildings have entrances physically and visually connected to the internal public sidewalk system and the parking lots. All external stairways are recessed into the buildings. Therefore, physically and visually incorporating them into the building's architecture design. The primary entrances 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. 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.

A direct pedestrian path from a building entrance to the street has been provided to Cordon Road, the cul-de-sac, and A Street as shown on the site plan.

(e)(7)-All roof mounted equipment will be screened as required by code.

(e)(8)-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.

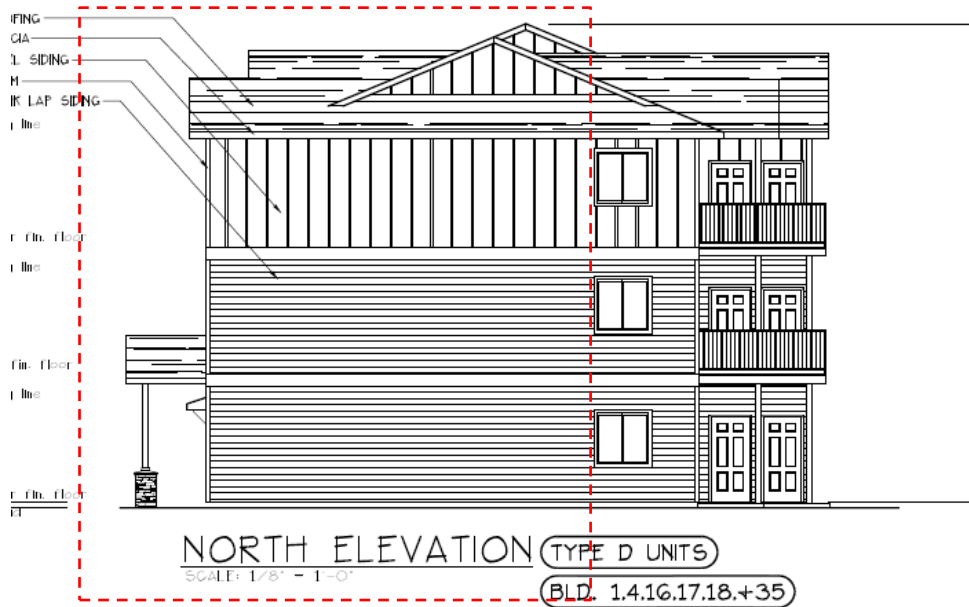
702.020(e)(9) and (10) (See Building Elevations): Varied materials, textures, and colors are being used on the buildings. The applicant has provided building elevations to show how this is being complied with. The materials used on the front, rear, and sides of the apartments are the same; shake siding,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



35

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

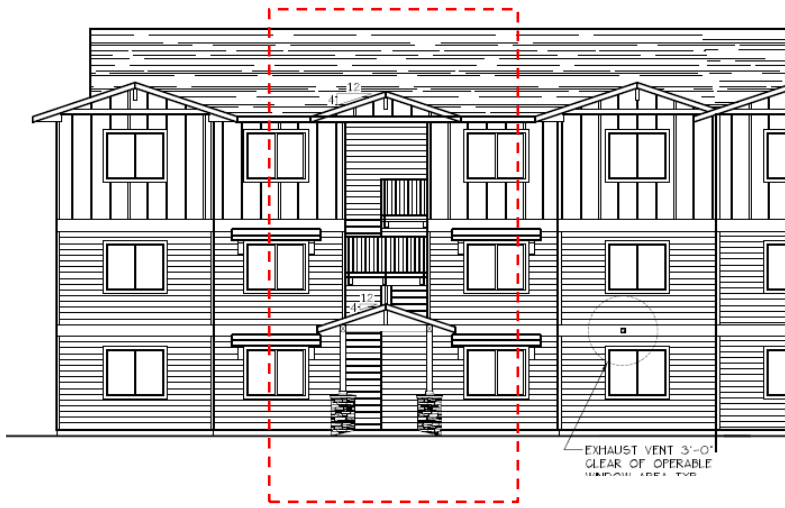
The proposed buildings provide offsets:



Covered Decks and Recessed Balconies:



Covered Entrance:



# **Hawk Ridge Apartments**

## **Class 3-Site Plan Review**

**February 21, 2022**

### **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 and Guidelines as outline in the submitted application.

The subject property is 23.3 acres in size and zoned IC. The site is located at the NW corner of the intersection of Highway 22 and Cordon Road SE (082W05/200, 300, 400, 401, and 500).

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 applying for a Conditional Use, Design Review, and Site Plan Review for the construction of a 396-unit apartment complex.

The required street extension/connection divides the property into Area 1 and Area 2. However, the complex will be developed as one with shared amenities for all 396-units.

Area 1: 174 Apartment Units

Area 2: 222 Apartment Units

Adjustments Requested:

SRC 702.020(e)(4) Façade and Building Design

SRC 702.020(e)(5) Façade and Building Design

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.

Northeast: 34-foot setback (Buildings 6, 7, 8, and 29); RS zoned-existing single-family dwelling

Northwest: 48 to 165-foot setback (Buildings 26, 27, 28); IC zoned-vacant land

East: 20-foot setback (Buildings 9, 10, 11); RMII zoned-existing apartments

South: 20-foot setback (Buildings 17, 18, 19); Cordon Road

West: 20-foot setback (Buildings 20-26); HWY 22 right-of-way

A Street: 20-foot setback (Buildings 1, 2, 3, 4, 5, 6, 11, 29, 32, 33, 34, 35, 36)



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 D and E Units) is 37.10 feet in height (measured to the highest point)

\*Building 2 (Type C Units) is 34.8 feet in height (measured to the highest point)

\*Building 3 (Type B Units) is 38.8 feet in height (measured to the highest point)

\*Building 4 (Type D and E Units) is 37.10 feet in height (measured to the highest point)

\*Building 5 (Type E Units) is 37.6 feet in height (measured to the highest point)

\*Building 6 (Type B Units) is 38.8 feet in height (measured to the highest point)

\*Building 7 (Type A Units) is 38.2 feet in height (measured to the highest point)

\*Building 8 (Type A Units) is 38.2 feet in height (measured to the highest point)

\*Building 9 (Type C Units) is 38.4 feet in height (measured to the highest point)

\*Building 10 (Type A Units) is 38.2 feet in height (measured to the highest point)

\*Building 11 (Type C Units) is 34.8 feet in height (measured to the highest point)

\*Building 12 (Recreation Building) is 23.2 feet in height (measured to the highest point)

\*Building 13 (Type B Units) is 38.8 feet in height (measured to the highest point)

\*Building 14 (Type C Units) is 38.4 feet in height (measured to the highest point)

\*Building 15 (Type D Units) is 37.10 feet in height (measured to the highest point)

\*Building 16 (Type D and E Units) is 37.10 feet in height (measured to the highest point)

\*Building 17 (Type D and E Units) is 37.10 feet in height (measured to the highest point)

\*Building 18 (Type D and E Units) is 37.10 feet in height (measured to the highest point)

\*Building 19 (Type B Units) is 38.8 feet in height (measured to the highest point)

\*Building 20 (Type C Units) is 38.4 feet in height (measured to the highest point)

\*Building 21 (Type A Units) is 38.2 feet in height (measured to the highest point)

\*Building 22 (Type C Units) is 34.8 feet in height (measured to the highest point)

\*Building 23 (Type B Units) is 38.8 feet in height (measured to the highest point)

- \*Building 24 (Type A Units) is 38.2 feet in height (measured to the highest point).
- \*Building 25 (Type B Units) is 38.8 feet in height (measured to the highest point)
- \*Building 26 (Type B Units) is 38.8 feet in height (measured to the highest point)
- \*Building 27 (Type E Units) is 37.6 feet in height (measured to the highest point)
- \*Building 28 (Type A Units) is 38.2 feet in height (measured to the highest point)
- \*Building 29 (Type B Units) is 38.8 feet in height (measured to the highest point)
- \*Building 30 (Type A Units) is 38.2 feet in height (measured to the highest point)
- \*Building 31 (Recreation Building) is 23.2 feet in height (measured to the highest point)
- \*Building 32 (Type C Units) is 34.8 feet in height (measured to the highest point)
- \*Building 33 (Type C Units) is 38.4 feet in height (measured to the highest point)
- \*Building 34 (Type C Units) is 34.8 feet in height (measured to the highest point)
- \*Building 35 (Type D and E Units) is 37.10 feet in height (measured to the highest point)
- \*Building 36 (Type D Units) is 37.10 feet in height (measured to the highest point)
- \*Storage Buildings (2 Buildings) are 13.8 feet in height (measured to the roof line)

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

Stormwater: As shown on the Grading and Drainage Plan, the proposal is treating at least 80% hard surface with Green Water Infrastructure. A Preliminary Drainage Report is currently being worked on and will be submitted when complete. 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 Cordon Road (south), A Street that runs through the site (connects to Whitaker Drive to the east of the site). A Traffic Impact Analysis (TIA) is currently being worked on and will be submitted to the City when complete.

As shown on the site plan, safe and efficient access and circulation has been provided into and throughout the development. The proposed development has 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:** The development is for a 396-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 558 on-site vehicle parking spaces and is allowed a maximum of 961 on-site vehicle parking spaces. As shown on the site plan, 777 on-site parking spaces are being provided throughout the development.

Area 1: 243 parking spaces required

- 291 Standard Parking Stalls
- 44 Compact Parking Stalls
- 12 Handicap Parking Stalls
- 347 Total Parking Stalls Provided

Area 2: 315 parking spaces required

- 352 Standard Parking Stalls
- 64 Compact Parking Stalls
- 14 Handicap Parking Stalls
- 430 Total Parking Stalls Provided

Adequate parking has been provided throughout the development with 1.96 parking spaces per dwelling unit. Loading spaces have been provided as well.

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

Three (3) loadings spaces have been provided throughout the site.

Bike Parking: 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. Bike racks will be provided on the site and located in a convenient location for the residents. A total of 42 bicycle parking spaces have been provided on-site.

- |                       |                       |
|-----------------------|-----------------------|
| Area 1: (18 required) | Area 2: (22 required) |
| 18 Bicycle Spaces     | 24 Bicycle Spaces     |

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.

Stormwater: As shown on the Grading and Drainage Plan, the proposal is treating at least 80% hard surface with Green Water Infrastructure. A Preliminary Drainage Report is currently being worked on and will be submitted to the City when complete. Therefore, meeting the requirements of the Public Works Department.

# Coburn Apartments

## Adjustment Class-2 Application

### Proposal:

The subject property is 8.60 acres in size, zoned RMII, and located east of Battlecreek Road (08 3W 11D/Tax Lot 601). The subject property is Parcel 1 of recorded Plat P.P. 2019-036.

There are required streets that run through the development. However, the entire development will be owned by the same owner and will share all amenities.

The applicant is proposing a development consisting of 200-apartment units as shown on the site plans.

The applicant is requesting an adjustment greater than 20% adjustment to Sec. 702.020(e)(4) 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 buildings located close to the sidewalks instead of parking areas.**

### Cordon Road

The subject property has 685 feet of buildable width (this excludes required side setbacks) along Cordon 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, due to the Cordon Road being a high traffic road and a required 10-foot PUE, the buildings are not set within required 5-foot setback. Therefore, occupying 0% of the buildable width of street frontage along Boone Road. Due to the location and need for the detention pond along Cordon Road, additional buildings could not be provided along the setback line of Cordon Road.

#### A Street (East Side)

The subject property has 1065 feet of buildable width (this excludes required side setbacks and driveway) along A Street. Buildings 1, 2, 3, 4, 5, 6, and 11 are located within 20 feet of the east side A Street. Code requires a minimum of 40% of the buildable width be occupied by buildings. As shown on the site plan, due to the required 10-foot PUE, the buildings are not set within required 5 foot setback. However, as shown on the site plan, the buildings are setback 20 feet and total 615 feet of the buildable width along the street frontage. Therefore, occupying 58% of the buildable width of street frontage along A Street.

#### A Street (West Side)

The subject property has 1065 feet of buildable width (this excludes required side setbacks and driveway) along A Street. Buildings 29, 32, 33, 34, 35, and 36 are located within 20 feet of the east side A Street. As shown on the site plan, due to the required 10-foot PUE, the buildings are not set within required 5 foot setback. However, as shown on the site plan, the buildings are setback 20 feet and total 660 feet of the buildable width along the street frontage. Code requires a minimum of 40% of the buildable width be occupied by buildings. Therefore, occupying 61% of the buildable width of street frontage along A Street.

All buildings within the development are located 20 feet from the street and have direct pedestrian access onto sidewalks. Proposed and existing sidewalks will further enhance the pedestrian connections and circulation to and from the site. Therefore, creating a pedestrian friendly development.

(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.

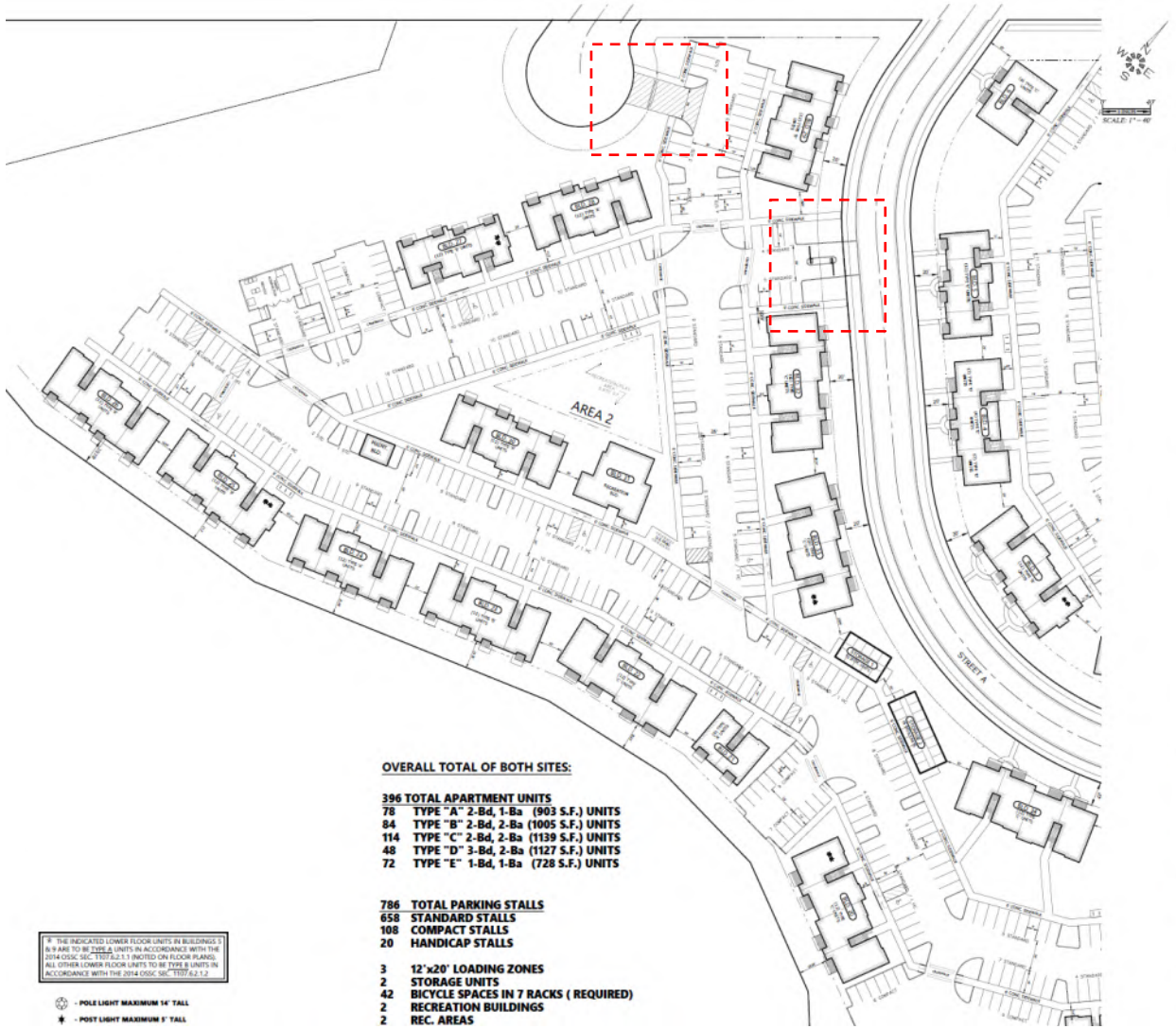
(C) Only one adjustment is being requested for this proposal.

**Class 2-Driveway Approach Permit**  
**January 24, 2022**

**Area 1**



## Area 2



**OVERALL TOTAL OF BOTH SITES:**

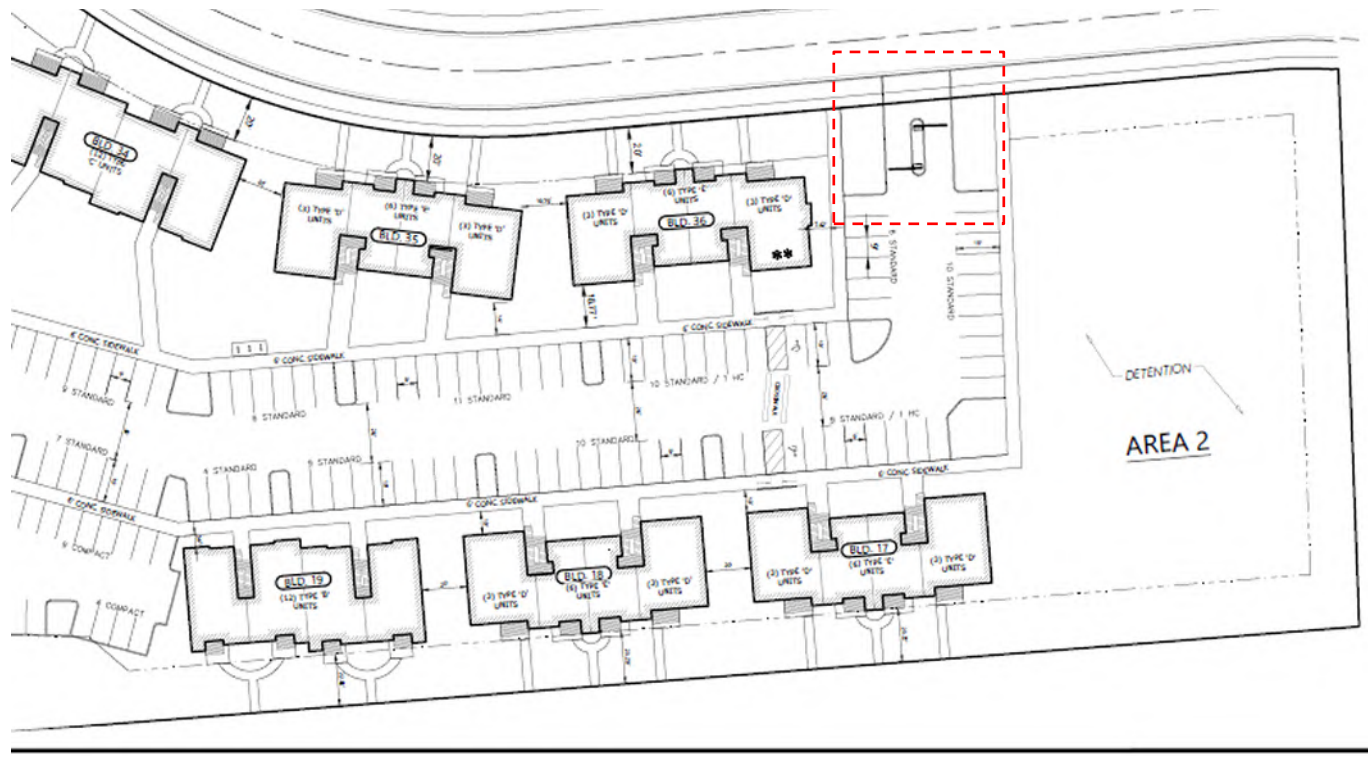
- 396 TOTAL APARTMENT UNITS**
- 78 TYPE "A" 2-Bd, 1-Ba (903 S.F.) UNITS
- 84 TYPE "B" 2-Bd, 2-Ba (1005 S.F.) UNITS
- 114 TYPE "C" 2-Bd, 2-Ba (1139 S.F.) UNITS
- 48 TYPE "D" 3-Bd, 2-Ba (1127 S.F.) UNITS
- 72 TYPE "E" 1-Bd, 1-Ba (728 S.F.) UNITS

- 786 TOTAL PARKING STALLS**
- 658 STANDARD STALLS
- 108 COMPACT STALLS
- 20 HANDICAP STALLS
  
- 3 12'x20' LOADING ZONES
- 2 STORAGE UNITS
- 42 BICYCLE SPACES IN 7 RACKS (REQUIRED)
- 2 RECREATION BUILDINGS
- 2 REC. AREAS

THE INDICATED LOWER FLOOR UNITS IN BUILDINGS B, C AND D ARE TO BE TYPE A UNITS IN ACCORDANCE WITH THE 2014 OSC SEC. 1037.6.2.1 INSTEAD ON FLOOR PLANS. ALL OTHER LOWER FLOOR UNITS TO BE TYPE B UNITS IN ACCORDANCE WITH THE 2014 OSC SEC. 1037.6.2.2.

- - POLE LIGHT MAXIMUM 14' TALL
- ★ - POST LIGHT MAXIMUM 8' TALL





***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 23.3 acres in size and zoned IC. The site is located at the NW corner of the intersection of Highway 22 and Cordon Road SE (082W05/200, 300, 400, 401, and 500). 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 applying for a Conditional Use, Design Review, and Site Plan Review for the construction of a 396-unit apartment complex.

The required street extension/connection divides the property into Area 1 and Area 2. However, the complex will be developed as one with shared amenities for all 396-units.

Area 1: 174 Apartment Units  
Area 2: 222 Apartment Units

The proposed development will have access onto A Street that runs through the property and connects to Whitaker Drive to the east. The development will also have access to the proposed cul-de-sac to the north. A Street and the cul-de-sac are designated as a 'local' streets on the

Salem Transportation System Plan. There are five (5) driveways. One of the driveways located in Area 1 is for emergency access only. All five (5) 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 were taken into consideration prior to laying the site out. Access onto Cordon Road to the south is not allowed, so all access for the development will be taken from A Street and the cul-de-sac. 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): A Street is proposed to run through the development to Whitaker Drive to the east. All access will be onto A Street and the cul-de-sac, both of which are classified as local streets. There are four (4) driveways proposed onto A Street and one (1) driveway proposed onto the cul-de-sac. One of the driveways onto A Street is for emergency access only. There are no adjacent driveways to share access with the development. 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. As shown on the site plan, this criterion has been met.

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## Bryce Bishop

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**From:** spaceflight1995@gmail.com  
**Sent:** Saturday, March 25, 2023 4:16 PM  
**To:** Bryce Bishop  
**Subject:** Proposed Plan - Land Use

I'm sending this email concerning the proposed plan - land use for the location at 1851 Cordon Road SE, Salem, Oregon 97317. The proposed plan - land use is for the construction of phase 3 for the Reserve at Hawk's Ridge Apartments.

I am not opposed to the proposed plan - land use for the construction of phase 3, but there is a legit concern that needs to be addressed beforehand, concerning the road, Whitaker Dr. SE, that leads into the phase 1 of the Reserve at Hawk's Ridge Apartments. Since the building of the gas station there on said road, there has been an increase of traffic of vehicles trying to get into the gas station, which on certain days of the week and time of the day, causes a difficulty of trying to even get pass it to drive to the entrance of the apartment complex. Between vehicles being parked along the side of the road and vehicles backed up into the road waiting to pull into the gas station, it is a problem. It is especially a problem when there is even a natural disaster going on and everyone is lined up to get gas, like the time of the wildfires in 2020, which caused difficulty for those who lived in the apartment complex. There is only one entrance/exit to the apartment complex which leads to Whitaker Dr. SE.

Also, there are many times on a regular basis, where the Amazon drivers will park their vans on both sides of the narrow road there on Whitaker Dr. SE, so that they can exchange packages from one vehicle to another to be delivered. When that happens, it causes there to be only barely enough space for one vehicle to drive thru on that road.

I have experienced this frustration many times throughout the time since the gas station has been in operation there. In conclusion, with all that being said, there needs to be more than one entrance/exit to the proposed plan - land use for the construction of phase 3 for the Reserve at Hawk's Ridge Apartments, that will lead into other roads, other than just the same road, Whitaker Dr. SE.

From:  
Resident of the Reserve at Hawk's Ridge Apartments



# MEMO

**TO:** Bryce Bishop, Planner III  
Community Development Department

**FROM:** Laurel Christian, Development Services Planner II  
Public Works Department 

**DATE:** March 27, 2023

**SUBJECT: PUBLIC WORKS RECOMMENDATIONS  
CPC-ZC-CU-UGA-SPR-ADJ-DAP-DR23-01 (21-121350; 21-121351; 22-104460; 22-104466; 22-104479; 22-104481; 23-102130)  
1851 CORDON ROAD SE  
MULTI-FAMILY DEVELOPMENT**

## PROPOSAL

A consolidated application for a proposed 396-unit multiple family residential development with associated off-street parking, common open space, and site improvements, on property totaling approximately 23.3 acres in size. The application includes:

1. A Minor Comprehensive Plan Map Amendment from Industrial to "Industrial Commercial" and Zone Change from RA (Residential Agriculture) to IC (Industrial Commercial) for an approximate 2.78-acre portion of the property (Marion County Assessor Map and Tax Lot Number: 082W050000300);
2. A Conditional Use Permit for the proposed multiple family development;
3. An Urban Growth Preliminary Declaration to determine the necessary public facilities required to serve the development;
4. A Class 3 Site Plan Review;
5. Class 2 Adjustments;
6. A Class 2 Driveway Approach Permit for the proposed driveway approaches serving the development onto proposed A Street; and
7. A Class 1 Design Review.

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

The subject property is zoned IC (Industrial Commercial) and RA (Residential Agriculture) and located at 1851 Cordon Road SE (Marion County Assessor Map and Tax Lot Numbers: 082W050000200, 082W050000300, 082W050000400, 082W050000401, and 082W050000500).

**CPC/ZC RECOMMENDED CONDITIONS OF APPROVAL**

1. The transportation impacts from the 1.39-acre site shall be limited to a maximum cumulative total of 385 average daily vehicle trips.

**SITE PLAN REVIEW RECOMMENDED CONDITIONS OF APPROVAL**

1. Construct a half-street improvement along the frontage of Cordon Road SE to parkway street standards as specified in the City Street Design Standards and consistent with the provisions of SRC Chapter 803, or pay a fee-in-lieu of construction pursuant to SRC 200.405.
2. Convey land for dedication to equal a half-width right-of-way of 60 feet on the development side of Cordon Road SE, where the existing right-of-way is inadequate.
3. Obtain a street tree removal permit pursuant to SRC Chapter 86, if necessary.
4. Install street trees to the maximum extent feasible along new internal streets within the development.
5. Pay the applicable reimbursement district fee as established in the Gaffin Road SE Reimbursement District pursuant to Resolution 2020-5.
6. Construct a mid-block bike/pedestrian walkway within a minimum 15-foot-wide public access easement from the northern corner of the property to Miller Elementary school pursuant to PWDS. This shall include upgrading the existing 5-foot-wide sidewalk to 10 feet.
7. No structures or stormwater facilities are permitted within the existing public water easements on the site.
8. Extend public water mains in the new internal streets to serve the development pursuant to PWDS.
9. Construct a *Salem Wastewater Management Master Plan* identified sewer main on the subject property and dedicate an easement for the main in accordance with PWDS.
10. Extend public sewer mains in the new internal streets to serve the development pursuant to PWDS.

11. To serve upstream parcels, the applicant shall dedicate a minimum 20-foot-wide public sewer easement from proposed "Street A" to Cordon Road SE pursuant to PWDS.
12. Design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS.
13. 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 (NP 23 or 24) facility or equivalent; or
  - b. Pay a temporary access fee of 15.6 percent of the Parks SDCs generated by the proposed residential uses.

## **FACTS**

### **Streets**

1. Cordon Road SE
  - a. Standard—This street is designated as a parkway street in the Salem TSP. The standard for this street classification is an 80-foot-wide improvement within a 120-foot-wide right-of-way.
  - b. Existing Conditions—This street has an approximate 36-to-46-foot improvement within a variable-width right-of-way abutting the subject property.
2. Whitaker Drive SE
  - a. Standard—This street is designated as a local street in the Salem TSP. The standard for this street classification is a 60-foot-wide improvement within a 60-foot-wide right-of-way.
  - b. Existing Conditions—This street has an approximate 30-foot improvement within a 60-foot-wide right-of-way abutting the subject property.
3. Clydesdale Drive SE
  - a. Standard—This street is designated as a local street and is under jurisdiction of Marion County.
  - b. Existing Conditions—This street has an approximate 34-foot improvement within a 60-foot-wide right-of-way abutting the subject property.

4. Seattle Slew Drive SE

- a. Standard—This street is designated as a local street and is under jurisdiction of Marion County.
- b. Existing Conditions—This street has an approximate 34-foot improvement within a 60-foot-wide right-of-way abutting the subject property.

**Storm Drainage**

1. Existing Conditions

- a. An 18-inch storm main is located in Whitaker Drive SE.
- b. Roadside ditches maintained by the City are located along Cordon Road SE.

**Water**

1. Existing Conditions

- a. The subject property is located in the G-0 water service level.
- b. A 24-inch water main is located in Cordon Road SE.
- c. A 24-inch water main is located in the subject property in a 20-foot-wide easement.
- d. An 8-inch water main is located in Whitaker Drive SE.

**Sanitary Sewer**

1. Existing Conditions

- a. An 8-inch sewer main is located in Whitaker Drive SE.
- b. An 8-inch sewer main is located in Clydesdale Drive SE.
- c. An 8-inch sewer main is located in Seattle Slew Drive SE.

**Parks**

The proposed development is not served by a neighborhood park.



## **Public Infrastructure Plan**

The *Water System Master Plan*, *Wastewater Management Master Plan*, and *Stormwater Master Plan* provide the outline for facilities adequate to serve the proposed zone.

## **Transportation Planning Rule**

The applicant submitted a Transportation Planning Rule (TPR) Analysis in consideration of the requirements of the TPR (OAR 660-012-0060). The TPR analysis is required to demonstrate that the proposed CPC/ZC will not have a significant effect on the transportation system as defined by OAR 660-012-0060.

## **Urban Growth Area Development Permit**

The subject property is located outside of the Urban Service Area. An application for an Urban Growth Preliminary Declaration has been submitted as part of the application package.

## **CRITERIA AND FINDINGS—URBAN GROWTH AREA PRELIMINARY DECLARATION**

An Urban Growth Preliminary Declaration is required because the subject property is located outside the Urban Service Area in an area without required facilities. Analysis of the development based on relevant standards in SRC 200.055 through SRC 200.075 is as follows:

### **SRC 200.055—Standards for Street Improvements**

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

No linking street improvements are required because the existing streets adjacent to the subject property meet current standards. Boundary street improvements are discussed further below.

**SRC 200.060—Standards for Sewer Improvements**

**Findings:** The proposed development shall be linked to adequate facilities by the construction of sewer lines and pumping stations, which are necessary to connect to such existing sewer facilities (SRC 200.060). The nearest available sewer facility appears to be located in Whitaker Drive SE adjacent to the subject property. The applicant shall construct the *Salem Wastewater Management Master Plan* identified improvements and link the site to existing facilities that are defined as adequate under SRC 200.005(a).

As a condition of sewer service, all developments will be required to provide public sewers to adjacent upstream parcels. Where applicable, 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).

**SRC 200.065—Standards for Storm Drainage Improvements**

**Findings:** The proposed development shall be linked to existing adequate facilities by the construction of storm drain lines, open channels, and detention facilities, which are necessary to connect to such existing drainage facilities. The nearest available public storm system appears to be located in Whitaker Drive SE adjacent to the subject property. The applicant shall link the on-site system to existing facilities that are defined as adequate under SRC 200.005(a).

**SRC 200.070—Standards for Water Improvements**

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

**SRC 200.075—Standards for Park Sites**

**Findings:** The applicant shall reserve for dedication prior to development approval that property within the development site that is necessary for an adequate neighborhood park, access to such park, and recreation routes, or similar uninterrupted linkages, based upon the Salem Comprehensive Parks System Master Plan. Alternatively, the applicant may pay a temporary facility access fee (TAF) in-lieu of park land dedication pursuant to SRC 200.080.

**CRITERIA AND FINDINGS—COMPREHENSIVE PLAN / ZONE CHANGE**

**Criteria: SRC 265.005(e)(1)(F) The zone change does not significantly affect a transportation facility, or, if the zone change would significantly affect a transportation facility, the significant effects can be adequately addressed through the measures associated with, or conditions imposed on, the zone change.**

**Findings:** The consolidated application contains multiple units of land. A previous CPC/ZC was issued for the majority of the property in 2013 (CPC-ZC-PAR12-08). The current proposal will change the Comprehensive Plan and Zone for Marion County Tax lot No. 082W050000300. The previous CPC/ZC established a trip cap of 16,654 Average Daily Trips for proposed uses on the site.

The applicant submitted an additional TPR analysis for the additional 1.39-acre parcel subject to the current CPC/ZC application. The TPR analysis demonstrates that with a recommended trip cap, the proposed CPC/ZC will not have a significant impact on the transportation system as defined by OAR 660-012-0060. The Assistant City Traffic Engineer concurs with the TPR analysis findings and recommends a condition to limit the 1.39-acre development site to 385 average daily vehicle trips.

**Condition:** The transportation impacts from the 1.39-acre site shall be limited to a maximum cumulative total of 385 average daily vehicle trips.

**Criteria: SRC 265.005(e)(1)(G) The property is currently served, or is capable of being served, with public facilities and services necessary to support the uses allowed by the proposed zone.**

**Findings:** The subject property is capable of being served through extension of public utilities to the boundary of the property as specified in existing infrastructure master plans. As part of the consolidated application, an application for an Urban Growth Area Preliminary Declaration has been submitted.

**CRITERIA AND FINDINGS—SITE PLAN REVIEW**

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

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

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

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

The Salem-Keizer Local Wetland Inventory shows that there are wetland channels and hydric soils mapped on the property. The applicant submitted a Wetlands Delineation. Proposed development is within the mapped wetland areas. 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 810.020 requires a geological assessment or report when regulated activity is proposed in a mapped landslide hazard area. The applicant's proposal does not disturb any portion of a mapped landslide hazard area; therefore, a geological assessment is not required. The mapped landslide hazard areas are limited to Cordon Road SE.

**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**

**Findings:** The existing configuration of Cordon Road SE does not meet current standards for its classification of street per the Salem TSP. The applicant shall construct a half-street improvement to parkway street standards as specified in the PWDS and consistent with the provisions of SRC Chapter 803. This improvement may be eligible for payment of a fee-in-lieu of construction pursuant to SRC 200.405 as adjacent portions of Cordon Road SE are not constructed to parkway standards and lie outside of the Urban Growth Boundary. Where inadequate, the applicant shall be required to convey land for dedication 60 feet from the centerline of Cordon Road SE. The applicant shall provide a surveyed centerline evaluation to determine if right-of-way dedication is needed or if the existing right-of-way is adequate.

**Condition:** Construct a half-street improvement along the frontage of Cordon Road SE to parkway street standards as specified in the City Street Design Standards and consistent with the provisions of SRC Chapter 803, or pay a fee-in-lieu of construction pursuant to SRC 200.405.

**Condition:** Convey land for dedication to equal a half-width right-of-way of 60 feet on the development side of Cordon Road SE, where the existing right-of-way is inadequate.

Removal of street trees in the Cordon Road SE right-of-way may be required if the applicant elects to construct boundary street improvements instead of a payment in lieu of improvements. Removal of trees located within the right-of-way requires a street tree removal permit pursuant to SRC Chapter 86.

**Condition:** Obtain a street tree removal permit pursuant to SRC Chapter 86, if necessary.

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

**Condition:** Install street trees to the maximum extent feasible along new internal streets within the development.

The proposed development is within the Gaffin Road Reimbursement District as established by Resolution 2020-5. This district provides a funding mechanism for completion of Gaffin Road SE from Cordon Road SE to Gaia Street SE by establishing a policy that all benefited properties must pay a proportional share of the cost for the street improvements. The applicant shall pay the applicable fee pursuant to Resolution 2020-5 and the Settlement Agreement resulting from Marion County Circuit Court Case No. 21CV17047.

**Condition:** Pay the applicable reimbursement district fee as established in the Gaffin Road Reimbursement District pursuant to Resolution 2020-5.

The subject property was part of a Comprehensive Plan and Zone Change approval that included the following conditions of development (CPC-ZC-PAR12-08):

*Condition 1: Dedicate land for right-of-way and construct local streets within the subject property to provide connectivity between Cordon Road, Old Macleay Road, Seattle Slew Drive, and Clydesdale Drive. Final street configurations shall be established at the time of Site Plan Review for each parcel.*

The applicant's site plan shows a public street connection from Clydesdale Drive SE to Whitaker Drive SE, which ultimately provides access to Macleay Road SE and Cordon Road SE. The site plan shows Seattle Slew Drive SE ending in a cul-de-sac at the northern property line. In lieu of providing an additional street connection, the applicant proposes to construct a mid-block bike/pedestrian walkway (shared use path) that runs along the northwestern property line and provides access to Miller Elementary School from the northern corner of the property. There is an existing 5-foot-wide sidewalk on a portion of the property; however, a mid-block bike/pedestrian walkway shall be a minimum of 10-foot-wide pursuant to PWDS Standard Plan No. 314. The applicant shall upgrade the existing sidewalk to a 10-foot-wide mid-block bike/pedestrian walkway and extend the path to Miller Elementary School.

**Condition:** Construct a mid-block bike/pedestrian walkway within a minimum 15-foot-wide public access easement from the northern corner of the property to Miller Elementary school pursuant to PWDS. This shall include upgrading the existing 5-foot-wide sidewalk to 10 feet.

*Condition 2: Traffic Impacts from future development on the subject property shall be limited to a maximum of 16,654 average daily trips generated by the proposed use or uses.*

The Assistant City Traffic Engineer has reviewed the trip cap and determined that the proposed development complies with the trip cap.

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

**Findings:** The applicant proposes five (5) new driveways onto the internal local streets. One driveway approach will be used for emergency service access only. Direct access onto Cordon Road SE is not permitted; no driveway approaches onto Cordon Road SE are proposed. Class 2 Driveway Approach Permit findings are listed below. The proposed driveway accesses provide for safe turning movements into and out of the property.

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

**Findings:** The subject property is located outside of the Urban Service Area. An Urban Growth Preliminary Declaration application has been submitted as part of this consolidated land use application. As conditioned, adequate facilities will be provided to serve the proposed development.

There is an existing public water main on the property within an easement. The water main runs along the northeastern property line and the northwestern property line. The applicant's preliminary site plan shows structures and stormwater infrastructure within the easement area. These are not permitted within public water main easements and shall be removed. Direct service from this main is not permitted; the applicant shall be required to extend public water mains in the new internal streets to serve the proposed development.

**Condition:** No structures or stormwater facilities are permitted within the existing public water easements on the site.

**Condition:** Extend public water mains in the new internal streets to serve the development pursuant to PWDS.

The *Salem Wastewater Management Master Plan* identifies the need to construct a new sewer trunk main through the property for an eventual connection between the Alexander Pump Station and Cordon Pump Station. The applicant shall construct the public main through the property and dedicate an easement of adequate width according to PWDS. In addition, the applicant shall construct a public sewer main in the new internal street to serve the proposed development.

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. Because no public streets to Cordon Road SE are proposed through the development; a public sewer easement is needed to serve upstream parcels. The applicant shall dedicate a minimum 20-foot public sewer easement from proposed Street A to Cordon Road SE.

**Condition:** Construct a *Salem Wastewater Management Master Plan* identified sewer main on the subject property and dedicate an easement for the main in accordance with PWDS.

**Condition:** Extend public sewer mains in the new internal streets to serve the development pursuant to PWDS.

**Condition:** To serve upstream parcels, the applicant shall dedicate a minimum 20-foot-wide public sewer easement from proposed "Street A" to Cordon Road SE pursuant to PWDS.

The applicant submitted a preliminary stormwater design that does not appear to meet current PWDS. The tentative design shows stormwater facilities in the existing public water easement, which is not permitted. In addition, a private stormwater detention control structure design was submitted that does not meet PWDS. It is not clear from the information submitted whether or not the proposed design complies with SRC Chapter 71 and PWDS. Lack of design elements at this stage may require modification to the land use decision once a complete design is reviewed. The applicant's engineer shall design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS.

**Condition:** Design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS.

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

The proposed development is not served by a City park. The Comprehensive Parks System Master Plan shows two future Neighborhood Parks (NP 23 or 24) planned to serve the area. A temporary access fee (TAF) may be provided in lieu of parks dedication pursuant to SRC 200.080. The TAF amount is 15.6 percent of the Parks SDC based on the following analysis:

- Pursuant to the SDC Eligible Projects (309) List, the total SDC costs for neighborhood park acquisition are estimated to be \$31,525,420, where the total Parks SDC costs for all eligible expenditures are estimated to be \$201,740,010.
- The ratio of neighborhood park acquisition among all Parks SDC expenditures is \$31,525,420 divided by \$201,740,010, or 15.6 percent.
- The temporary access fee for neighborhood park acquisition is equal to the ratio of neighborhood park acquisition among all Parks SDC expenditures, which equals 15.6 percent of the Parks SDCs due for the development. The parks TAF shall be paid at time of final plat and shall not be credited at time of building permit.

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

- i. Convey or acquire property for dedication of neighborhood park (NP 23 or 24) facility or equivalent; or
- ii. Pay a temporary access fee of 15.6 percent of the Parks SDCs generated by the proposed residential uses.

### **CRITERIA AND FINDINGS—CLASS 2 DRIVEWAY APPROACH PERMIT**

The applicant proposes five (5) new driveways onto the internal local streets. One (1) of the proposed driveway approaches will be used for emergency service access only. Four (4) Class 2 Driveway Approach permits are required for the remaining approaches. The proposed driveway approaches meet the approval criteria, as described in the findings below.

**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;**

**Findings:** The proposed driveway approaches meet the standards for SRC Chapter 804 and PWDS.

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

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

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



**Findings:** The proposed driveways do not provide access 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;**

**Findings:** The proposed driveways are currently located with access to the lowest classification of street abutting the subject property.

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

**Findings:** The proposed driveways meet 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;**

**Findings:** 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;**

**Findings:** 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**

**Findings:** The proposed driveway approaches are located onto 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.**

**Findings:** The proposed development is surrounded by residentially zoned property; industrial commercial zoned property and public education zoned property. The proposed development abuts a State Highway and parkway street. The proposed driveways are taken from the lowest classification street abutting

the subject property (new internal local streets). The driveways balance the adverse impacts to residentially zoned property and will not have an adverse effect on the functionality of the adjacent streets.

Prepared by: Laurel Christian, Development Services Planner II  
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

March 24, 2023

Bryce Bishop, Planner  
Planning Division, City of Salem  
555 Liberty Street SE, Room 305  
Salem OR 97301

RE: Land Use Activity Case No. CPC-ZC-CU-UGA-SPR-ADJ-DAP-DR23-01, 1851 Cordon 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
Miller	Elementary	K thru 5
Houck	Middle	6 thru 8
North 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
Miller	Elementary	361	517	70%
Houck	Middle	905	1,224	74%
North Salem	High	2,161	2,248	96%

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 2021 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	396	MF	0.164	65
Middle			0.085	34
High			0.096	38

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
Miller	Elem.	361	5	65	70	517	83%
Houck	Mid.	905	19	34	53	1,224	78%
North Salem	High	2,161	18	38	56	2,248	99%

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
Miller	Elementary	Walk Zone (Note 1)
Houck	Middle	Walk Zone (Note 1)
North 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	65	\$68,445	\$4,448,925
Middle	34	\$83,363	\$2,834,342
High	38	\$98,280	\$3,734,640
TOTAL			\$11,017,907

Table 6

\*Cornerstone Management Group, Inc. estimates based on RLB cost index average, 2022 Third Quarter.

Note 1: Currently eligible for school transportation.

Note 2: Salem Keizer Public Schools fully encourages the use of our outdoor facilities during non-school hours. It is imperative that students have access to schools as a safe place to play and exercise. However, for safety, access points must be controlled, and specifically located in areas of easy observation. The School District has made a concerted effort at our campuses to facilitate access using crime prevention through environmental design principles including but not limited to access points being in areas of high visibility, in range of our existing cameras systems and more importantly, lighted paths both on and off campus.

The proposed pathway guides pedestrians to a back portion of Miller Elementary that has none of these systems leaving users vulnerable to victimization. Using city sidewalks with streetlights provides a path to the front of Miller where the current infrastructure provides the mentioned supports for access.

With the concerns above and a path already in place, we intend to maintain a secure fence without gated or other access to our property where the proposed pathway is indicated. We are concerned a path to a

secured fence will misrepresent access and therefore request the path to our fence be removed from the project.

Sincerely,



David Fridenmaker, Manager  
Planning and Property Services

c: Robert Silva, Chief Operations Officer, David Hughes, Director of Operations & Logistics, T.J. Crockett, Director of Transportation



**RESPONSE TO REQUEST FOR COMMENTS**

**DATE:** 3/24/2023

**CASE/APP NUMBER:** CPC-ZC-CU-UGA-SPR-ADJ-DAP-DR23-01

**PROPERTY LOCATION:** 1851 Cordon Road SE

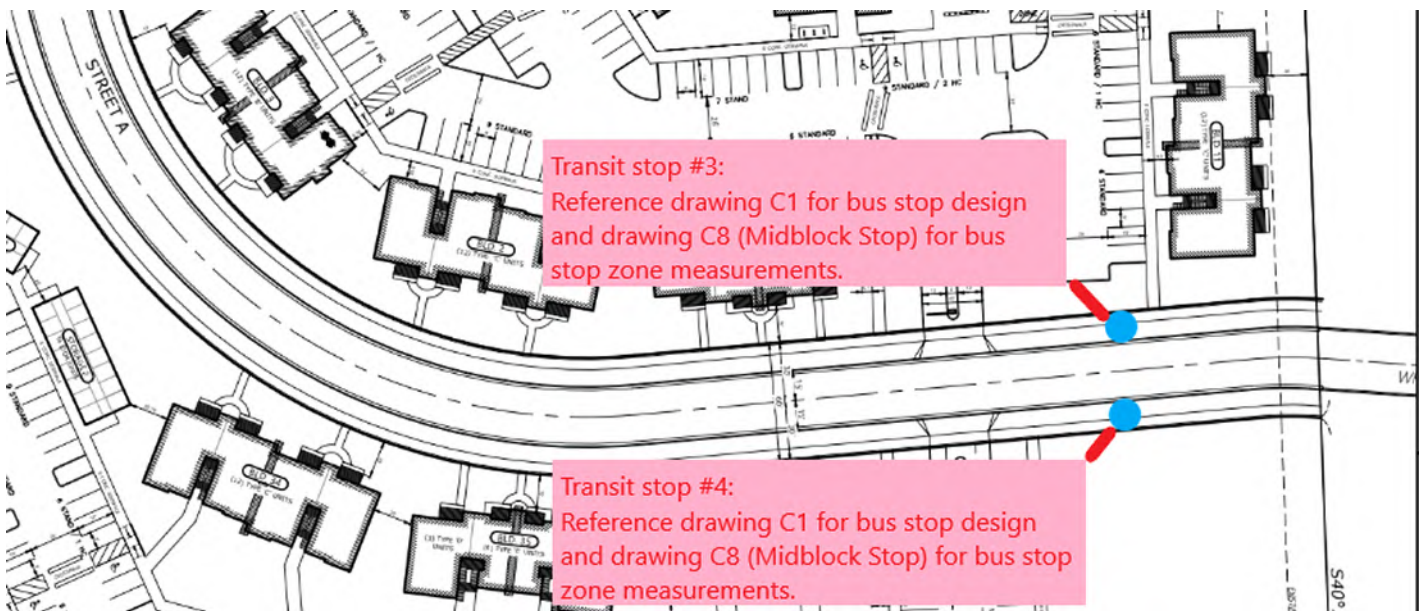
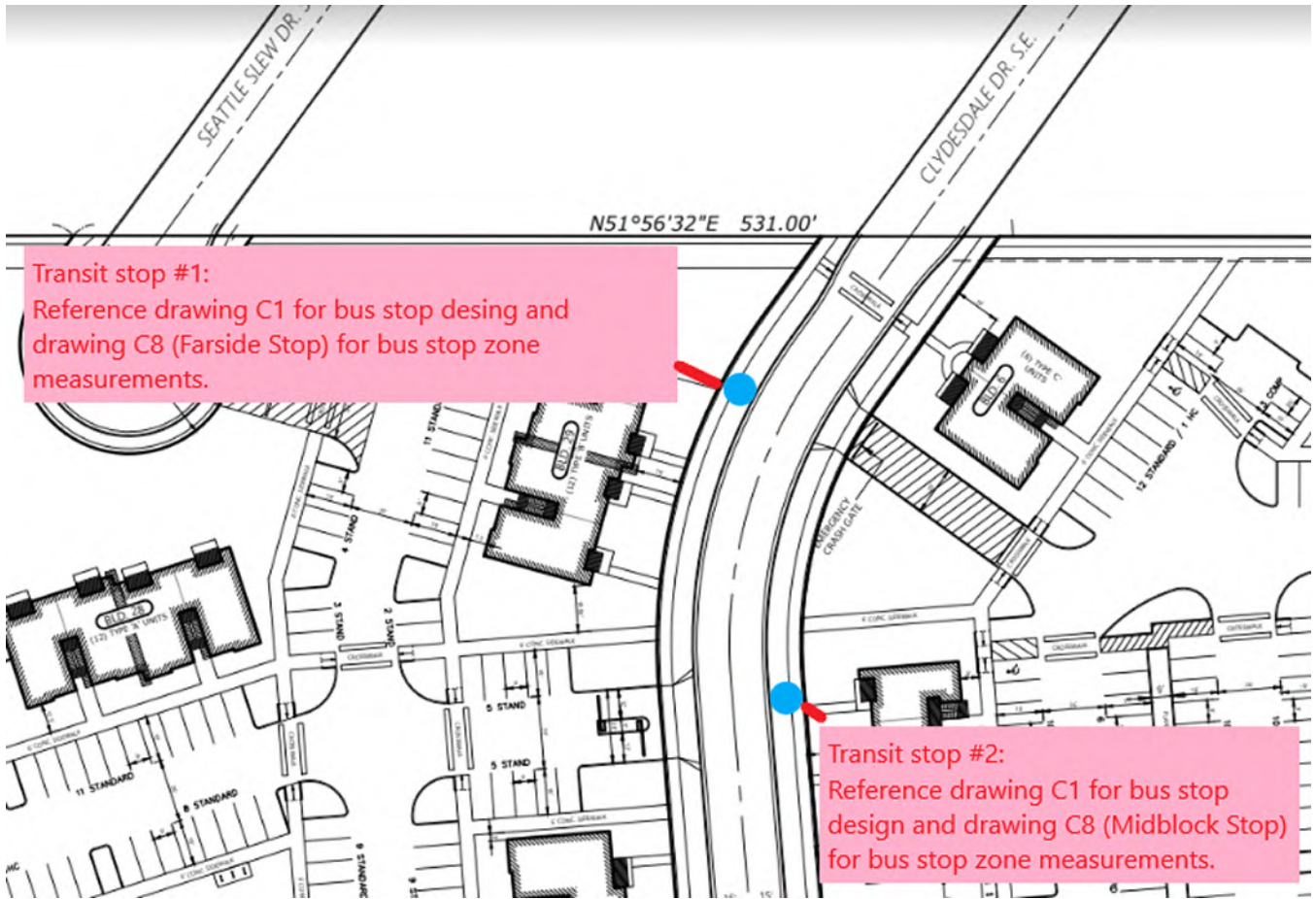
**CASE MANAGER:** Bryce Bishop, Planner III, City of Salem

**Email:** [bbishop@cityofsalem.net](mailto:bbishop@cityofsalem.net)

**COMMENTS FROM:** Jolynn Franke, Transit Planner I, Cherriots

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

**COMMENTS:** Transit stops have been identified as needed in connection with this proposed development. Cherriots requests four transit stops conforming to the applicable standards of the Salem Area Mass Transit District to be constructed and right-of-way dedication, if necessary, to be provided as part of the street improvements for this development. On-street parking shall be restricted in the areas of the transit stops in order to ensure unobstructed access by transit. Two of the stops are to be located at the northwest end of Street A near Clydesdale Dr SE. The other two stops are to be located at the southeast end of Street A near Whitaker Dr SE. Approximate locations are provided in the screenshots on the next page. Please reference Cherriots Standard Bus Stop Design Drawings (attached) for bus stop and bus stop zone designs. Please feel free to contact us with any questions you may have.





## Bryce Bishop

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**From:** WILLIAMS Brandon <Brandon.WILLIAMS@odot.oregon.gov>  
**Sent:** Monday, March 27, 2023 4:51 PM  
**To:** Bryce Bishop  
**Cc:** LINER Duane J  
**Subject:** 1851 Cordon Road SE, Request for Comments

Good afternoon Bryce,

Thank you for notifying ODOT of the proposal at 1851 Cordon Road SE. Please include these comments in the record, and notify ODOT of the decision by email at [ODOTR2PlanMgr@odot.oregon.gov](mailto:ODOTR2PlanMgr@odot.oregon.gov) when available.

The property in question is adjacent to OR-22, which is subject to state laws. There is no interchange or permitted access at Cordon Rd. and OR-22, therefore access to the development must be provided via local roads.

Please contact me with any questions.

Brandon Williams – He/Him/His  
Senior Transportation Planner | ODOT Region 2  
Area 3 | Polk, Marion & Yamhill Counties  
[Brandon.WILLIAMS@odot.oregon.gov](mailto:Brandon.WILLIAMS@odot.oregon.gov) | 503.507.0391