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503-588-6173*

DECISION OF THE PLANNING COMMISSION

**CLASS 3 DESIGN REVIEW, CLASS 3 SITE PLAN REVIEW, CLASS 2 ZONING
ADJUSTMENT, CLASS 2 DRIVEWAY APPROACH PERMIT CASE NO. DR-SPR-ADJ-
DAP19-11**

APPLICATION NO. : 19-120768-DR, 19-120770-RP, 19-12795-ZO, 19-12796-ZO

NOTICE OF DECISION DATE: JANUARY 8, 2020

SUMMARY: Proposed development of a new 246-unit multiple-family residential apartment complex.

REQUEST: A Class 3 Design Review and Class 3 Site Plan Review application for development of a 246 multi-family residential apartment complex, with a Class 2 Driveway Approach Permit for a new driveway access to 25th Street NE, and a Class 2 Adjustment request to eliminate the required 10 foot zone-to-zone setback adjacent to a residential zone as required by SRC Chapter 514, Table 514-5, for property approximately 11.9 acres in size, zoned RM-II (Multi-Family Residential), and located at 2600 Center Street NE - 97301 (Marion County Assessors Map and Tax Lot number: 073W24C / 00100).

APPLICANT: Mountain West Investment Corporation

LOCATION: 2575 Center St NE

CRITERIA: Salem Revised Code (SRC) Chapter(s) 225.005(e), 220.005(f)(3), 250.005(e)(2), 804.025(d)

FINDINGS: The findings are in the attached Decision dated January 8, 2020

DECISION: The **Planning Commission DENIED APPROVED** Class 3 Design Review / Class 3 Site Plan Review / Class 2 Zoning Adjustment / Class 2 Driveway Approach Permit Case No. DR-SPR-ADJ-DAP19-11 subject to the following conditions of approval:

Class 3 Design Review:

Condition 1: A minimum of 259 trees shall be incorporated into the landscape design, not including street trees planted in the public right-of-way.

Class 3 Site Plan Review:

Condition 2: Development of the solid waste service area shall conform to all applicable standards of SRC Chapter 800.

NOTICE OF DECISION

PLANNING DIVISION
555 LIBERTY ST. SE, RM 305
SALEM, OREGON 97301
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Condition 3: A minimum of 26 trees are required to be replanted for the 13 trees proposed to be removed beyond 75 percent. These replacement trees are in addition to the tree planting requirements of Chapters 702 and 807.

Condition 4: Construct the full boundary street improvement of 25th Street NE from Center Street NE to D Street NE to local street standards.

Condition 5: Prior to the issuance of building permits, record the final plat for subdivision case no. CPC-ZC-SUB-ADJ19-02, and record the final plat to further subdivide Lot 1 of CPC-ZC-SUB-ADJ19-02, referenced by subdivision application number 19-120764-LD.

Condition 6: Per SUB-UGA17-05, Condition 3: As a condition of cumulative transportation impacts exceeding 2,380 average daily trips on the original development site, the applicant shall be required to convert the intersection of D Street NE and 23rd Street NE to an all-way stop-controlled intersection.

Condition 7: Pursuant to SUB-UGA17-05 Condition 4 and CPC-ZC-SUB-ADJ19-02 Condition 12(ii), the applicant shall pay a proportional share of improvements located at the intersection of Center Street NE and 17th Street NE. The proportional share shall be \$134 per ADT, to be paid at the time of building permit issuance. This fee amount shall be adjusted annually based on the December to December Engineering News Record Averaged Rates for Los Angeles, Seattle, and San Francisco.

Condition 8: Pursuant to CPC-ZC-SUB-ADJ19-02 Condition 13, prior to certificate of occupancy, an east-west pedestrian path shall be developed connecting 25th Street NE and Park Avenue NE as shown in the application materials. A public access easement shall be recorded for public use of this path.

Condition 9: Pursuant to CPC-ZC-SUB-ADJ19-02 Condition 11, prior to certificate of occupancy, a north-south pedestrian connection shall be developed as shown on the application materials. A public access easement shall be recorded for public use of this path.

Condition 10: Pursuant to SUB-UGA17-05 Condition 23 and CPC-ZC-SUB-ADJ19-02 Condition 10, construct interior transportation systems that provide for multimodal access from 25th Street NE to the eastern boundary of the subject property.

Condition 11: Align the proposed driveway approach to 25th Street NE with the intersection of B Street NE pursuant to PWDS.


Condition 12: Extend water and stormwater mains as needed along the property frontage in the future 25th Street NE right-of-way.

Condition 13: Construct the proposed sewer main as needed along the property frontage in the future 25th Street NE right-of-way.

Condition 14: Design and construct a storm drainage system at the time of development in compliance with Salem Revised Code (SRC) Chapter 71 and Public Works Design Standards (PWDS).

VOTE:

Yes 7 No 0 Absent 0



Chane Griggs, President
Salem Planning Commission

Case Manager: Aaron Panko, APanko@cityofsalem.net, 503-540-2356

This decision is final unless written appeal from an aggrieved party is filed with the City of Salem Planning Division, Room 320, 555 Liberty Street SE, Salem OR 97301, no later than 5:00 p.m., January 23, 2020. Any person who presented evidence or testimony at the hearing may appeal the decision. The notice of appeal must contain the information required by SRC 300.1020 and must state where the decision failed to conform to the provisions of the applicable code section, SRC Chapter (s) 225, 220, 250, 804. The appeal must be filed in duplicate with the City of Salem Planning Division. The appeal fee must be paid at the time of filing. If the appeal is untimely and/or lacks the proper fee, the appeal will be rejected. The City Council will review the appeal at a public hearing. After the hearing, the City Council may amend, rescind, or affirm the action, or refer the matter to staff for additional information.

The complete case file, including findings, conclusions and conditions of approval, if any, is available for review at the Planning Division office, Room 320, City Hall, 555 Liberty Street SE, during regular business hours.

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

FACTS & FINDINGS

CLASS 3 DESIGN REVIEW / CLASS 3 SITE PLAN REVIEW / CLASS 2 ADJUSTMENT / CLASS 2 DRIVEWAY APPROACH PERMIT CASE NO. DR-SPR-ADJ-DAP19-11

JANUARY 8, 2020

PROCEDURAL FINDINGS

1. On August 14, 2017, a consolidated Subdivision and Urban Growth Area Preliminary Declaration (SUB-UGA17-05) was approved to divide approximately 47 acres of the former North Campus of the Oregon State Hospital into 5 lots, ranging in size from 1.78 acres to 25.18 acres.
2. On April 24, 2019, a consolidated Minor Comprehensive Plan Map Amendment, Zone Change, Tentative Subdivision, and Class 2 Adjustment (CPC-ZC-SUB-ADJ19-02), changing the map designations for a portion of the North Campus from “Community Services – Health” to “Single Family Residential” and “Multiple Family Residential”, changing the zoning from PH (Public and Private Health Services) to RS (Single Family Residential) and RM-II (Multiple Family Residential), and a subdivision to further divide Lot 5 (SUB-UGA17-05) into four lots.
3. On October 15, 2019, design review, site plan review, adjustment, and driveway approach permit applications were submitted to develop the subject property with a 246-unit multi-family residential use. After additional information was requested from the applicant, the applications were deemed complete for processing on December 18, 2019. The 120-day State mandated decision deadline for this case is April 16, 2020.
4. A public hearing before the City of Salem Planning Commission was conducted on January 7, 2020, at 5:30 p.m. in the Salem City Council Chambers, Civic Center Room 240, located at 555 Liberty Street SE. Notice of public hearing was sent by mail to surrounding property owners pursuant to Salem Revised Code (SRC) requirements on December 18, 2019. Public hearing notice was posted on the property on December 27, 2019 by the applicant pursuant to SRC requirements.

PROPOSAL

The applicant has submitted Class 3 Design Review, Class 3 Site Plan Review, Class 2 Adjustment, and Class 2 Driveway Approach Permit applications for development of a 246-unit multiple family residential apartment complex for property located at 2600 Center Street NE - 97301 (Attachment A).

APPLICANT’S PLANS AND STATEMENT

The applicant’s proposed site plan and building plans are included as Attachment B, and the applicant’s statement and supplemental statements addressing the applicable approval criteria for the consolidated request is included as Attachment C.

SUMMARY OF RECORD

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

SUBSTANTIVE FINDINGS

1. Salem Area Comprehensive Plan (SACP)

The Salem Area Comprehensive Plan (SACP) map designation for the subject property is "Multi-Family Residential". The subject property is within the Urban Growth Boundary and is located outside the Urban Service Area.

2. Zoning

The subject property is zoned RM-II (Multi-Family Residential). The proposed use includes development of a 246-unit multiple family residential apartment complex. Multi-family uses are allowed as a permitted use in the RM-II zone.

Zoning designations for surrounding properties is as follows:

North: RS (Single Family Residential) – Future single-family residential subdivision;
South: PH (Public and Private Health Services) – Vacant;
East: Across Park Avenue NE, RD (Duplex Residential) – Residential uses
West: Across 25th Street NE, PH (Public and Private Health Services) – Future City Park, parking lot, Yaquina Hall

3. Neighborhood Association Comments

The subject property is adjacent to Northeast Neighbors (NEN) and Northeast Salem Community Association (NESCA), both neighborhoods were provided notice of the request. Testimony was received from NEN and NESCA indicating support for the proposed development.

4. Public Comments

Five written public comments were received prior to the public hearing objecting to the request. Testimony was received at the public hearing from three members of the public objecting to the proposed development.

5. City Department and Public Agency Comments

The Building and Safety Division reviewed the proposal and indicated no objections.

The Fire Department reviewed the proposed and indicated that the site plan shows aerial truck driving access throughout the site. The Fire Department is unable to

determine if aerial access is required for the buildings as building heights were not provided. If aerial access is required it needs to be provided 15-30 feet from the buildings. Water supply was not shown on the plans. Fire hydrants are required to be located so all portions of the structures are within 600 feet (400 if the structure does not have an approved fire sprinkler system). The Fire Department will provide comments on items including fire department access and water supply at the time of building permit plan review.

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

Cherriots has reviewed the proposal and commented that it appears that sidewalks are not planned for the entire frontage of 25th Street. Pedestrian access to center street is key to providing safe routes for people wanting to access transit. Center Street is part of Cherriots Core Network and provides high frequency service. Cherriots would like to see sidewalks along 25th Street NE required as part of the development.

Staff Response: As a condition of site plan review approval, the applicant is required to construct the full boundary street improvement of 25th Street NE from Center Street NE to D Street NE to Local street standards, this includes the requested sidewalk improvements from the subject property to the existing public sidewalk at Center Street NE.

Salem-Keizer Public Schools has reviewed the proposal and submitted a memo dated December 31, 2019, which is included as Attachment E.

6. CLASS 3 DESIGN REVIEW APPROVAL CRITERIA

SRC Chapter 225.005(e)(2) provides that:

A Class 3 Design Review shall be approved if all of the applicable design review guidelines are met.

SRC 702.010 provides that multiple family developments shall comply with all of the applicable design review guidelines set forth in SRC Chapter 702.

Open Space Design Review Guidelines and Standards

702.015(b)(1) – Common Open Space

(A) A variety of open space areas of sufficient size shall be provided for use by all residents.

Finding: The corresponding design standard requires a minimum of 30 percent of the development site to have open space areas. The applicant indicates that approximately 259,824 square feet, or 50.3 percent, of open space area is provided including landscape areas, pathways and outdoor recreation areas.

(B) Common open space shall be distributed around buildings and throughout the site.

Finding: A variety of common open space areas are distributed throughout the development site and around all proposed buildings.

(C) The amount of perimeter setbacks used for common open space shall be minimized.

Finding: The applicant's statement indicates that approximately 15 percent of the open space area is provided at the perimeter setback line, consistent with the corresponding design standard which limits the amount of open space area that can be provided in the setback areas to no more than 50 percent.

702.015(c)(1) – Children's Play Areas and Adult Recreation Areas

(A) A variety of common open area opportunities shall be provided for enjoyment by all residents.

Finding: Common open areas are provided for the proposed multi-family residential use including landscaping, walkways, adult and child outdoor recreation areas, swimming pools and an indoor recreation building providing a variety of active and passive recreational amenities.

(B) Children's play and/or adult recreation areas shall be located centrally within the development.

Finding: Common open area opportunities are provided central to the development site.

(C) Children's play areas, if provided, shall be located in a manner to incorporate safety into the design by including such things as locating play areas to be visible from dwelling units, locating play areas away from physical barriers such as driveways and parking areas, and selection of play equipment with safe designs.

Finding: The open space plan indicates that the children's play area is located central to the development site, away from driveways and parking areas.

702.015(d)(1) – Private Open Space.

(A) Individual private open space shall be provided for each dwelling unit in all newly constructed multiple family developments.

Finding: Each of the proposed dwelling units is provided with a private open space area, ground floor units will have patios not less than 97 square feet in size, and upper floor units will have decks not less than 57 square feet in size, consistent with the corresponding design standard.

(B) Private open space shall be easily accessible from the dwelling unit.

Finding: Private open space areas are accessible from each dwelling unit.

- (C) If private open space is located adjacent to common open space, a buffer between the two open space areas shall be provided.

Finding: Ground floor private open space areas are separated from common open space areas by landscaping and/or fencing.

Landscaping Design Review Guidelines and Standards

702.020(b)(1) – General Landscaping

- (A) A variety of tree types shall be distributed throughout the site to maximize tree canopy.

Finding: The corresponding design standard requires a minimum of one tree to be planted for every 2,000 square feet of gross floor area. The subject property is approximately 517,026 square feet in size, requiring a minimum of 259 trees ($517,026 / 2,000 = 258.5$). The preliminary landscape plan indicates that 239 trees will be provided on the subject property, and additional trees will be planted in the public right-of-way, which is not consistent with the design standards.

Condition 1: A minimum of 259 trees shall be incorporated into the landscape design, not including street trees planted in the public right-of-way.

- (B) Landscaping shall be used to shield the site from winter winds and summer sun.

Finding: Trees and shrubs are proposed to be distributed throughout the development site to provide shade during the summer and to shield from winter winds.

- (C) Existing trees shall be preserved to the maximum extent possible.

Finding: The existing conditions plan provided by the applicant indicates that there are 91 existing trees on the subject property. Ten of the existing trees will be preserved and incorporated into the site landscaping, 81 trees (89 percent) are proposed for removal. The applicant is required to provide additional plantings pursuant to SRC Chapter 807.

- (D) Where a development site abuts property zoned Residential Agriculture (RA) or Single Family Residential (RS), an appropriate combination of landscaping and screening shall be provided that is sufficient to buffer between the multiple family development and the abutting RA or RS zoned property.

Finding: The site plan indicates that a setback, landscaping, and screening will be provided between proposed buildings 17, 18, 19, 22 and 23 and abutting single family residential zoned property in compliance with the corresponding standard. A

Class 2 Adjustment has been granted to eliminate the required vehicle use area setback adjacent to the RS zoned property.

702.020(c)(1) – Street Frontage

- (A) The residential character of the site shall be enhanced with trees planted within the public right-of-way.

Finding: The preliminary landscape plan indicates that existing trees will be retained and incorporated into the streetscape for 25th Street NE.

702.020(d)(1) – Building Exteriors

- (A) Landscaping shall be planted to define and accentuate the primary entry way of each dwelling unit, or combination of dwelling units.

Finding: The preliminary landscape plan indicates that shrubs and trees are proposed at dwelling unit entrances for each of the proposed buildings.

- (B) Vertical and horizontal landscape elements shall be provided along all exterior walls to soften the visual impact of buildings and create residential character.

Finding: The proposed landscaping plan indicates a variety of trees, shrubs and ground cover will be provided along the exterior walls of the buildings.

702.020(e)(1) – Privacy

- (A) Landscaping, or a combination of landscaping and fencing, shall be used to buffer the multiple family development from abutting properties.

Finding: The site plan indicates that a setback, landscaping, and screening will be provided between proposed buildings 17, 18, 19, 22 and 23 and abutting single family residential zoned property in compliance with the corresponding standard. A Class 2 Adjustment has been granted to eliminate the required vehicle use area setback adjacent to the RS zoned property.

- (B) Landscaping shall be used to enhance the privacy of dwelling units. Methods may include fencing in combination with plant units.

Finding: The preliminary landscape plan indicates that trees and shrubs will be provided around the exterior walls of the proposed building and a combination of landscaping and fencing will be used to screen ground floor private open space areas.

702.020(f)(1) – Parking Areas

- (A) Canopy trees shall be distributed throughout the interior, and planted along the perimeter, of parking areas.

Finding: The preliminary landscape plan indicates that a variety of canopy trees will be provided throughout the proposed parking areas.

Crime Prevention Through Environmental Design

702.025(a)(1) – Safety Features for Residents

(A) Multiple family developments shall be designed in a manner that considers crime prevention and resident safety.

Finding: The applicant indicates that security lighting will be installed in the parking areas, public pathways and building entrances. All buildings have windows provided in habitable rooms which are oriented towards open space areas and the proposed parking area.

(B) Landscaping and fencing shall be provided in a manner that does not obscure visual surveillance of common open space, parking areas, or dwelling unit entryways.

Finding: The preliminary landscape plan and the applicant's statement indicate that no fences or plant materials will be located in areas which obstruct visibility.

Parking, Site Access, and Circulation

702.030(b)(1) – General Parking and Site Access

(A) Parking areas shall be designed to minimize the expanse of continuous parking.

Finding: The applicant indicates that all parking areas are separated by 18 foot wide planter strips to minimize the length and appearance of continuous parking areas.

(B) Pedestrian pathways shall be provided that connect to and between buildings, common open space, parking areas, and surrounding uses.

Finding: The proposed site plan includes a pedestrian pathway which connects parking areas, common open space, recreational building, and dwelling units to each other and to public sidewalks.

(C) Parking shall be located to maximize the convenience of residents.

Finding: Off-street parking areas are distributed throughout the development site in near proximity to each of the proposed multi-family buildings, common open areas and recreational building.

(D) Parking areas and circulation systems shall be designed in a manner that considers site topography, natural contours, and any abutting properties zoned Residential Agriculture (RA) or Single Family Residential (RS).

Finding: The subject property is relatively flat and abuts RS zoned property to the north and east. A Class 2 Adjustment has been granted to eliminate the required vehicle use area setback adjacent to the RS zoned property.

702.030(c)(1) – Site Access

- (A) Accessibility to and from the site shall be provided for both automobiles and pedestrians.

Finding: Vehicle entrance to the development site is provided by a driveway onto 25th Street NE, a future public street. In addition, access to the multi-family apartment complex will be provided by a private alley accessway between two private cul-de-sacs. Pedestrian access to the site will be provided by a public sidewalk on 25th Street NE, and a multi-use pathway network connecting the development site to D Street Ne and Park Avenue NE.

- (B) Site access shall be provided in a manner that minimizes vehicle and pedestrian conflicts.

Finding: Pedestrian accessways are provided throughout the development site. Where a pedestrian pathway crosses a vehicle use area, a pedestrian crossing is marked to minimize pedestrian and vehicle conflicts.

- (C) Where possible, driveway access shall be provided onto collector or local streets rather than arterial streets.

Finding: The only access for the development site from a public street is from a driveway on 25th Street NE, which is classified as a local street on the Salem Transportation System Plan (TSP), the subject property does not directly abut a collector or arterial street.

- (D) Where possible, driveway access shall be consolidated with either existing or future driveways serving adjacent developments.

Finding: Driveway access to the site is provided by a driveway approach on 25th Street NE, and driveways accessing two private cul-de-sacs. Access to parking spaces is also provided by a shared private vehicle accessway. Shared driveway access to abutting property to the south is not possible due to conflicting zoning.

- (E) Parking areas shall be located to minimize their visibility from the public right-of-way and abutting properties.

Finding: A Class 2 Adjustment has been granted to eliminate the required setback and screening for the off-street parking area adjacent to the abutting residential area. The development plans call for shared use of the private alley for access and maneuvering for the proposed multi-family use and proposed abutting single-family dwellings. No visual barrier is proposed between the parking spaces for the multi-family use and proposed abutting single-family dwellings.

Building Mass & Façade Design

702.035(b)(1) – General Siting and Building Mass

(A) Buildings shall be sited with sensitivity to topography and natural landform.

Finding: The subject property is relatively flat, the proposed buildings are sited to maximize dwelling unit density, while complying with development standards, including setbacks, landscaping, and off-street parking.

(B) The development shall be designed to reinforce human scale.

Finding: The proposed buildings comply with maximum height and minimum setback requirements of the underlying zone.

(C) Buildings with long monotonous exterior walls shall be avoided.

Finding: Vertical and/or horizontal offsets are proposed in the design for each building, avoiding or limiting the appearance of a building with a long monotonous exterior wall. No building dimension exceeds more than 150 feet in length.

702.035(c)(1) – Compatibility

(A) Contrast and compatibility shall be provided throughout the site through building design, size, and location.

Finding: The proposed multi-family residential buildings are three stories in height, the design includes vertical and/or horizontal building offsets, as well as contrasting siding materials.

(B) Appropriate transitions shall be provided between new buildings and structures on-site and existing buildings and structures on abutting sites.

Finding: The proposed buildings comply with the maximum height requirement and building setback requirements of the RM-II zone. The proposed height and setbacks for the proposed development provide an appropriate transition with abutting residential uses. A Class 2 Adjustment has been granted to eliminate the setback requirement for a vehicle use area adjacent to a future single-family residential subdivision.

(C) Architectural elements and façade materials shall be used to provide continuity throughout the site.

Finding: The proposed multi-family building design provides articulated building entrances and the use of contrasting building materials throughout the site.

(D) The majority of dwelling units within the development shall be placed as close as possible to the street right-of-way.

Finding: The corresponding design standard requires sites with 75 feet or more of buildable width to have buildings placed at the setback line for a minimum of 50 percent of the buildable width. There is approximately 520 feet of frontage adjacent to proposed 25th Street NE, minus the 10-foot setback to abutting property to the north and south, the buildable width is approximately 500 feet. The standard requires a minimum of 250 feet of building length to be provided on the setback line.

Four proposed buildings are placed at or near the setback line adjacent to 25th Street NE with a combined building width of approximately 267 feet, exceeding the standard. Proposed building 16 is placed a few feet from the minimum setback line in order to provide for a meandering public sidewalk on 25th Street NE.

- (E) Architecturally defined and covered entryways shall be incorporated into the design of buildings.

Finding: Articulated covered entryways or porticos are incorporated into the building designs at each entryway.

702.035(d)(1) – Building Articulation

- (A) The appearance of building bulk shall be minimized by:
- (i) Establishing a building offset interval along building facades; and
 - (ii) Dispersing windows throughout building facades.

Finding: The design standards require windows to be provided in all habitable rooms, other than bathrooms, that face required setbacks, common open areas, and parking areas. The proposed plans indicate that windows will be provided in all habitable spaces which face towards open space and parking areas.

- (B) Articulation shall be provided at the common entry way to all residential buildings.

Finding: Covered entry ways are provided at the individual entryways for each building.

- (C) Building roofs shall reinforce the residential character of the neighborhood.

Finding: The design standards require that the horizontal length of roof shall not exceed 100 feet without providing a change of elevation of at least 4 feet. All roofs are proposed with a single ridgeline of overall length that is less than 100 feet in length. Longer buildings incorporate hip roofed ends to minimize roofline lengths consistent with this standard.

Recycling

702.040(a)(1) – On-Site Design and Location of Facilities

- (A) Facilities shall be provided to allow recycling opportunities for tenants that are as conveniently located as the trash receptacles, and that are in compliance with any

applicable federal, state, or local laws.

Finding: Recycling areas are provided in the solid waste service enclosures distributed around the development site. Proposed solid waste enclosures comply with the development standards of SRC Chapter 800.

(B) The design and materials of recycling areas shall be similar to the design and materials of the buildings within the development.

Finding: The proposed design, building materials, and color scheme for the solid waste service areas are consistent with the materials of the proposed buildings.

(C) Recycling areas shall be located to provide adequate access for franchised haulers, and shall have containers sufficient to allow collection of all recyclables collected by the haulers.

Finding: Proposed solid waste enclosures comply with the development standards of SRC Chapter 800, including access for service vehicles.

7. CLASS 3 SITE PLAN REVIEW APPROVAL CRITERIA

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

Criterion 1:

The application meets all applicable standards of the UDC.

Finding: The proposal includes a request to develop a 246-unit multiple-family residential apartment complex for property within the RM-II (Multi-Family Residential) zone. The following is a summary of the use and development standards of the RM-II zone (SRC Chapter 514).

Development Standards – RM-II Zone:

SRC 514.005(a) - Uses:

Except as otherwise provided in Chapter 514, the permitted, special, conditional and prohibited uses in the RM-II zone are set forth in Table 514-1.

Finding: Multifamily uses are allowed as a permitted use in the RM-II zone per Table 514-1.

SRC 514.010(b) – Lot Standards:

Lots within the RM-II zone shall conform to the standards set forth in Table 514-2. The minimum lot area for a multi-family use in the RM-II zone is 6,000 square feet, minimum lot width is 40 feet, minimum lot depth is 80 feet and the minimum street frontage requirement is 40 feet.

Finding: The subject property is proposed Lot 2 from tentative subdivision case no. CPC-ZC-SUB-ADJ19-02. Proposed Lot 2 is approximately 11.9 acres in size, and the

lot dimensions are approximately 755 feet in width and 887 feet in depth, with approximately 520 feet of street frontage on 25th Street NE, exceeding the minimum lot size requirement.

SRC 514.010(c) – Dwelling Unit Density:

Dwelling unit density within the RM-II zone shall conform to the standards set forth in Table 514-3. Maximum dwelling unit density cannot be varied or adjusted.

Finding: The subject property is approximately 517,026 square feet (11.9 acres) in size. Per Table 514-3, the minimum dwelling unit density is 12 units per acre and the maximum dwelling unit density is 28 units per acre. A minimum of 143 dwelling units and a maximum of 334 dwelling units are permitted for the subject property. Condition 3 from CPC-ZC-SUB-ADJ19-02, limits the maximum number of dwelling units for the property to not more than 250 units. The proposed development includes 246 dwelling units, in compliance with the density allowance in Table 514-3, and previous conditions of approval.

SRC 514.010(d) – Setbacks:

Setbacks within the RM-II zone shall be provided as set forth in Tables 514-4 and 514-5.

North: Adjacent to the north is property zoned RS (Single Family Residential). Per Table 514-5, buildings, accessory structures and vehicle use areas require a minimum 10-foot setback when abutting a residential zone.

Finding: Proposed buildings 17, 18, 19, 22 and 23 are setback approximately 35 feet from the abutting property to the north. No vehicle use area setback is provided to the north. The applicant is requesting a Class 2 Adjustment to eliminate the setback requirement along the proposed private alley to the north. Findings for the Class 2 Adjustment are included in Section 8 of this report.

South: Adjacent to the south is property zoned PH (Public and Private Health Services). Per Table 514-5, buildings, accessory structures and vehicle use areas require a minimum 10-foot setback when abutting a public zone.

Finding: Proposed buildings 6, 7, 9, 11, and 12 abut the PH zoned property to the south, these buildings are placed on the 10-foot minimum setback line, in compliance with the minimum setback requirement.

East: Adjacent to the east is property zoned RS (Single Family Residential). Per Table 514-5, buildings, accessory structures and vehicle use areas require a minimum 10-foot setback when abutting a residential zone.

Finding: No vehicle use area setback is provided to the east. The applicant is requesting a Class 2 Adjustment to eliminate the required building and vehicle use area setback requirement. Findings for the Class 2 Adjustment are included in Section 8 of this report.

West: Adjacent to the west is future right-of-way for 25th Street NE, a public street. Per Table 514-4, buildings and accessory structures require a minimum 12-foot setback, plus one foot for each one foot of height over 12 feet but need not exceed 20 feet in depth. Vehicle use areas require a minimum 12-foot setback.

Finding: Proposed buildings 12, 13, 16, and 17 abut 25th Street NE and are greater than 20 feet in height, requiring a minimum 20-foot setback. Each of the buildings is placed at the 20-foot setback line, in compliance with the minimum setback requirement. The proposed vehicle use area is setback 20 feet from 25th Street NE.

SRC 514.010(e) - Lot Coverage, Height:

The maximum lot coverage allowance for all uses in the RM-II zone is 50 percent. The maximum building height allowance for multi-family uses is 50 feet.

Finding: The site plan indicates that the proposed building footprint is approximately 81,715 square feet, for a lot coverage of approximately 15.8 percent ($81,715 / 517,026 = 15.8$) for the total site, less than the maximum lot coverage allowance. The average height of the proposed multi-family buildings is approximately 35 feet, less than the 50-foot maximum height allowance.

SRC 514.010(g) - Landscaping:

Landscaping within the RM-II zone shall be provided as set forth in this subsection.

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

Finding: Landscape and irrigation plans will be reviewed for conformance with the requirements of SRC Chapters 806 and 807 at the time of building permit application review.

SRC 514.010(h) – Outdoor Storage:

Within the RM-II zone, outdoor storage shall be screened from streets and adjacent properties by a minimum 6-foot high sight-obscuring fence, wall, or hedge.

Finding: Outdoor storage areas are not provided for the proposed use.

SRC 514.015 – Design Review:

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

Finding: A Class 3 Design Review application has been submitted for the proposed multi-family development, findings are included in Section 6 of this report.

General Development Standards SRC 800

SRC 800.055(a) – Applicability.

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

Finding: The site plan indicates that new solid waste enclosures with receptacles greater than 1 cubic yard in size are proposed.

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

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

- 1) Pad area. In determining the total concrete pad area for any solid waste service area:
 - a. The pad area shall extend a minimum of 1-foot beyond the sides and rear of the receptacle.
 - b. The pad area shall extend a minimum 3 feet beyond the front of the receptacle.
 - c. In situations where receptacles face each other, a minimum four feet of pad area shall be required between the fronts of the facing receptacles.

Finding: The design and materials for the slab is not indicated in the proposed plans but will be reviewed for conformance with this development standard at the time of building permit review. The proposed receptacles do not appear to face each other.

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

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

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

Finding: The applicant's statement indicates that a roof cover will be provided protecting the trash container area from rain. Minimum vertical clearance for the roof cover for each proposed enclosure will be verified at the time of building permit.

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

- 1) Solid waste, recycling, and compostable service areas shall be screened from all streets abutting the property and from all abutting residentially zoned property by a minimum six-foot-tall sight-obscuring fence or wall; provided, however, where

receptacles, drop boxes, and compactors are located within an enclosure, screening is not required. For the purpose of this standard, abutting property shall also include any residentially zoned property located across an alley from the property.

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

Finding: The solid waste service areas are located within an enclosure, which provides screening from surrounding streets and residentially zoned areas.

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

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

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

Finding: The width of the proposed front opening for the enclosure is approximately 18 feet, exceeding the minimum standard.

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

Finding: The proposed site plan indicates that the enclosure walls will be cmu block. A bumper curb 12 inches inside the perimeter of the enclosure walls is required, however the curb is not indicated on the proposed plans.

Condition 2: Development of the solid waste service area shall conform to all applicable standards of SRC Chapter 800.

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

Finding: The proposed opening is greater than 15 feet in width, gates can swing to 90 degrees in compliance with this provision.

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

- 1) Vehicle Operation Area. A vehicle operation area shall be provided for solid waste collection service vehicles that are free of obstructions and no less than 45 feet in length and 12 feet in width. Vehicle operation areas shall be made available in front of every receptacle.

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

Off-Street Parking, Loading, and Driveways SRC 806

SRC 806.005 - Off-Street Parking; When Required.

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

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

Required off-street parking shall be located on the same development site as the use or activity it serves; or, within residential zones, required off-street parking may be located within 200 feet of the development site containing the use or activity it serves.

Finding: Required off-street parking spaces are provided on the same development site as the use or activity it serves.

SRC 806.015 - Amount of Off-Street Parking.

- a) *Minimum Required Off-Street Parking.* The minimum number of off-street parking spaces required for a multi-family use is 1.5 spaces per dwelling unit.
- b) *Compact Parking.* Up to 75 percent of the minimum off-street parking spaces required under this Chapter may be compact parking spaces.
- c) *Carpool and Vanpool Parking.* New developments with 60 or more required off-street parking spaces, and falling within the Public Services and Industrial use classifications, and the Business and Professional Services use category, shall designate a minimum of 5 percent of their total off-street parking spaces for carpool or vanpool parking.
- d) *Maximum Off-Street Parking.* Unless otherwise provided in the SRC, off-street parking shall not exceed the amounts set forth in Table 806-2.

Finding: The proposed 246-unit multi-family residential apartment complex requires a minimum of 369 off-street parking spaces ($246 \times 1.5 = 369$). The maximum off-street parking allowance for the use is 646 spaces ($369 \times 1.75 = 645.75$). The site plan indicates there are 431 parking spaces provided for the proposed use, consistent with the minimum and maximum off-street parking requirements.

Of the spaces provided, 202 (47 percent) are compact size spaces. Carpool/vanpool spaces are not required for the proposed multi-family residential use.

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

Unless otherwise provided under the UDC, off-street parking and vehicle use areas, other than driveways and loading areas, for uses or activities other than Single Family and Two Family shall be developed and maintained as provided in this section.

- a) *General Applicability.* The off-street parking and vehicle use area development standards set forth in this section apply to:
1. The development of new off-street parking and vehicle use areas.
 2. The expansion of existing off-street parking and vehicle use areas, where additional paved surface is added.
 3. The alteration of existing off-street parking and vehicle use areas, where the existing paved surface is replaced with a new paved surface; and
 4. The paving of an un-paved area.

Finding: Off-street parking and vehicle use area development standards apply to the new off-street parking area.

- b) *Location.* Off-street parking and vehicle use areas shall not be located within required setbacks.

Finding: Except where a Class 2 Adjustment has been requested, the proposed off-street parking area complies with all applicable setback requirements.

- c) *Perimeter Setbacks and Landscaping.* Perimeter setbacks shall be required for off-street parking and vehicle use areas abutting streets, abutting interior front, side, and rear property lines, and adjacent to buildings and structures.

Where an off-street parking or vehicular use area is located adjacent to a building or structure, the off-street parking or vehicle use area shall be setback from the exterior wall of the building or structure by a minimum 5-foot-wide landscape strip or by a minimum 5-foot-wide paved pedestrian walkway.

Finding: All proposed vehicle use areas are setback a minimum of 5 feet from the exterior walls of buildings and structures.

- d) *Interior Landscaping.* Interior landscaping shall be required for off-street parking areas 5,000 square feet or greater in size.

Finding: For off-street parking areas 50,000 square feet or greater in size, a minimum of 8 percent of the interior area of the off-street parking area shall be landscaped. The proposed site plan indicates that the off-street parking area is approximately 197,247 square feet in size, requiring a minimum of 153 square feet of interior parking lot landscaping ($197,247 \times 0.08 = 15,779.8$). Approximately 20,887 square feet of interior parking lot landscaping is proposed (approximately 10.6 percent), exceeding the minimum requirement.

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

Finding: The proposed off-street parking spaces are sufficient to meet the minimum dimensions for standard and compact sized parking spaces.

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

Finding: The proposed off-street parking area is developed consistent with the additional standards for grade, surfacing, and drainage. Bumper guards or wheel barriers are not required in this case to prevent encroachment into a required setback or pedestrian pathway. Compact parking spaces shall be clearly marked indicating the spaces are reserved for compact parking only. The striping, and lighting will meet the standards of SRC 806.

SRC 806.035(m) requires the off-street parking area shall be screened from abutting residentially zoned property; however, the applicant is requesting to eliminate the required setback, landscaping and screening required adjacent to the private vehicle accessway, findings for the Adjustment are included in Section 8 of this report. In other areas abutting RS zoned property, a 6-foot-tall privacy fence will be provided to screen the use from abutting residential areas.

Bicycle Parking

SRC 806.045 - General Applicability.

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

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

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

SRC 806.055 - Amount of Bicycle Parking.

A multi-family use is required to have the greater of 4 bicycle spaces or a minimum of 0.1 bicycle spaces per dwelling unit.

Finding: The proposed 246-unit apartment complex requires a minimum of 25 bicycle parking spaces ($246 \times 0.1 = 24.6$). The proposed site plan indicates that 25 bicycle parking stalls will be provided for the proposed apartment complex.

SRC 806.060 – Bicycle Parking Development Standards

Unless otherwise provided under the UDC, bicycle parking areas shall be developed and maintained as set forth in this section.

(a) Location. Except as otherwise provided in this section, bicycle parking shall be located outside a building.

(1) Bicycle parking located outside a building shall be located within a convenient distance of, and be clearly visible from, the primary building entrance. In no event shall bicycle parking be located more than 50 feet from the primary building entrance, as measured along a direct pedestrian access route.

(2) Where bicycle parking cannot be located outside a building, it may be located inside a building within a convenient distance of, and accessible from, the primary building entrance.

Finding: The proposed site plan indicates that five exterior bicycle racks, each containing five bicycle parking spaces, will be provided throughout the development site. Bicycle parking spaces are located less than 50 feet from a building entrance.

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

Finding: Direct access is provided from public sidewalks and pathways to the proposed bicycle parking spaces.

(c) *Dimensions.* Bicycle parking spaces shall be a minimum of 6 feet by 2 feet, and shall be served by a minimum 4-foot-wide access aisle.

(1) *Bicycle parking spaces.* Bicycle parking spaces shall be a minimum of six feet in length and two feet in width with the bicycle rack centered along the long edge of the bicycle parking space. Bicycle parking space width may be reduced, however, to a minimum of three feet between racks where the racks are located side-by-side.

(2) *Access aisles.* Bicycle parking spaces shall be served by a minimum four-foot-wide access aisle. Access aisles serving bicycle parking spaces may be located within the public right-of-way.

Finding: The proposed bicycle parking spaces are consistent with the minimum dimensional and access standards of this section.

(d) *Surfacing.* Where bicycle parking is located outside a building, the bicycle parking area shall consist of a hard surface material, such as concrete, asphalt pavement, pavers, or similar material, meeting the Public Works Design Standards.

Finding: The proposed bicycle parking spaces are located on concrete pads, consistent with this development standard.

(e) *Bicycle racks.* Where bicycle parking is provided in racks, the racks may be floor, wall, or ceiling racks. Bicycle racks shall meet the following standards.

(1) Racks must support the bicycle frame in a stable position, in two or more places a minimum of six inches horizontally apart, without damage to wheels, frame, or components.

(2) Racks must allow the bicycle frame and at least one wheel to be locked to the rack with a high security, U-shaped shackle lock;

(3) Racks shall be of a material that resists cutting, rusting, and bending or deformation; and

(4) Racks shall be securely anchored.

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

Finding: The proposed bicycle parking spaces are consistent with the development standards of this section.

Off-Street Loading Areas

SRC 806.065 - General Applicability.

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

SRC 806.070 – Proximity of Off-Street Loading Areas to Use or Activity Served.

Off-street loading shall be located on the same development site as the use or activity it serves.

SRC 806.075 - Amount of Off-Street Loading.

For multiple family uses containing 200 or more dwelling units, a minimum of three off-street loading spaces are required per Table 806-9. Loading spaces shall be a minimum 12 feet in width, 19 feet in length, and have 12 feet of unobstructed vertical clearance.

Finding: Three off-street loading spaces are provided for the proposed development, meeting or exceeding the minimum dimensional standards.

Landscaping

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

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

Finding: The proposed site plan indicates that approximately 179,395 square feet of landscaping is provided for the development site. A minimum of 8,967 plant units are required for the proposed development ($179,395 / 20 = 8,969.8$). Of the required plant units, a minimum of 448 plant units shall be a combination of mature trees, shade tree, evergreen/conifer trees, or ornamental trees.

Landscape and irrigation plans will be reviewed for conformance with the requirements of SRC 807 at the time of building permit application review.

SRC 807.015(d) – Tree Replanting Requirements.

In addition to the landscaping required under this chapter, when existing trees, as defined under SRC Chapter 808, are proposed for removal from within required setbacks or from a development site, replanting shall be required as provided in this subsection.

- 1) Removal of trees within required setbacks. When an existing tree or trees, as defined under SRC Chapter 808, within a required setback are proposed for removal, two new trees shall be planted for each tree removed. Replanted trees shall be of either a shade or evergreen variety with a minimum 1.5 inch caliper.
- 2) Removal of trees from development site. When more than 75 percent of the existing trees, as defined under SRC Chapter 808, on a development site are proposed for removal, two new trees shall be planted for each tree removed in

excess of 75 percent. Replanted trees shall be of either a shade or evergreen variety with a minimum 1.5 inch caliper. For purposes of this section, existing trees within vision clearance areas, or within areas to be cleared for required roads, utilities, sidewalks, trails, or stormwater facilities, shall not be counted in the total percentage of trees removed from the development site.

Finding: The existing conditions plan indicates that there are 91 trees on the subject property, and that 81 of the trees (89 percent) will be removed. For each tree removed beyond 68 (75 percent), a minimum of two replacement trees shall be incorporated into the landscape design. A minimum of 26 trees are required to be replanted for the 13 trees proposed to be removed beyond 75 percent, replacement trees are in addition to the tree planting requirements of Chapters 702 and 807.

Condition 3: A minimum of 26 trees are required to be replanted for the 13 trees proposed to be removed beyond 75 percent. These replacement trees are in addition to the tree planting requirements of Chapters 702 and 807.

Natural Resources

SRC 601 - Floodplain: 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.

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

There are no protected trees identified on the subject property.

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

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

SRC 810 - Landslide Hazards: According to the City's adopted landslide hazard susceptibility maps and SRC Chapter 810 (Landslide Hazards), there are no mapped landslide hazard areas on the subject property. The proposed multi-family residential activity adds two activity points to the proposal, which results in a total of two points,

indicating a low landslide risk, therefore a geologic assessment is not required for the proposed development.

Criterion 2:

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

Finding: The proposed development abuts future 25th Street NE. This street is designated as a future Local street in the Salem TSP. As required by land use case SUB-UGA17-05, adequate right-of-way will be dedicated, and the street will be improved to meet the Local street standard. If the street is not constructed prior to final occupancy, the applicant shall construct the full boundary street improvement of 25th Street NE from Center Street NE to D Street NE to Local street standards as determined in the Salem TSP and in accordance with SRC Chapter 803 and PWDS.

Condition 4: Construct the full boundary street improvement of 25th Street NE from Center Street NE to D Street NE to local street standards.

The proposed development shows multiple accesses to Lot 1 of CPC-ZC-SUB-ADJ19-02 providing for vehicular and pedestrian connectivity. The future subdivision of Lot 1 provides a private accessway as shown on the application materials. This private accessway provides multimodal access from 25th Street NE to Park Avenue NE, as required by Condition 10 of land use case number CPC-ZC-SUB-ADJ19-02. In order to provide safe, orderly, and efficient circulation of traffic into and out of the proposed development, prior to the issuance of building permits, record the final plat for subdivision case no. CPC-ZC-SUB-ADJ19-02, and record the final plat to further subdivide Lot 1 of CPC-ZC-SUB-ADJ19-02, referenced by subdivision application number 19-120764-LD, which provides this private access, prior to the issuance of building permits.

Condition 5: Prior to the issuance of building permits, record the final plat for subdivision case no. CPC-ZC-SUB-ADJ19-02, and record the final plat to further subdivide Lot 1 of CPC-ZC-SUB-ADJ19-02, referenced by subdivision application number 19-120764-LD.

Condition 6: Per SUB-UGA17-05, Condition 3: As a condition of cumulative transportation impacts exceeding 2,380 average daily trips on the original development site, the applicant shall be required to convert the intersection of D Street NE and 23rd Street NE to an all-way stop-controlled intersection.

Condition 7: Pursuant to SUB-UGA17-05 Condition 4 and CPC-ZC-SUB-ADJ19-02 Condition 12(ii), the applicant shall pay a proportional share of improvements located at the intersection of Center Street NE and 17th Street NE. The proportional share shall be \$134 per ADT, to be paid at the time of building permit issuance. This fee amount shall be adjusted annually based on the December to December Engineering

News Record Averaged Rates for Los Angeles, Seattle, and San Francisco.

Condition 8: Pursuant to CPC-ZC-SUB-ADJ19-02 Condition 13, prior to certificate of occupancy, an east-west pedestrian path shall be developed connecting 25th Street NE and Park Avenue NE as shown in the application materials. A public access easement shall be recorded for public use of this path.

Condition 9: Pursuant to CPC-ZC-SUB-ADJ19-02 Condition 11, prior to certificate of occupancy, a north-south pedestrian connection shall be developed as shown on the application materials. A public access easement shall be recorded for public use of this path.

Condition 10: Pursuant to SUB-UGA17-05 Condition 23 and CPC-ZC-SUB-ADJ19-02 Condition 10, construct interior transportation systems that provide for multimodal access from 25th Street NE to the eastern boundary of the subject property.

Criterion 3:

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

Finding: The applicant's proposed site plan shows that the driveway access onto 25th Street NE is located opposite B Street NE, but the centerlines of the driveway and B Street NE are not in alignment. The Assistant City Traffic Engineer has determined that this proposed alignment creates the potential for traffic conflicts. The applicant shall align the proposed driveway approach to 25th Street NE with the intersection of B Street NE pursuant to PWDS in order to provide for safe turning movements into and out of the property.

Condition 11: Align the proposed driveway approach to 25th Street NE with the intersection of B Street NE pursuant to PWDS.

Criterion 4:

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

Finding: The Public Works Department has reviewed the applicant's preliminary plan for this site. The water, sewer, and storm infrastructure are available within surrounding streets/areas and are adequate to serve the proposed development. The applicant is proposing to connect to a future 8-inch water main and future 10-inch stormwater main to be located in 25th Street NE, to be constructed by others. They are also proposing to connect to a future 8-inch sewer main to be developed with future subdivision of Lot 1 of land use case number CPC-ZC-SUB-ADJ19-02. If the water and storm infrastructure is not yet available in 25th Street NE, the applicant shall extend water and stormwater mains as needed along the property frontage in the

future 25th Street NE right-of-way. The sewer main shall be constructed as part of the future subdivision of Lot 1 of land use case number CPC-ZC-SUB-ADJ19-02; the final plat of which shall be recorded prior to the issuance of building permits.

Condition 12: Extend water and stormwater mains as needed along the property frontage in the future 25th Street NE right-of-way.

Condition 13: Construct the proposed sewer main as needed along the property frontage in the future 25th Street NE right-of-way.

The applicant's engineer submitted a statement demonstrating compliance with Stormwater PWDS Appendix 004-E(4) and SRC Chapter 71. At the time of development, 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 14: Design and construct a storm drainage system at the time of development in compliance with Salem Revised Code (SRC) Chapter 71 and Public Works Design Standards (PWDS).

The 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.

8. CLASS 2 ADJUSTMENT APPROVAL CRITERIA

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

Criterion 1:

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

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

Finding: ~~The applicant is requesting a Class 2 Adjustment to eliminate the required setback between the proposed multi-family residential use, and a future single-family residential use to the north and the east. The proposed residential subdivision abutting the subject property will share use of a 26-foot wide private vehicle accessway which separates the two abutting uses. Off-street parking spaces for the proposed multi-family use have direct access to the 26-foot wide private vehicle access. The shared accessway will serve as a vehicle use area for the parking area, providing required maneuvering area for vehicles accessing the parking lot. No separation is provided between the vehicle use area and abutting single family residential uses.~~

~~The applicant indicates that a 10-foot setback in this case is impractical and that the 26-foot wide private accessway provides a greater buffer than the 10-foot standard. Staff disagrees with this statement by the applicant. The shared accessway is also the vehicle use area serving parking spaces for the multi-family uses. The 10-foot setback~~

~~applies to all parts of a vehicle use area, including maneuvering areas, not just the parking spaces.~~

~~The applicant has not demonstrated that the standard is clearly inapplicable to the proposed development and has not demonstrated that the proposal equally or better meets the intent of the setback and screening standard.~~

The Planning Commission found that the zone-to-zone setback in this case is clearly inapplicable to the proposed development. The applicant is requesting to develop a multi-family apartment complex and single-family residential subdivision as one cohesive planned development with shared access to all uses provided by a private vehicle accessway. The applicant is unable to provide landscaping and screening at the perimeter as required by zoning code, and even though the vehicle use area setback is being reduced, the additional setback provided for the multi-family buildings reduces the visual impact of the proposed development.

Criterion 2:

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

~~**Finding:** The applicant indicates that the Adjustment request is necessary because to preserve existing mature trees and vegetation along Park Avenue NE, access to the single-family residential subdivision will be provided by an internal private vehicle accessway.~~

~~The required 10-foot vehicle use area setback is on the multi-family residential development side, and not on the single-family subdivision side. It is not clear why existing trees and vegetation on Park Avenue NE cannot be preserved if a 10-foot setback is provided for the multi-family residential use. In addition, existing trees and vegetation on Park Avenue NE may help to provide a buffer for the established residential areas surrounding the North Campus, but the applicant doesn't explain how eliminating the setback will not detract from the livability or appearance of the proposed multi-family residential use relative to the proposed single-family residential subdivision it will abut.~~

The Planning Commission found that the applicant's development plan includes an innovative design concept integrating multi-family residential and single-family residential uses into one cohesive planned development. Because the single-family residential and multi-family residential uses are proposed to be developed at the same time, the proposal will not detract from the livability or appearance of the residential area.

Criterion 3:

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

Finding: Only one adjustment has been requested to eliminate the minimum setback requirement, therefore this standard is not applicable.

9. CLASS 2 DRIVEWAY APPROACH PERMIT APPROVAL CRITERIA

Per SRC 804.015(a), a driveway approach permit shall be obtained prior to constructing any driveway approach.

DRIVEWAY APPROACH PERMIT – 25th Street NE

Analysis of the driveway approach based on relevant criteria in SRC 804.025(d) is as follows:

Criterion 1:

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

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

Criterion 2:

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

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

Criterion 3:

The number of driveway approaches onto an arterial are minimized.

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

Criterion 4:

The proposed driveway approach, where possible:

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

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

Criterion 5:

The proposed driveway approach meets vision clearance standards.

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

Criterion 6:

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

Finding: In order to not create traffic hazards and provide for safe turning movements and access, the applicant shall align the driveway approach with the intersection of 25th Street NE and B Street NE pursuant to PWDS.

Criterion 7:

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

Finding: The proposed driveway approach provides access to 25th Street NE, a Local street. The location of the proposed driveway, as conditioned, does not have any adverse impacts to the adjacent properties or streets.

Criterion 8:

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

Finding: The applicant shall align the proposed driveway approach to 25th Street NE with the intersection of B Street NE pursuant to PWDS. With completion of this condition, the proposed driveway approach minimizes the impact to the functionality of adjacent streets and intersections.

Criterion 9:

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

Finding: The proposed driveway approach is located in the vicinity of a residentially zoned area. The Assistant City Traffic Engineer has determined that the driveway, as conditioned, will not have an adverse impact to residentially zoned property or on the functionality of the adjacent streets.

CONCLUSION

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

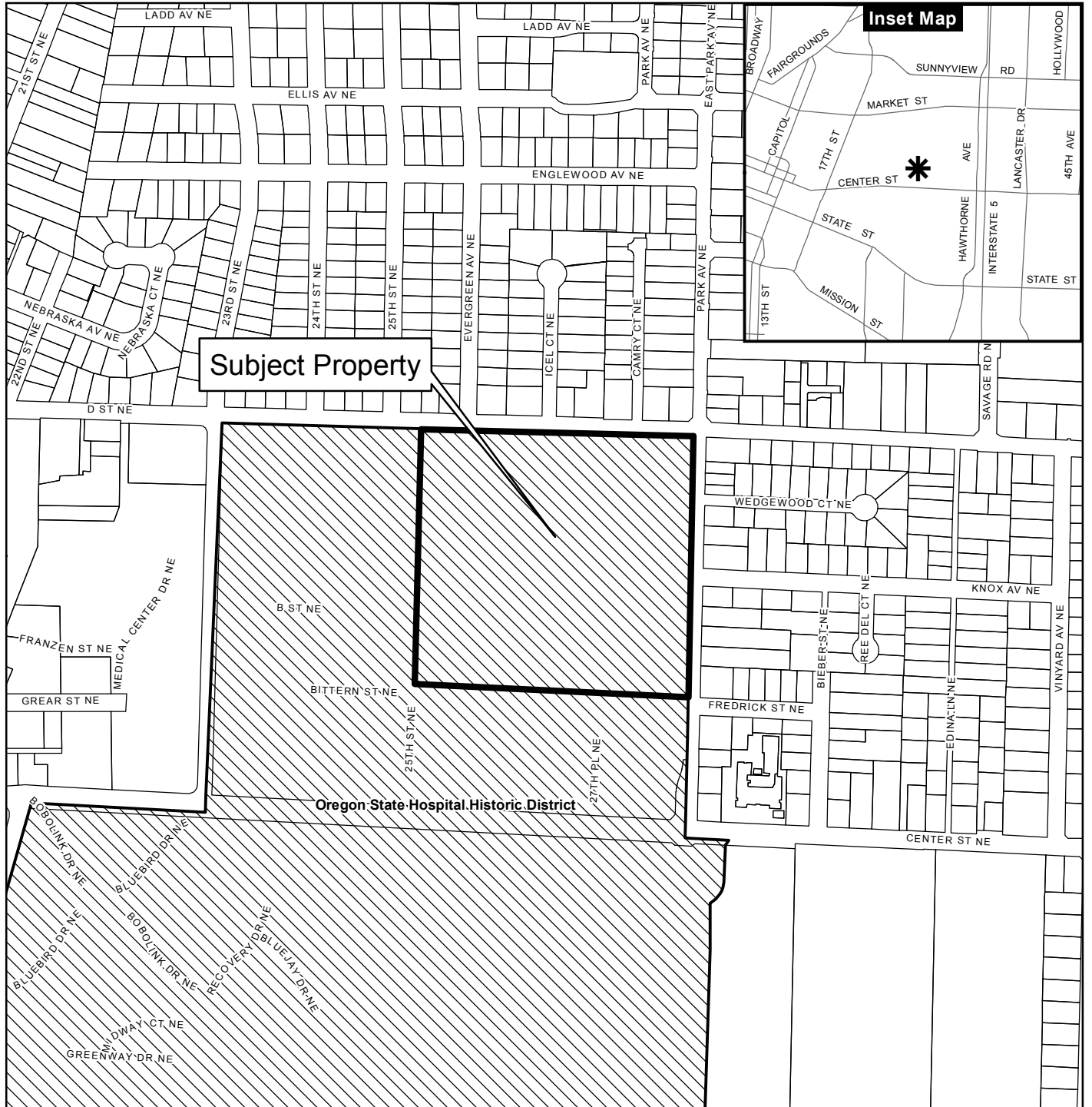
Attachments: A. Vicinity Map
B. Proposed Site Plan and Building Elevations

- C. Applicant's Written Statement
- D. Public Works Memo
- E. Salem-Keizer Public Schools Memo dated December 31, 2019








Prepared by Aaron Panko, Planner III

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Vicinity Map 2600 Center Street NE



Legend

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



0 100 200 400 Feet



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PRELIMINARY
NOT FOR
CONSTRUCTION

SCOTT R. BECK
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NORTH CAMPUS RE-DEVELOPMENT
CENTER STREET SE. & 23RD ST. SE.
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SITE PLAN

revisions:

date: 12/27/2019
scale: 1"=50'
drawn: S.R.B.
job no: 1820

A1.1

SITE & PROJECT DATA:

ZONING: RM-II

TOTAL SITE AREA: 517,026 S.F., (11.87 ACRES)

DENSITY ALLOWED: 12 UNITS PER ACRE MINIMUM; 28 UNITS PER ACRE MAXIMUM.
20.7 UNITS PER ACRE PROPOSED.

PROJECT TYPE: MARKET RATE APARTMENTS - (246) UNITS

OCCUPANCY GROUP: R2-APARTMENT UNITS

MAXIMUM HEIGHT ALLOWED: 50' TO THE AVERAGE OF THE HIGHEST GABLE ROOF FROM HIGHEST BLDG. GRADE.
34'-6" MAXIMUM HEIGHT TO HIGHEST AVERAGE GABLE PROPOSED.

BLDG. SETBACKS REQUIRED: 20'-0" FRONT YARD, & 10'-0" SIDE YARD; 10'-0" REAR YARD, BASE SETBACKS. PER TABLE 702.5 SETBACK INCREASES ABUTTING RS ZONE.
1' SETBACK PER FOOT OF BLDG. HEIGHT SETBACK REQUIRED ABUTTING RS SINGLE FAMILY ZONE.
34'-6" MAX. PROPOSED HEIGHT = REQUIRED SETBACK = 34'-6" AT NORTH & EAST PROPERTY LINE.

PROPOSED SETBACKS: 20'-0" FRONT YARD, 10' SIDE & REAR YARDS; 35'-0" WHERE ABUTTING RS SINGLE FAMILY ZONE, THEREFORE O.K.

ENCROACHMENTS ALLOWED: BELT COURSES & ORNAMENT= 24 INCHES, ROOF EAVES= 24 INCHES.

PROPOSED ENCROACHMENTS: DECK GUARDRAIL = 3", ROOF EAVES = 24 INCHES, THEREFORE O.K.

CONSTRUCTION TYPE:
TYPE V (NON-RATED) w/ 1 HR UNIT SEPARATION WALLS & FLOOR/CEILING SEPARATION. 100% FIRE SPRINKLED.

PROPOSED BUILDING AREA:

UNIT TYPES:	(66) TYPE I UNITS (1BR/1BA)	704 S.F. + 24 S.F. STOR.	=	728 S.F.	=	48,048 S.F.
	(36) TYPE II UNITS (2BR/1BA)	862 S.F. + 24 S.F. STOR.	=	886 S.F.	=	31,896 S.F.
	(114) TYPE III UNITS (2BR/2BA)	965 S.F. + 24 S.F. STOR.	=	989 S.F.	=	112,746 S.F.
	(30) TYPE IV UNITS (3BR/2BA)	1,190 S.F. + 24 S.F. STOR.	=	1,214 S.F.	=	36,420 S.F.
(246) UNITS TOTAL:						234,555 S.F.

RECREATION BLDG. = 4,157 S.F. FLOOR AREA.
MAINTENANCE BLDG. = 1,000 S.F. FLOOR AREA.
MAIL HUT = 288 S.F. FLOOR AREA.

TOTAL BUILDING SQUARE FOOTAGE = 234,555 S.F.

PARKING REQUIRED:
15 STALLS PER UNIT X (246) UNITS = 3690 STALLS REQUIRED
REC. BLDG./OFFICE: 1 STALL/350 S.F. X 4,157 = 12 STALLS REQUIRED
387 TOTAL PARKING REQUIRED

PARKING PROVIDED:
STANDARD STALLS: 220 STALLS
COMPACT STALLS: 202 STALLS (47% OF STALLS < 75% ALLOWED)
HANDICAP STALLS: 9 STALLS
TOTAL PARKING PROVIDED = 431 STALLS, THEREFORE O.K.

PARKING RATIO PROPOSED = 1.75 STALLS PER UNIT

BICYCLE PARKING REQUIRED: 0.1 BIKE STALL PER UNIT X 246 UNITS = 25 BIKE STALLS

BICYCLE PARKING PROVIDED:
(5) STALLS PER BIKE RACK X (5) RACKS = 25 BIKE STALLS PROVIDED.

LOADING STALLS: 200 OR MORE UNITS = (3) LOADING STALLS 12'X19'X12'

LOADING STALLS PROPOSED = (3) 12'X30'X12'

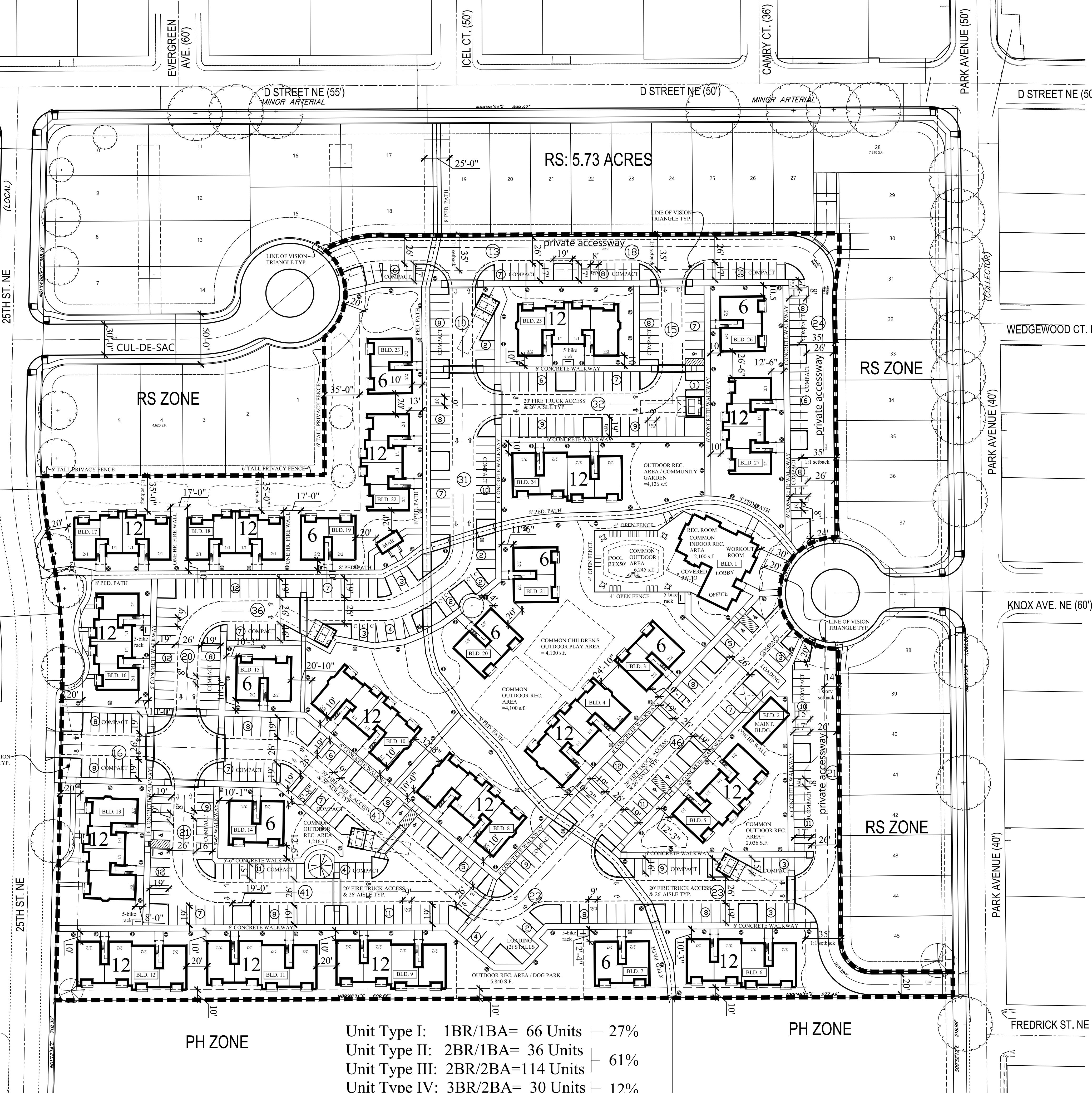
LOT COVERAGE BY BLDGS:
PROPOSED GROUND FLOOR BUILDING FOOTPRINT AREA = 81,715 S.F.
MAXIMUM ALLOWED LOT COVERAGE = 50%
PROPOSED BUILDING LOT COVERAGE = 81,715 S.F. / 517,026 S.F. = 15.8%

PARKING & MANEUVERING A.C. PAVING AREA: 177,137 S.F.
INCLUDES PLANTER CURBS

CONCRETE AREAS: WALKWAYS, PATIOS, REC. PATIO/TERRACE, TRASH = 78,779 S.F.

LANDSCAPE AREA:
TOTAL LANDSCAPE (GREEN) AREA PROPOSED = 179,395 S.F. / 517,026 S.F. = (34.7%) OF SITE AREA

INTERIOR PARKING AREA LANDSCAPING:
PARKING & MANEUVERING AREA PLUS PLANTER FINGERS & CORNERS = 197,247 S.F.
REQUIRED PARKING LOT LANDSCAPE = 8% MIN. X 197,247 S.F. = 15,780 S.F. MIN. REQ'D.
PROPOSED INTERIOR PARKING AREA LANDSCAPE = 20,887 S.F. = 10.5% PROVIDED THEREFORE O.K.



ATTACHMENT B

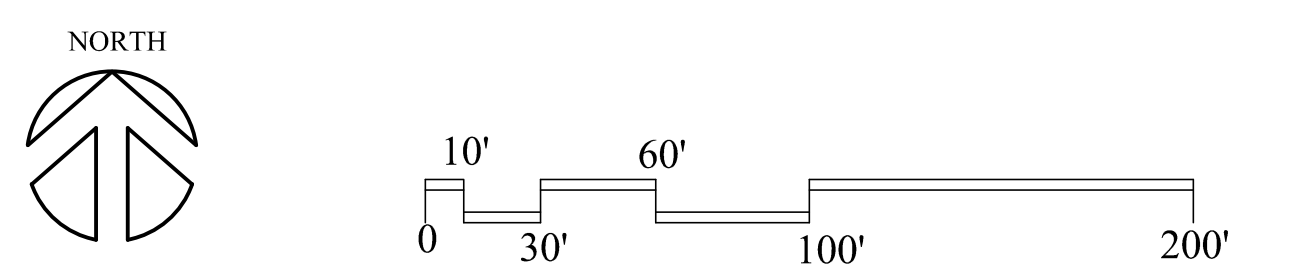
PH ZONE

Unit Type I:	1BR/1BA=	66 Units		27%
Unit Type II:	2BR/1BA=	36 Units		61%
Unit Type III:	2BR/2BA=	114 Units		
Unit Type IV:	3BR/2BA=	30 Units		12%
		246 Units		

246 units shown w/ shop
431 parking stalls shown
= 1.75 stalls / unit.

SITE PLAN RM-2:
11.87 ACRES

scale: 1"=50'



**EXISTING
 CONDITIONS
 PLAN**

NORTH CAMPUS

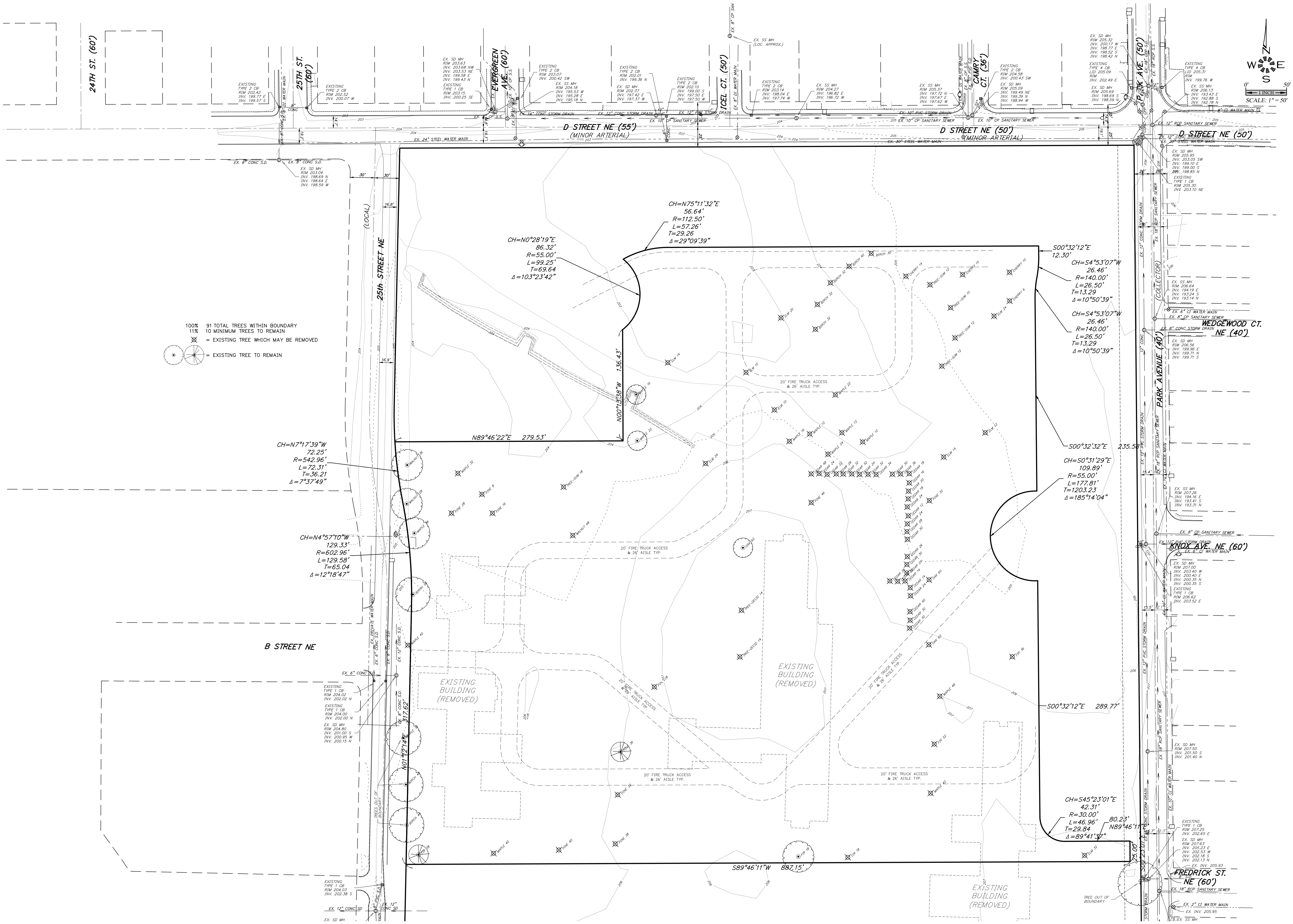
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Design: M.D.G.
 Drawn: P.H.S.
 Checked: M.D.G.
 Date: FEB. 2019
 Scale: AS SHOWN



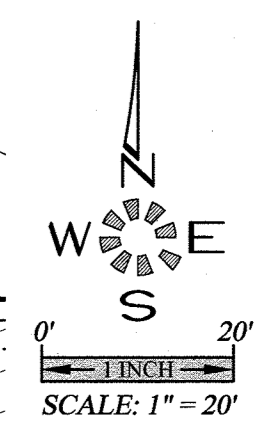
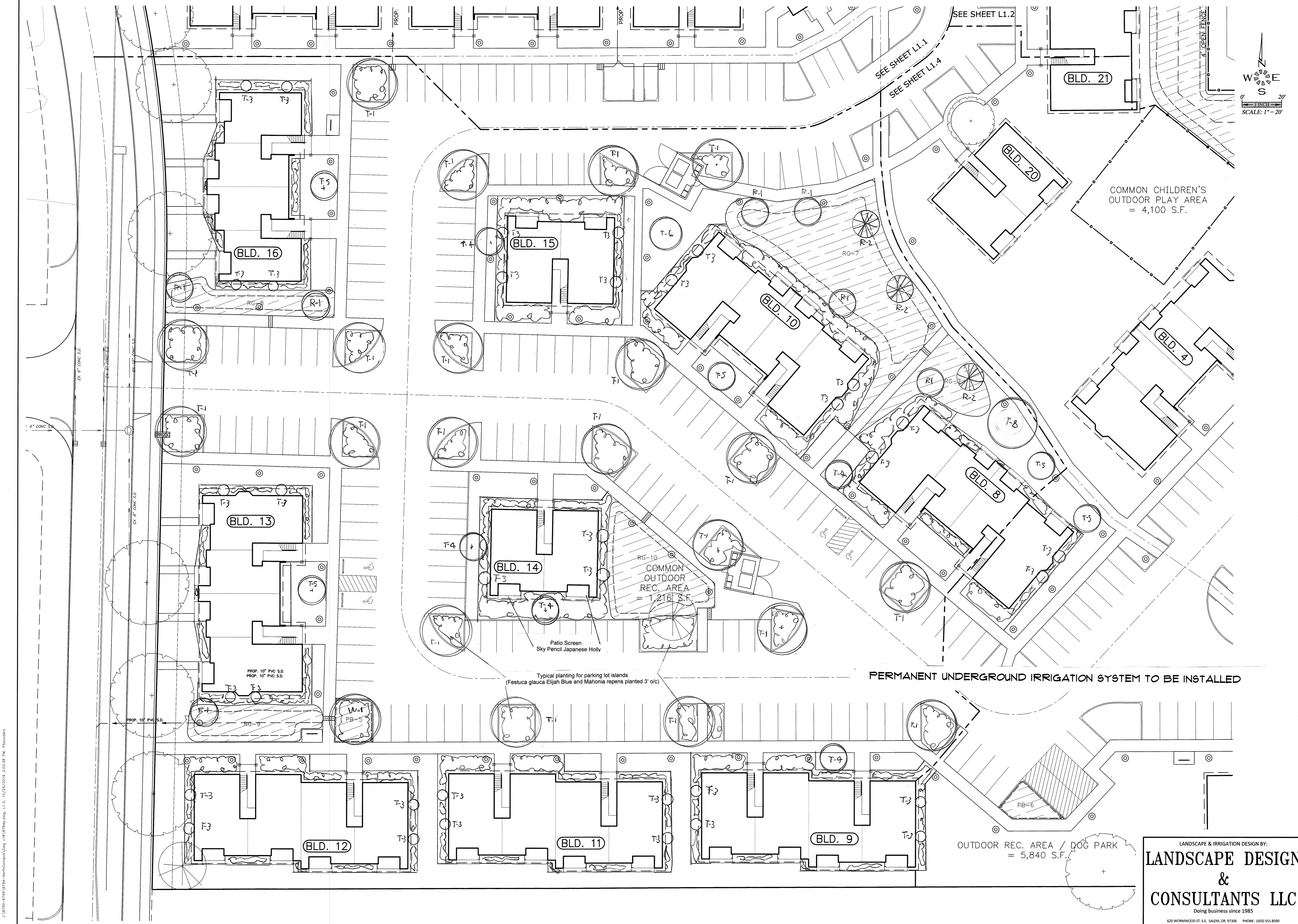
JOB # 6784

SDR02



100% 91 TOTAL TREES WITHIN BOUNDARY
 11% 10 MINIMUM TREES TO REMAIN
 ⊗ = EXISTING TREE WHICH MAY BE REMOVED
 ○ = EXISTING TREE TO REMAIN

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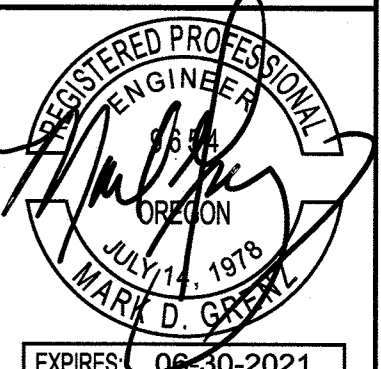


LANDSCAPE PLAN

NORTH CAMPUS

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JOB # 6784

LANDSCAPE & IRRIGATION DESIGN BY:
LANDSCAPE DESIGN & CONSULTANTS LLC
 Doing business since 1985
 620 WORMWOOD ST. S.E. SALEM, OR. 97306 PHONE: (503) 551-8590

PERMANENT UNDERGROUND IRRIGATION SYSTEM TO BE INSTALLED

COMMON OUTDOOR REC. AREA = 1,216 S.F.

COMMON CHILDREN'S OUTDOOR PLAY AREA = 4,100 S.F.

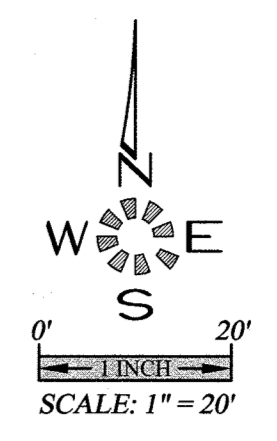
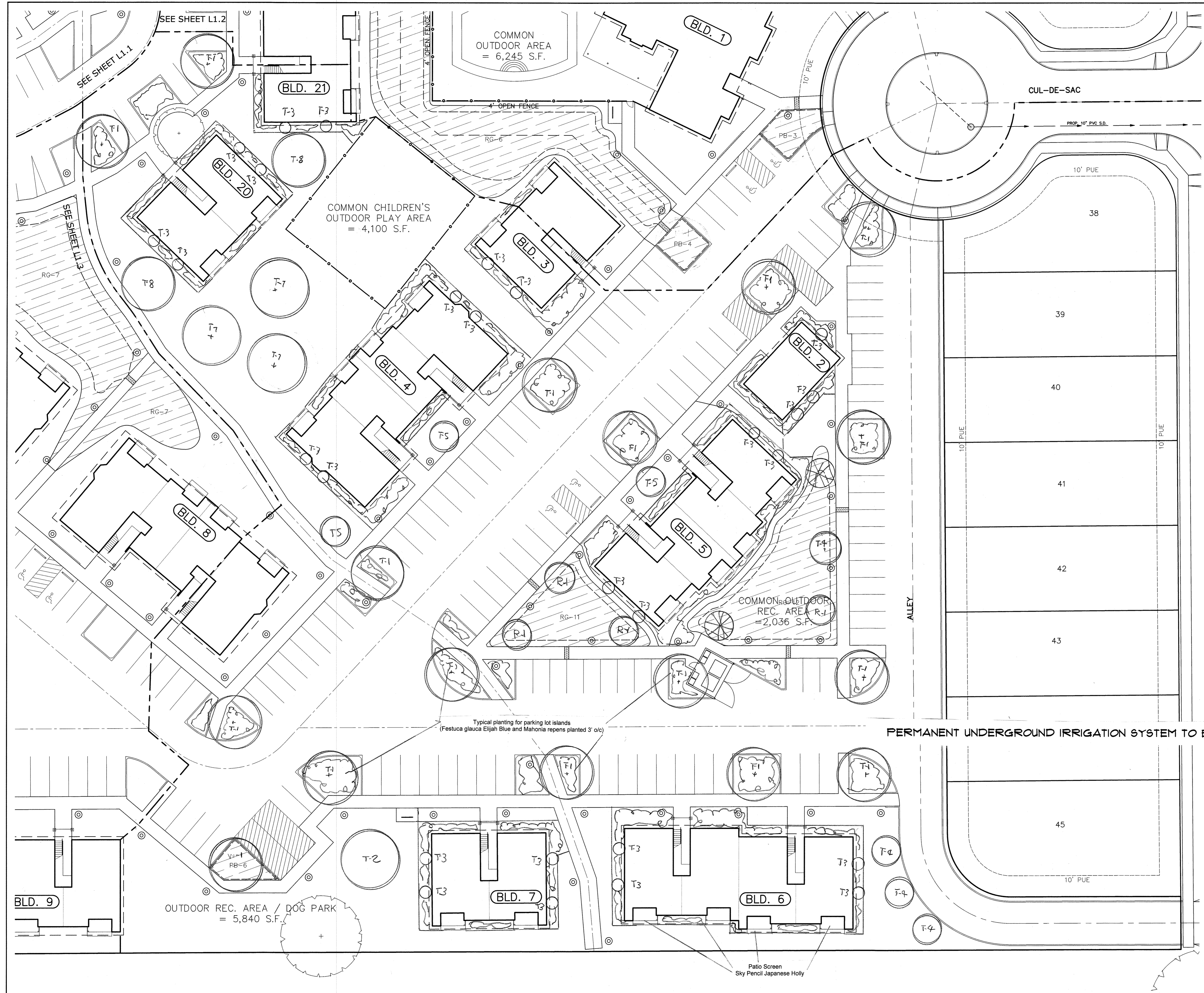
OUTDOOR REC. AREA / DOG PARK = 5,840 S.F.

Typical planting for parking lot islands (Festuca glauca Elijah Blue and Mahonia repens planted 3' o/c)

Platio Screen
 Sky Pencil Japanese Holly

PROP. 10" PVC S.D.
 PROP. 10" PVC S.D.

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LANDSCAPE PLAN

NORTH CAMPUS

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PERMANENT UNDERGROUND IRRIGATION SYSTEM TO BE INSTALLED

Typical planting for parking lot islands
 (Festuca glauca Elijah Blue and Mahonia repens planted 3' o/c)

Patio Screen
 Sky Pencil Japanese Holly

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GENERAL LANDSCAPE NOTES:

- General:**
- All local, municipal, state, and federal laws regarding uses, regulations, governing or relating to any portion of the work depicted on these plans are hereby incorporated into and made part of these specifications and their provision shall be carried out by the Contractor. The Contractor shall at all times protect the public throughout the construction process.
 - The Contractor shall carefully correlate construction activities with earthwork contractor and other site development.
 - The Contractor shall verify drawing dimensions with actual field conditions and inspect related work and adjacent surfaces. Contractor shall verify the accuracy of all finish grades within the work area. The Contractor shall report to the Landscape Design & Consultants LLC (LDC) or Owner all conditions which prevent proper execution of this work.
 - The exact location of all existing utilities structures and underground utilities, which may not be indicated on the drawings, shall be determined by the Contractor. The Contractor shall protect existing structures and utility services and is responsible for their replacement if damaged.
 - Disturbance and impacts to existing native trees/shrubs shall be minimized to the greatest extent practicable.
 - The Contractor shall keep the premises free from rubbish and debris at all times and shall arrange material storage to not interfere with the operation of the project. All unused material, rubbish, and debris shall be removed from the site.
 - All plant material and planting supplies shall be warranted for a period of not less than one year from the completion date of installation. All replacement stock shall be subjected to the same warranty requirement as the original stock. Any damage due to replacement operations shall be repaired by the Contractor. At the end of the warranty period, inspections shall be made by LDC, Owner/General Contractor. All plant and lawn areas not in a healthy growing condition shall be removed and replaced with plants and turf cover of a like kind and size before the close of the next planting season.

Grading / Erosion Control:

- The design and placement of the building on the site lends itself to minimal slope conditions with positive drainage being maintained around the entire building. In this case standard landscaping procedures of topsoil, lawn, and a two inch layer of bark mulch on all planting beds will be sufficient to control erosion. In the event site conditions change or there are Slopes / Bio Swale / Detention Ponds on the project with slopes greater than 30% Poly Jute Netting shall be installed with anchoring pins as per manufacturers recommendations prior to planting. Recommend DeWitt P.JN4216 Erosion Control Poly Jute Netting and DeWitt anchor pins or approved equal.
- Seed recommendation is Pro Time 700 Low Profile or approved equal over the jute netting at a rate of 2 lbs. per 1000 sq. feet. The address of Pro Time is 1712 SE Ankeny, Portland OR 97214. Phone 503-239-7518. Their email is info@protimeinc.com
- The work limits shown on this plan shall clearly be marked in the field prior to construction. No disturbance beyond the work limits shall be permitted.
- Grading shall be performed during optimal weather conditions.
- Erosion control measures shall be constructed in conjunction with all clearing and grading activities, and in such a manner as to ensure that sediment and sediment-laden water does not enter the drainage system or violate applicable water standards.
- Prior to the commencement of construction activities, Contractor shall place orange construction fencing around perimeters of construction impact areas, and sediment fencing at downhill portions of the site. Contractor is responsible for proper installation, maintenance, replacement, and upgrading of all erosion and sediment control measures, in accordance with local, state, and federal regulations.

Plant Material:

- Contractor shall verify all plant & tree quantities with LDC or Owner prior to construction.
- In the event of a discrepancy between plants materials listed on the drawings, the drawings shall govern the plant species and quantities required.
- Plant material shall be first quality stock and shall conform to the code of standards set forth in the current edition of the American Standards for Nursery Stock sponsored by the American Association of Nurserymen, Inc. (AAN)
- Species and variety as specified on the drawings and delivered to the site shall be certified true to their genus, species and variety and as defined within the current edition of International Code of Nomenclature for Cultivated Plants.
- Obtain freshly dug, healthy, vigorous plants nursery-grown under climatic conditions similar to those in the locality for the project for a minimum of two years. Plants shall have been lined out in rows, annually cultivated, sprayed, pruned, and fertilized in accordance with good horticultural practice. All container plants shall have been transplanted or root pruned at least once in the past three years. Balled-and-butted (B&B) plants must come from soil which will hold a firm root ball. Heeled in plants and plants from cold storage are not acceptable.
- Planting stock shall be well-branched and well-formed, sound, vigorous, healthy, free from disease, sun-scalded, windburn, abrasion, and harmful insects or insect eggs; and shall have healthy, normal, unbroken root systems. Deciduous trees and shrubs shall be symmetrically developed, uniform habit of growth, with straight trunks or stems, and free from objectionable disfigurements. Evergreen trees and shrubs shall have well-developed symmetrical tops with typical spread of branches for each particular species or variety. Only vines and ground cover plants well-established shall be used. Plants budding into leaf or having soft growth shall be sprayed with an anti-desiccant at the nursery before digging.
- Contractor shall not make substitutions of plant materials. If required landscape material is not obtainable, submit proof of non-availability and proposal for use of equivalent material. When authorized, adjustments of contract amount (if any) will be made by change order.
- Plant sizes and grading shall conform to the latest edition of American Standard for Nursery Stock as sponsored by the American Association of Nurserymen Inc. (AAN)
- All vegetation shown on this plan shall be maintained in a healthy and vigorous growing condition throughout the duration of the proposed use. All vegetation not so maintained shall be replaced with new vegetation at the beginning of the next growing season.

Planting:

- Planting shall be installed between March 1st to April 30th or between October 1st to November 30th. If planting is installed outside these time frames, additional measures maybe needed to ensure survival and shall be pre-approved by the owner.
- Plant material shall be transported to the site in a timely manner to minimize on-site storage. Where storage is required, all plants shall be kept moist and shaded.
- Plant stock shall be handled in a manner that will not break, scrape, or twist any portion of the plant. Protect plants at all times from conditions that can damage the plant (e.g., sun, wind, freezing conditions).
- Provide the following clearance for planting of trees where applicable:

- Maintain 30 feet vision triangles at all intersections and corners
- 5 feet from all street/parking lot light standards
- 10 feet from fire hydrants
- 5 feet from all utility vaults, meter boxes, etc.

- No trees or shrubs shall be planted on existing or proposed utility lines.
- All shrub beds shall receive a minimum 2" layer of bark mulch evenly applied immediately after planting is completed. All plant beds shall drain away from buildings.
- Excavate plant pits for shrubs and trees as follows:
 Container stock: width = 2 times the container diameter, depth = container depth.
 Bare root stock: width = 2 times the widest diameter of the root, depth = of root system.
 B & B: width = 2 times ball diameter, depth = ball depth.
- Scarify sides and bottom of plant pits to roughen surfaces.
- Place plants plumb in the pit. Backfill with native soil or top soil mixture to the original plant soil line, and tap solidly around the ball and roots. Water plants immediately after planting if soil is not saturated to the surface.

Lawn Areas / Hydro-Seeding/Sod:

- All lawn areas shall be seeded unless otherwise directed by Owner to install Sod. Seed or Sod shall be procured through Kuenzi Turf Nursery. Seed or Sod shall be Rhizomatous Tall Fescue (RTF). Seed mix shall be applied at a rate of 10 lbs. per 1000 sq. feet. Contact Kuenzi Turf Nursery at (503)585-8337 or approved equal.
- All areas shown on the plan shall be seeded between March 1st and May 1st, or between September 1st and October 15th.
- Scarify soil surface to a depth of 3 inches to ensure adequate seed contact with soil.
- Prior to seeding, clearly delineate seeding limits using flags or non-toxic paint.
- Hydro-seed application rate shall be 60 lbs. per 100 gallons of hose work or 75 lbs. per 100 gallons of towler work
- If, at the end of one complete growing season, the planted and seeded area fail to exhibit well-established plant communities, or exhibit patchiness in the patterns of vegetative cover, supplemental seeding and planting shall occur.
- Seeding of slopes greater than 30% shall be done by Hydro Seeding using a seed mix of Pro Time 700 Low Profile or approved equal at a rate of 2 lbs. per 1000 sq. feet.

Top Soil Mixture:

- A 2" to 4" layer of garden care compost, mushroom compost or similar material sterilized at 105 degrees Fahrenheit shall be incorporated into the existing soil prior to planting and seedling/soil lewis.
- Incorporate into existing soil prior to planting the following fertilizers at a rate specified per 1000 sq. ft. of planting area.
 20 lbs. 10-6-4 50% Slow Release
 30 lbs. 38-0-0 Nitroform
 10 lbs. Iron Sulfate 21%
 20 lbs. 0-18-0 Super Phosphate
 25 lbs. Dolomite Lime
 10 lbs. 13-0-11 Potassium Nitrate

Bark Mulch:

- All shrub beds shall receive a minimum 2" layer of fine hemlock or fir bark mulch evenly applied immediately after planting is completed. All plant beds shall drain away from buildings.

Poly Jute Netting:

- Tight net Poly Jute Netting shall be installed on Bio Swales/Detention Ponds/Vegetated Swale and Rain Gardens as a soil stabilizer and erosion control agent. Jute Netting shall be installed with anchoring pins as per manufacturers recommendations prior to planting. Recommend DeWitt P.JN4216 Erosion Control Poly Jute Netting and DeWitt anchor pins or approved equal.

Bio Swales/Detention Ponds/Vegetated Swales:

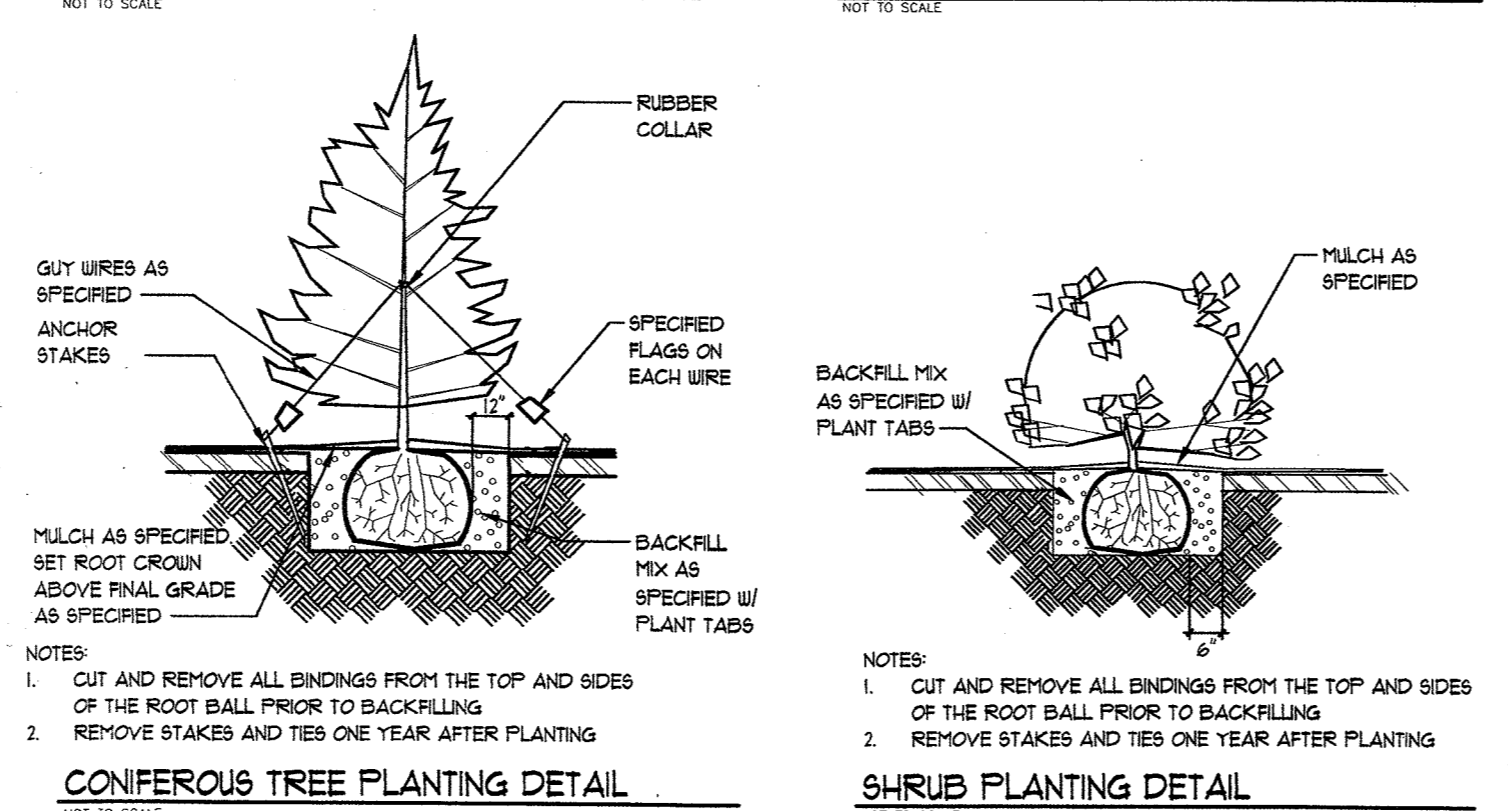
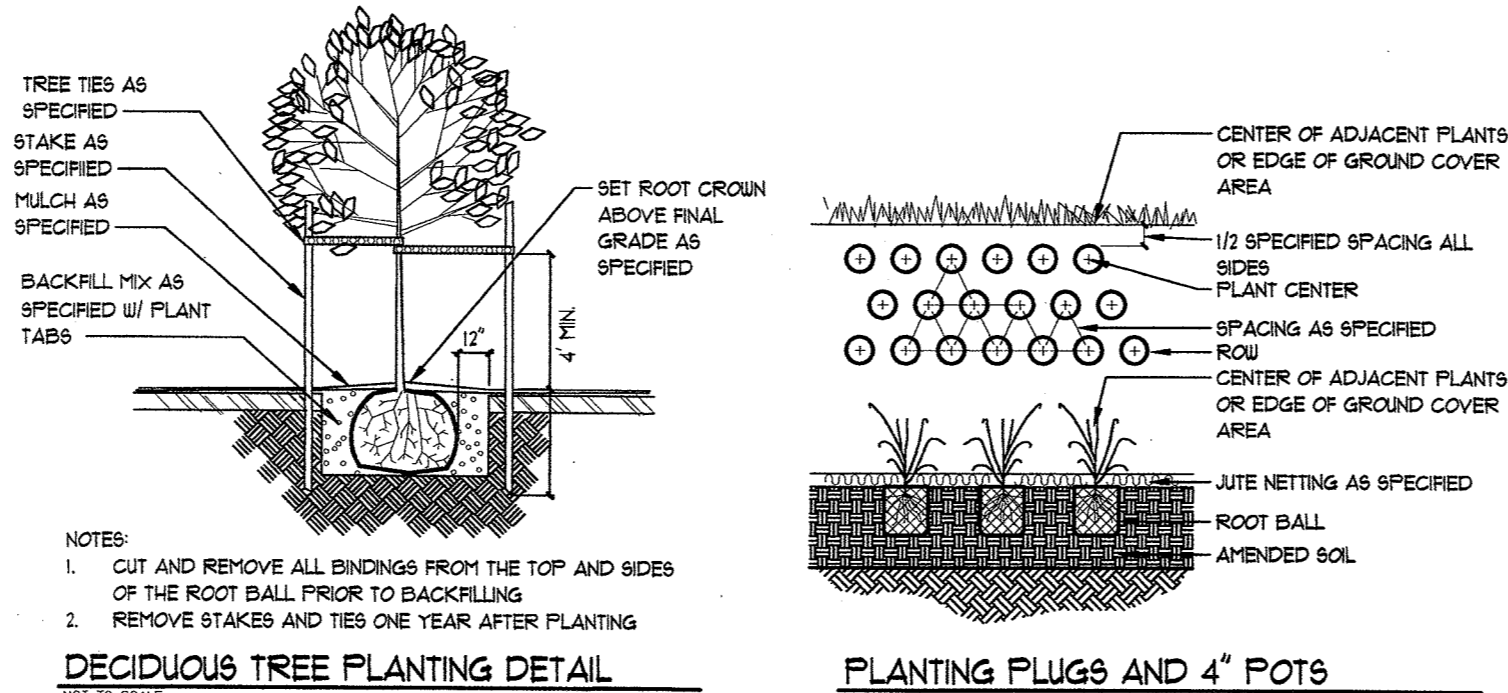
- Bark Mulch shall not be applied to Bio Swales/Detention Ponds/Rain Gardens or Vegetated Swales.

Weed Control Agent:

- Apply casoron as a weed control agent after planting as per manufacturers specified recommendations around building or approved equal.

Non-Native Plant Species:

- All non-native, invasive plant species shall be removed from the site.
- Growing Medium for Stormwater Bio Swales/Vegetated Swales/Rain Gardens/Planter Boxes:
 1. Growing Medium shall comply with City of Salem Department of Public Works Administrative Rules, Chapter 9, and Division 004 Appendix G-Key Material Specifications for Storm Water Quality Facilities.



RAIN GARDEN PLANT PALETTE

QTY.	SYM	BOTANICAL NAME	COMMON NAME	SIZE	CONDITION	REMARKS
19	R-1	Acer circinatum (3 stem clump)	Vine Maple (3 stem clump)	4' to 5'	B & B	Full
12	R-2	Chamaecyparis nookkatensis 'Green Arrow'	Green Arrow Alaska Cedar	5' - 6'	B & B	Full/Natural
ZONE 1 BOTTOM WET						
EQUALS 0000 Sq. Ft.						
R-3	Carex obnupta	Slough Sedge	Plugs	Planted 9' o/c	Tri-Space	
R-4	Carex densa	Dense Sedge	Plugs	Planted 9' o/c	Tri-Space	
R-5	Juncus ensifolius	Dagger-leaf Rush	Plugs	Planted 9' o/c	Tri-Space	
R-6	Deschampsia cespitosa	Tufted Hair-grass	Plugs	Planted 9' o/c	Tri-Space	
ZONE 2 SIDE SLOPES						
EQUALS 0000 Sq. Ft.						
R-7	Aster suspicatus	Douglas' aster	Plugs	Planted 9' o/c	Tri-Space	
R-8	Juncus effusus var. pacificus	Pacific Rush	Plugs	Planted 9' o/c	Tri-Space	
R-9	Juncus patens 'Elk Blue'	Elk Blue Gray Rush	Plugs	Planted 9' o/c	Tri-Space	
R-10	Eleocharis ovata	Ovate Spike Rush	Plugs	Planted 9' o/c	Tri-Space	
ZONE 3 TOP /DRIER						
EQUALS 0000 Sq. Ft.						
R-11	Physocarpus capitatus	Pacific Nine Bark	2 Gal.	Planted 4' o/c	Tri-Space	
R-12	Rubus spectabilis	Salmonberry	2 Gal.	Planted 4' o/c	Tri-Space	
R-13	Spiraea douglasii	Douglas Spiraea	2 Gal.	Planted 4' o/c	Tri-Space	
R-14	Symphoricarpos albus	Common Snowberry	2 Gal.	Planted 4' o/c	Tri-Space	

CONTRACTOR TO VERIFY ALL QUANTITIES OF PLANT MATERIALS WITH LANDSCAPE ARCHITECTURAL CONSULTANT PRIOR TO INSTALLATION PLANT MATERIAL SUBSTITUTIONS MAY BE MADE BY THE OWNER FOR PLANT MATERIALS OF SIMILAR HABIT, FLOWERING CHARACTERISTIC AND/OR STRUCTURE OF GROWTH DUE TO AVAILABILITY

NOTE:

SEE GENERAL LANDSCAPE NOTES BEFORE PLANTING THE RAIN GARDENS:

Poly Jute Netting shall be installed in the Rain Gardens please read General Landscape Notes. For planting the Bottom Wet Zone 1, Side Slopes Zone 2 of the Rain Gardens group 30 to 40 species of each plant together and vary the plantings species till the area is covered as per the plant spacing above.

NOTE: For Zone 3 the full diameter growth at 5 years will equal 5 to 8 feet wide and 6 to 10 height for the plants specified this is the reason they are planted at 4' o/c.

NOTE: The Acer circinatum, Vine Maple are specified at (3 stem clump) this will equals 3 trunks per tree.

Poly Jute Netting shall be installed in Rain Gardens please read General Landscape Notes. Growing Medium for Rain Gardens please read General Landscape Notes.

APARTMENTS PLANT PALETTE

QTY.	SYM	BOTANICAL NAME	COMMON NAME	SIZE	CONDITION	REMARKS
58	T-1	Acer rubrum 'Armstrong'	Armstrong Red Maple	1 1/2"- 2" cal.	B & B	6' Standard
1	T-2	Acer rubrum 'Autumn Blaze'	Autumn Blaze Maple	1 1/2"- 2" cal.	B & B	6' Standard
104	T-3	Juniperus Virginiana 'Skyrocket'	Skyrocket Juniper	4'-5' Tall	B & B	Full/Natural
17	T-4	Fagus sylvatica 'Dawycok Purple'	Colummar Dawycok Purple Leaf Beech	1 1/2"- 2" cal.	B & B	3' Standard
15	T-5	Pyrus calleryana 'Capital'	Capital Flowering Pear	1 1/2"- 2" cal.	B & B	6' Standard
3	T-6	Cercis occidentalis	Western Redbud	1 1/2"- 2" cal.	B & B	6' Standard
4	T-7	Ginkgo biloba 'Autumn Gold'	Autumn Gold Ginko	1 1/2"- 2" cal.	B & B	6' Standard
2	T-8	Japanese Zelkova 'Green Vase'	Green Vase Zelkova	1 1/2"- 2" cal.	B & B	6' Standard
SHRUBS						
S-1	Abelia grandiflora 'Ed Goucher'	Edward Goucher Abelia	2 gal.	cont.	Full	
S-2	Cornus stolonifera 'Kelsey'	Kelsyei Dwarf Redwig Dogwood	2 gal.	cont.	Full	Planted 3' o/c
S-3	Festuca glauca 'Elijah Blue'	Elijah Blue Festuca Grass	1 gal.	cont.	Full	
S-4	Daphne odora	Winter Daphne	2 gal.	cont.	Full	
S-5	Euonymus japonica Golden	Golden Euonymus	2 gal.	cont.	Full	
S-6	Ilex crenata 'sky pencil'	Sky Pencil Japanese Holly	5'-6" Tall	cont.	Full	
S-7	Mahonia aquifolium 'Compacta'	Compact Oregon Grape	2 gal.	cont.	Full	
S-8	Mahonia repens	Creeeping Mahonia	1 gal.	cont.	Full	Planted 3' o/c
S-9	Nandina domestica 'Moon Bay'	Moon Bay Dwarf Nandina	2 gal.	cont.	Full	
S-10	Ligustrum japonicum Texanum	Texas Wax-Leaf Privet	5 gal.	cont.	Full	
S-11	Pennisetum alopecuroides Hamelin	Dwarf Fountain Grass	2 gal.	cont.	Full	
S-12	Pennisetum setaceum 'Purpureum'	Purple Fountain Grass	2 gal.	cont.	Full	
S-13	Phladelphus Snowbelle	Snowbelle Mock Orange	2 gal.	cont.	Full	
S-14	Pteris japonica 'Astrid' Compacta	Astrid Japanese Andromeda Compacta	5 gal.	cont.	Full	
S-15	Prunus laurocerasus 'Mount Vernon'	Mount Vernon Laurel	2 gal.	cont.	Full	
S-16	Rhododendron 'Unique'	Unique Rhododendron	18"-24"	w/buds	Full	
S-17	Rosa 'Radtko 'Double Knockout Rose'	Double Knockout Rose	2 gal.	cont.	Full	
S-18	Spiraea japonica 'Double Pink'	Double Pink Spirea	2 gal.	cont.	Full	
S-19	Viburnum davidii	Davidii Viburnum	2 gal.	cont.	Full	

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STORM WATER PLANTERS PLANT PALETTE

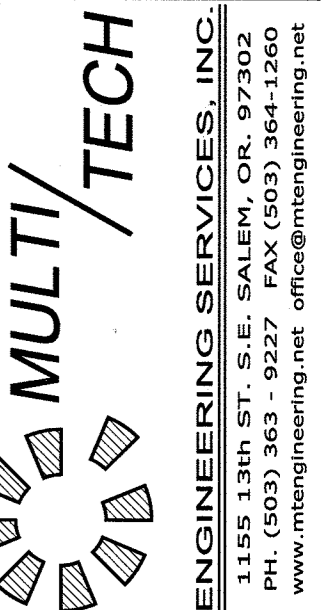
QTY.	SYM	BOTANICAL NAME	COMMON NAME	SIZE	CONDITION	REMARKS
4	W-1	Fraxinus latifolia	Oregon Ash	1 1/2"- 2" cal.	B & B	6' Standard'
SHRUBS						
P-1	Spiraea Douglasii	Douglas Spiraea	2 gal.	cont.	4' o/c	
P-2	Rubus spectabilis	Salmonberry	2 gal.	cont.	2' o/c	
BOTTOM WET						
EQUALS 0000 Sq. Ft.						
B-1	Carex densa	Dense Sedge	4' Pots	Planted 9' o/c	Tri-Space	
B-2	Juncus ensifolius	Dagger-leaf Rush	4' Pots	Planted 9' o/c	Tri-Space	
B-3	Deschampsia cespitosa	Tufted Hair-grass	4' Pots	Planted 9' o/c	Tri-Space	

CONTRACTOR TO VERIFY ALL QUANTITIES OF PLANT MATERIALS WITH LANDSCAPE ARCHITECTURAL CONSULTANT PRIOR TO INSTALLATION PLANT MATERIAL SUBSTITUTIONS MAY BE MADE BY THE OWNER FOR PLANT MATERIALS OF SIMILAR HABIT, FLOWERING CHARACTERISTIC AND/OR STRUCTURE OF GROWTH DUE TO AVAILABILITY

SEE LANDSCAPE NOTES BEFORE PLANTING THE RAIN GARDENS:

Please read Poly Jute Netting within General Landscape Notes.

For planting the Bottom Wet Zone 1, group 15 to 20 species of each plant together and vary the plantings species till the area is covered as per the plant spacing above. Plantings shall be on a triangle grid.



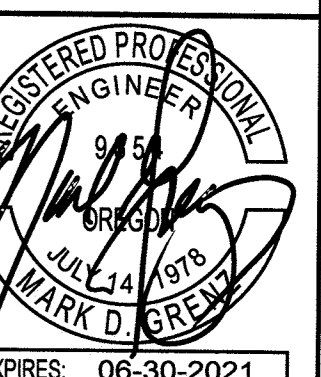
ENGINEERING SERVICES, INC.
 1185 13th ST. SE. SALEM, OR, 97302
 PH: (503) 363 - 9227 FAX (503) 364-1260
 www.mtengr.com office@mtengr.com

LANDSCAPE DETAILS

NORTH CAMPUS

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: P.H.S.
 Checked: M.D.G.
 Date: FEB. 2019
 Scale: AS SHOWN



LANDSCAPE & IRRIGATION DESIGN BY:
LANDSCAPE DESIGN & CONSULTANTS LLC
 Doing business since 1985

L1.5

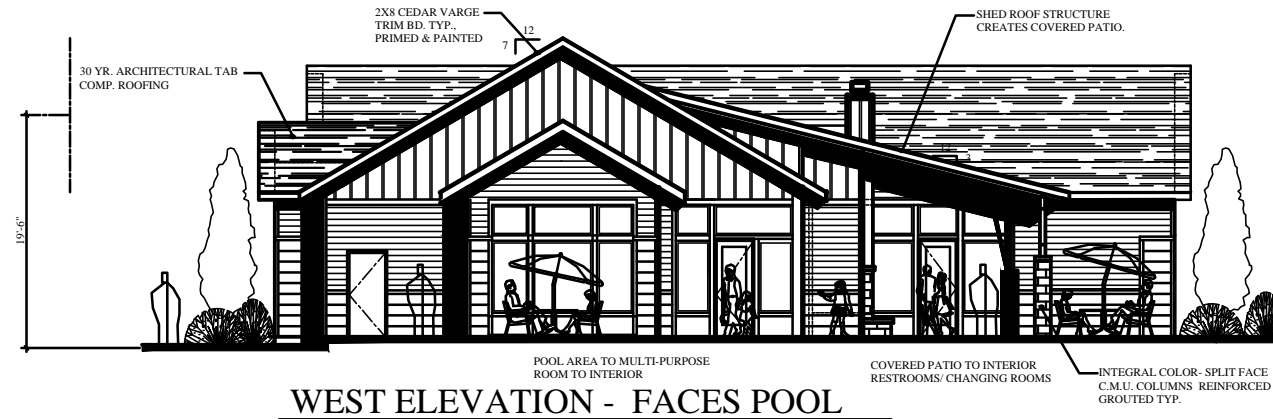
JOB # 6784



EAST MAIN ENTRY ELEVATION



SOUTH ELEVATION

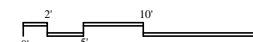


WEST ELEVATION - FACES POOL



NORTH ELEVATION

SCALE 1"=16'



PRELIMINARY
NOT FOR
CONSTRUCTION

SCOTT R. BECK
ARCHITECT, LLC
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Canby, Oregon 97013
(503) 266-9270

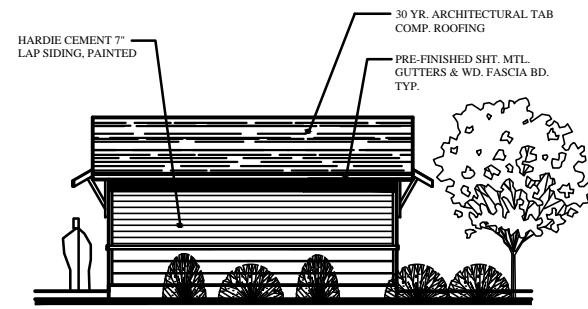
MULTIFAMILY HOUSING
OREGON STATE HOSPITAL SITE - NORTH CAMPUS
PARK AVENUE NE. & 25TH ST. NE.
SALEM, OREGON
DEVELOPER:
MOUNTAIN WEST INVESTMENT CORP.
201 FERRY ST. S.E., SUITE 400
SALEM, OR 97301, TEL: (503) 581-4654

COMMUNITY
BUILDING
EXTERIOR
ELEVATIONS

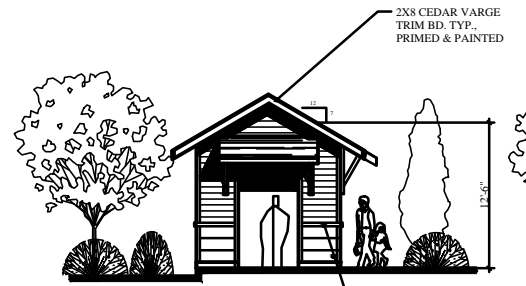
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job no: 1820

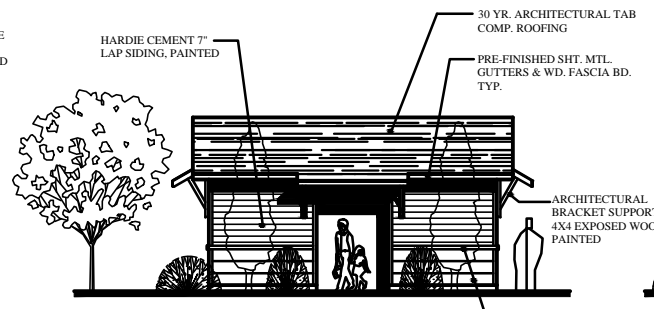
A3.0



MAIL HUT
REAR ELEVATION



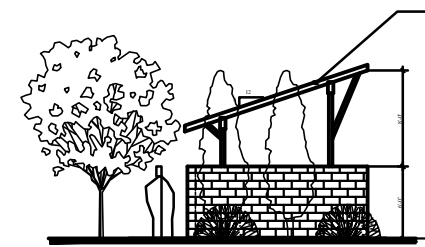
MAIL HUT
END ELEVATION



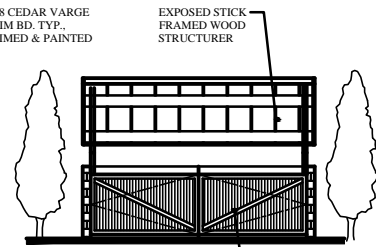
MAIL HUT
FRONT ELEVATION



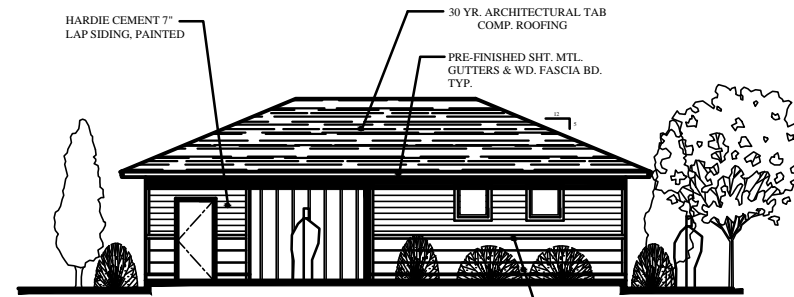
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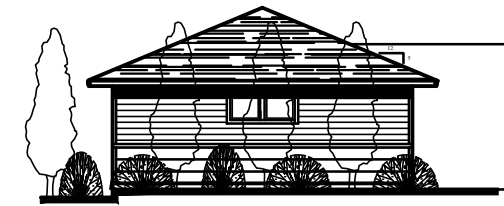
TRASH SHELTER
SIDE ELEVATION



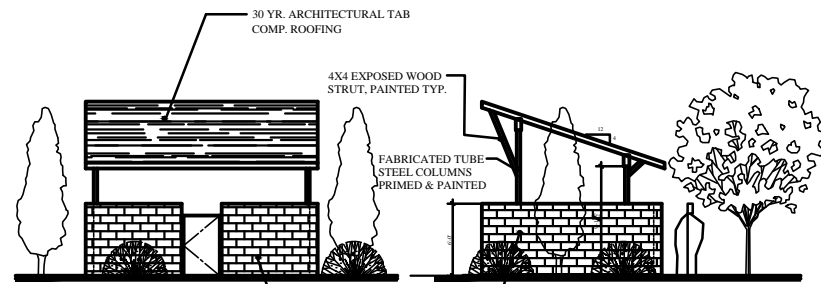
TRASH SHELTER
FRONT ELEVATION



MAINTENANCE BUILDING
FRONT ELEVATION



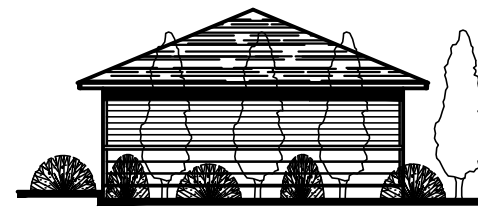
MAINTENANCE BUILDING
END ELEVATION



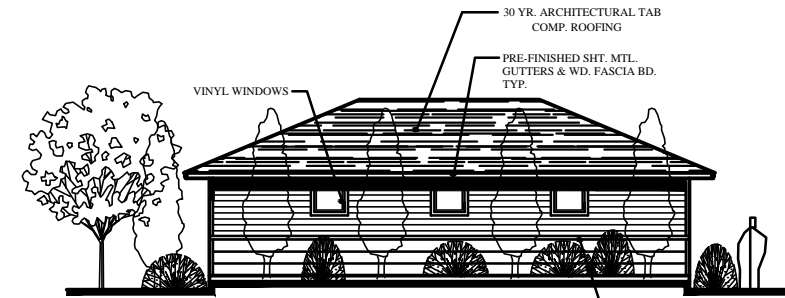
TRASH SHELTER
REAR ELEVATION



TRASH SHELTER
END ELEVATION

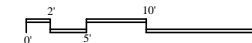


MAINTENANCE BUILDING
END ELEVATION



MAINTENANCE BUILDING
REAR ELEVATION

SCALE 1"=16'



PRELIMINARY
NOT FOR
CONSTRUCTION

SCOTT R. BECK
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361 N.E. Third Avenue
Canby, Oregon 97013
(503) 266-9270

MULTIFAMILY HOUSING
OREGON STATE HOSPITAL SITE - NORTH CAMPUS
PARK AVENUE NE. & 25TH ST. NE.
SALEM, OREGON
DEVELOPER:
MOUNTAIN WEST INVESTMENT CORP.
201 FERRY ST. S.E., SUITE 400
SALEM, OR 97301, TEL: (503) 581-4654

MISCELLANEOUS
SERVICE BUILDINGS
& TRASH/ENCL.
EXTERIOR
ELEVATIONS

revisions:

date: 9/23/2019
scale: 5/32"=1'-0"
drawn: S.R.B.
job no: 1820

A3.01

PRELIMINARY
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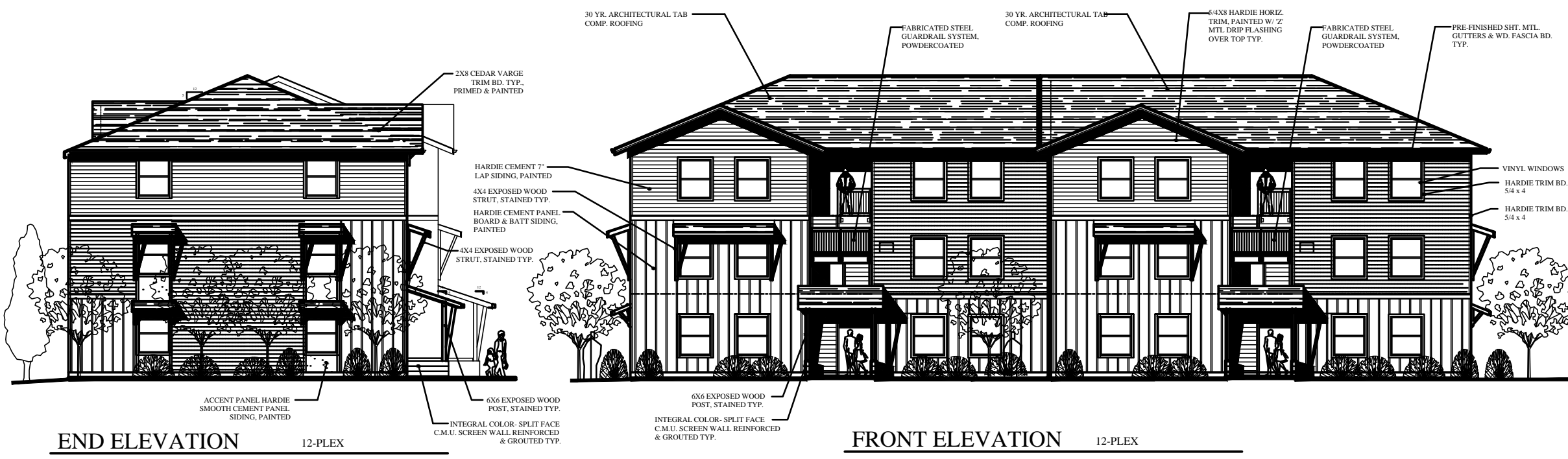
MULTIFAMILY HOUSING
OREGON STATE HOSPITAL SITE - NORTH CAMPUS
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SALEM, OREGON
DEVELOPER:
MOUNTAIN WEST INVESTMENT CORP.
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12-PLEX
BLDG. TYPE 1
EXTERIOR
ELEVATIONS

revisions:

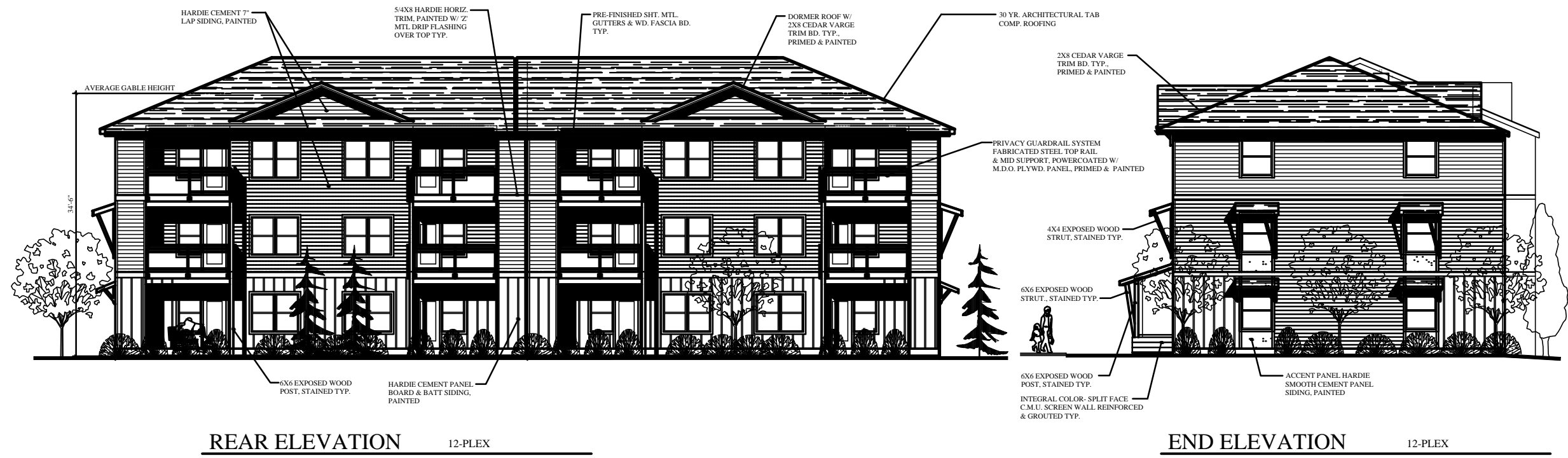
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drawn: S.R.B.
job no: 1820

A3.1



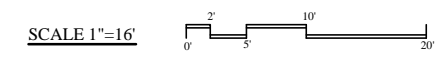
END ELEVATION 12-PLEX

FRONT ELEVATION 12-PLEX



REAR ELEVATION 12-PLEX

END ELEVATION 12-PLEX



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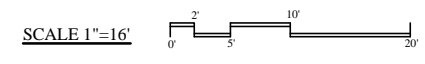
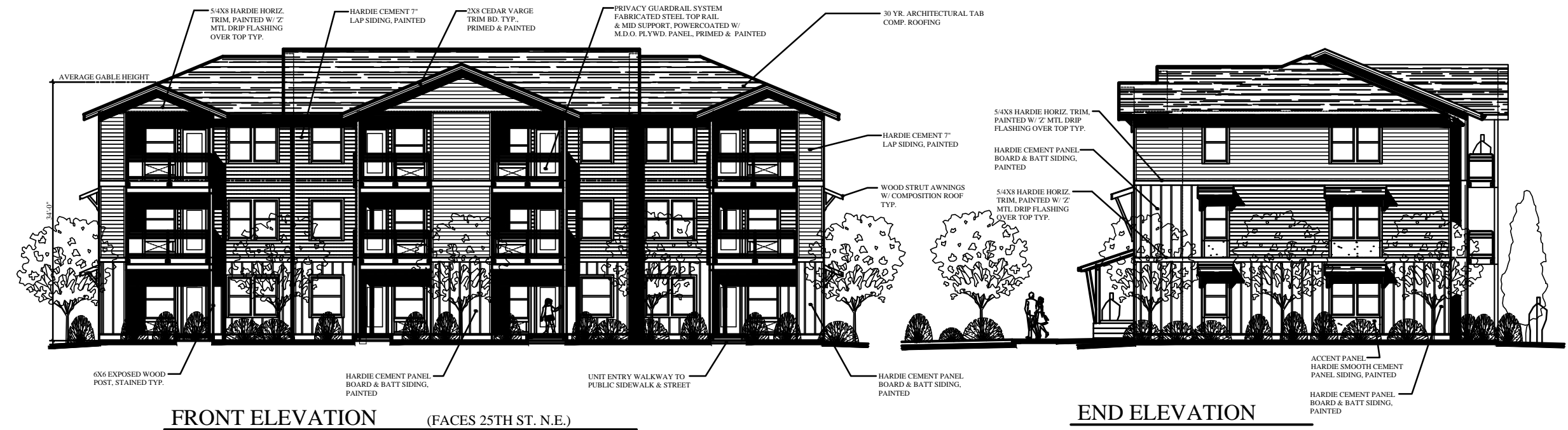
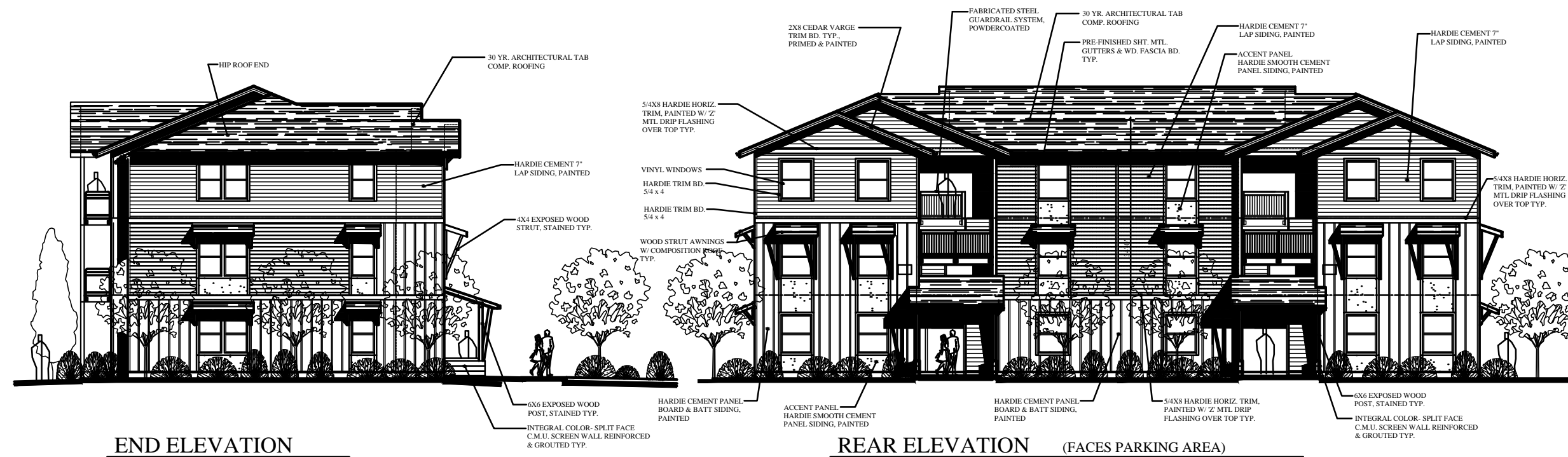
MULTIFAMILY HOUSING
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SALEM, OR 97301, TEL: (503) 581-4654

12-PLEX
BLDG. TYPE 2
EXTERIOR
ELEVATIONS

revisions:

date: 9/23/2019
scale: 5/32"=1'-0"
drawn: S.R.B.
job no: 1820

A3.2



PRELIMINARY
NOT FOR
CONSTRUCTION

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ARCHITECT, LLC
361 N.E. Third Avenue
Canby, Oregon 97013
(503) 266-9270

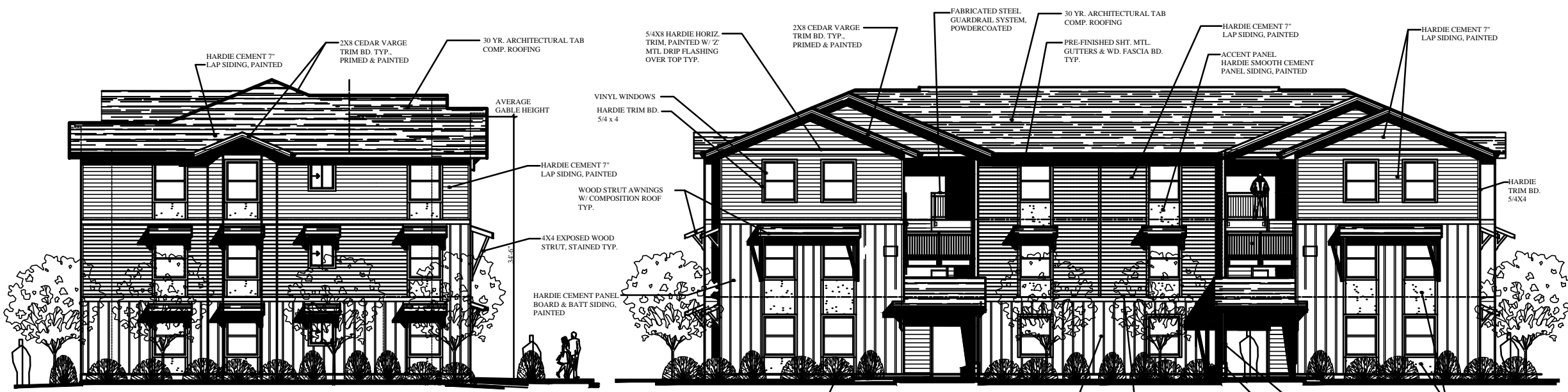
MULTIFAMILY HOUSING
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SALEM, OREGON
DEVELOPER:
MOUNTAIN WEST INVESTMENT CORP.
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12-PLEX
BLDG. TYPE 3
EXTERIOR
ELEVATIONS

revisions:

date: 9/23/2019
scale: 5/32"=1'-0"
drawn: S.R.B.
job no: 1820

A3.3



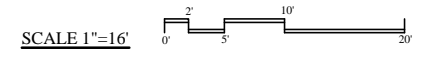
END ELEVATION

REAR ELEVATION (FACES PARKING AREA)



FRONT ELEVATION (FACES 25TH ST. N.E.)

END ELEVATION



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NOT FOR
CONSTRUCTION

SCOTT R. BECK
ARCHITECT, LLC
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(503) 266-9270

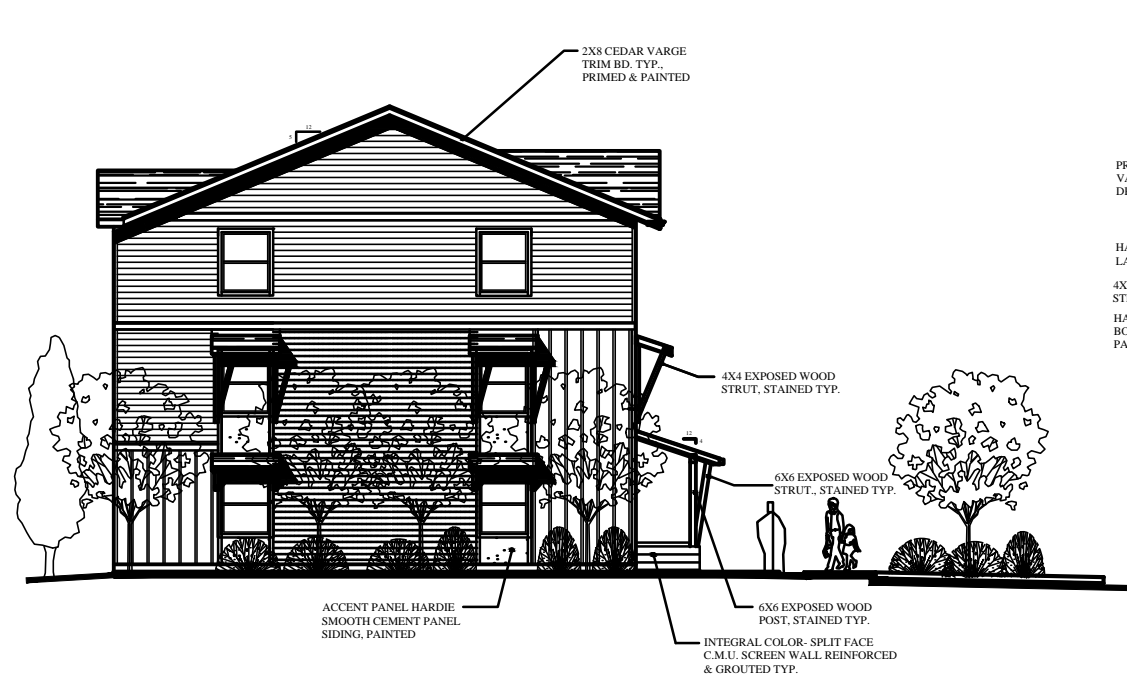
MULTIFAMILY HOUSING
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SALEM, OREGON
DEVELOPER:
MOUNTAIN WEST INVESTMENT CORP.
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SALEM, OR 97301, TEL: (503) 581-4654

6-PLEX
BLDG. TYPE 4
EXTERIOR
ELEVATIONS

revisions:

date: 9/23/2019
scale: 5/32"=1'-0"
drawn: S.R.B.
job no: 1820

A3.4



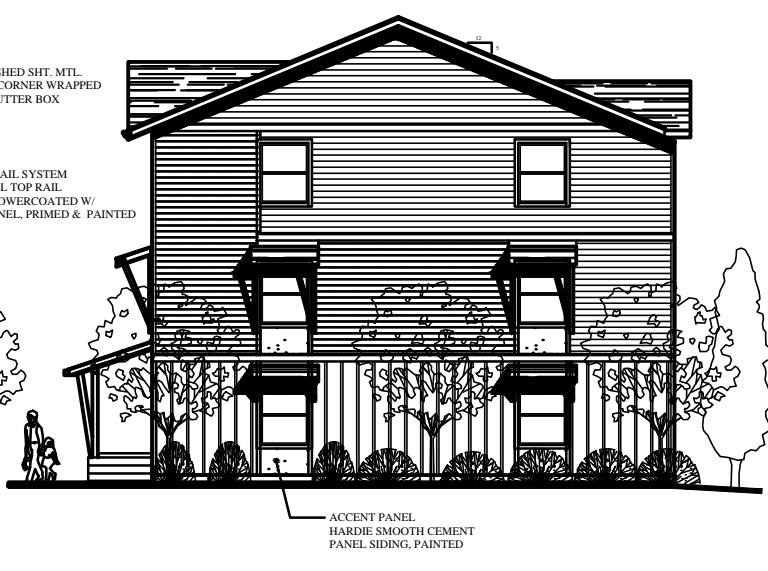
END ELEVATION 6-PLEX



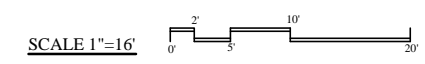
FRONT ELEVATION 6-PLEX



REAR ELEVATION 6-PLEX



END ELEVATION 6-PLEX



Project Narrative for

**North Campus Apartments
2600 Center Street N.E.
Vacant Oregon State Hospital Land, Site Re-Development**

10-3-2019

**PART I.: Site Plan Review – Class 3
Design Review – Class 3
PART II. Adjustments – Class 2**

Applicant:

Mountain West Investment Corporation
201 Ferry Street S.E.
Salem, OR 97301
Phone: 503-362-4580

Owner:

State of Oregon

Property Address:

2600 Center St. N.E., Salem Oregon 97301

Legal & Assessor's Map:

Marion County Assessor's No. 073w24c / 00100

Lot Area:

11.87 Acres

Zoning:

RM-2, Multiple Family Residential

Neighborhood Association:

North East Salem Community Association (NESCA)
Northeast Neighbors Neighborhood Association (NEN)

Architectural Consultant:

Scott Beck Architect, LLC
361 N.E. Third Avenue
Canby, OR 97013
(503) 266-9270

Civil Engineering Consultant:

Multi-Tech Engineering Services, Inc., Mark Grenz P.E.
1155 13th Street S.E.
Salem, OR, 97302
(503) 363-9227

**PART I.: Site Plan Review - Class 3, Design Review - Class 3
Application Narrative**

**Property Description:
Proposal**

The proposed redevelopment of the North Campus site includes both Single Family and Multi-family zoned properties.

This Application submittal is for the RM-II Multi-family portion of the land. The site is approximately 11.87 acres in area.

North Campus Village Development:

The North Campus Apartment project includes (246) living units consisting of one, two and three bedroom apartment flats with associated parking and site improvements. Additional proposed structures include: a recreation building, maintenance building, central mail hut and multiple recycling enclosures.

The proposed housing and site design will create a vibrant 'village-like' environment for family living, community gathering and outdoor activity. The development will also promote a strong sense of connection to the surrounding neighborhood with major pedestrian pathways crossing the site in all directions.

The scope of exterior site work includes: New driveway access, asphalt paving, public concrete curbs and walkways, handicap accessible parking, accessible route to the building, new landscaping upgrades, exterior walks and ramps and recreational outdoor spaces.

The scope of proposed new buildings includes:

one and three story buildings with painted James Hardie-lap and board and batt cement siding, asphalt composition roofing, vinyl windows, wood columns, painted metal doors and masonry column bases.

Previous Land Use Action:

The subject property was recently re-zoned from CSH – Community Service Hospital to RM-2, Multiple Family Residential. Case No. CPC-ZC-SUB-ADJ 10-02.

Site Aerial Photo



Zoning of Surrounding Properties

- North: RS (Single Family Residential)
- East: RS (Single Family Residential)
- South: PH (Public Health)
- West: PH (Public Health)

Proposed Use – Multi-family Housing

The proposed project includes a total re-development of the RM-II zoned site. The site plan (Attached) indicates on-site parking of 431 spaces and 3 loading stalls. The Apartment Development includes 246 living units and a Recreation Building.



Municipal Code Conformity to Title 10 - Zoning

The following text addresses all applicable sections of the current Salem Revised Codes SRC Title 10 Zoning Code, followed by a written statement in *highlighted italic text* explaining how the proposed project conforms to the given requirement.

▪ SRC Chapter 220 - Site Plan Review

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

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

This Narrative and Drawings will illustrate Conformance to the UDC Standards. These include the following specific UDC Standards:

SRC 225 - Design Review: See pages 6-7.

SRC 514 - RM-II (Multi-family Residential) Zone: See pages 8-9.

SRC 702 - Multiple family Design Review guidelines and standards: See pages 9-26.

SRC 800 - General Development Standards: See pages 26-28.

SRC 805 - Vision Clearance: See page 30.

SRC 806 - Off street Parking, Loading and Driveways: See pages 30-34.

SRC 807 - Landscaping and Screening: See page 35.

SRC 808 – Preservation of Trees and Vegetation: See page 35 and the Tree assessment report dated August 30, 2019 and marked 'Exhibit B'.

Some instances require Adjustment approval to conform. See Part II Adjustments and Exhibit 'A', pages 36-37.

(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;

Narrative and Drawings will illustrate Conformance. Also refer to the attached Transportation Impact Analysis dated September 2019 and marked 'Exhibit C'.

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

Narrative and Drawings will show Conformance.

(D) The proposed development will be adequately served with City water, sewer, storm water facilities, and other utilities appropriate to the nature of the development. (Ord No. 12-12; Ord No. 31-13)

Water service: A single water meter will supply domestic water for the project. An irrigation service will 'T' off downstream of the water meter and include backflow protection from landscaping irrigation. Existing public water mains are adequate to serve the project.

Fire Suppression: Several fire hydrants are located nearby and additional fire hydrants are proposed on site to provide fire suppression water to the proposed buildings. In addition each building will be fitted with a commercial or residential fire sprinkler system. A single Fire Service tap is proposed. Existing public water mains are adequate to serve the project.

Sanitary sewer: Wastewater will be typical of an Apartment Project. One private sewer lateral will be provided to plumb to each Apartment Building and Rec. Building. The private sewer laterals will drain to the sewer tap into the public mains on Park Avenue NE and or 25th St. N.E. Existing public sewer mains are adequate to serve the project.

Electrical: A single electrical meter will be used for the each living unit and the Rec. building.

Natural Gas: The Rec. building will use a single natural gas meter and service.

Phone / cable: New telephone and cable will be connect to each building.

Storm drainage: Storm water runoff from the proposed buildings and new pavement surfaces will be managed through construction of catch basins and underground storm drain piping or sheet flow connecting to landscaped storm water drainage swales and rain garden basins. Storm drainage design will comply with current engineering standards for on-site storage capacity requirements.

Garbage: Trash and recycling dumpsters and portable recycling cans will be utilized. Trash and recycling containers will be screened by 6' tall trash enclosure with screened gates and a roof cover.

US Mail: Mail delivery methods will be accommodated through a centralized mail facility near in the middle of the site as directed by the U.S. Postal Service.

▪ **SRC Chapter 225 - Design Review**

Sec. 225.001. - Purpose.

The purpose of this chapter is to create a process to review development applications that are subject to design review guidelines and design review standards. (Prior Code, § 225.001; Ord. No. 12-12)

Sec. 225.005. - Design review.

(a) **Applicability.** Design review approval is required for development applications that are subject to design review standards and guidelines.

(b) **Classes.**

(3) Class 3 design review is design review that requires the application of design review guidelines.

This submittal is requesting a Class 3 design review approval based upon the design review guidelines.

(4) If any portion of the proposed development does not meet all of the applicable design review standards, the entire development shall be subject to Class 3 design review.

This submittal meets all design review standards, with the exception of three criteria. Based upon this requirement , the entire development is subject to requesting a Class 3 design review guidelines.

(c) **Procedure type.**

(3) Class 3 design review is processed as a Type III procedure under SRC chapter 300.

(d) **Submittal requirements.**

(1) **Submittal requirements for pre-application conference.** In addition to the submittal requirements for a pre-application conference under SRC chapter 300, an application for a Class 1, Class 2, or Class 3 design review pre-application conference shall include the following:

(A) An existing conditions plan showing:

- (i) Existing site conditions;
- (ii) The use of all adjacent buildings;
- (iii) The zoning of the site and adjacent properties;
- (iv) Topography of the site; and
- (v) Location of all trees and prominent landscape features.

See Civil Engineer's Existing Conditions Plan submittal drawing.

(B) Schematic plans for the proposed development.

(2) *Submittal requirements for Class 1, Class 2, and Class 3 design review.* In addition to the submittal requirements set forth under SRC chapter 300, an application for Class 1, Class 2, or Class 3 design review shall include the following:

(A) A proposed site plan showing:

- (i) The complete dimensions and setbacks of the lot, and all existing and proposed buildings and structures, including the location, size, height, proposed use, design, and gross floor area of each building.
- (ii) All existing and proposed walls and fences, including the location, height, type of design, and composition.
- (iii) The location and design of the existing and proposed on-site pedestrian and vehicle circulation system.
- (iv) Locations and dimensions of all existing and proposed outdoor storage areas, including, but not limited to, trash collection and recycling areas.

See Proposed Site Plan sheet A1.1 submittal drawing.

(B) Architectural drawings, renderings, or sketches showing all elevations of proposed buildings as they will appear on completion.

See Architectural Floor Plans A2.0 through A2.4; and Building Exterior Elevation A3.0 through A3.4 submittal drawings.

(C) A landscape plan showing the location of natural features, trees, and plant materials proposed to be removed, retained, or planted; the amount, height, type, and location of landscaped areas, planting beds, and plant materials and provisions for irrigation.

See Landscape Plan submittal drawing.

(D) A topographic survey and grading plan showing two-foot contour intervals on hillside lots and five-foot contour intervals on all other lots.

See Site Civil Grading Plan submittal drawing.

(E) An open space plan showing locations of common and private open space, including active and passive recreational areas. The open space plan shall show the total area of individual classifications of proposed open space and shall be drawn to scale.

See Opens Space Site Plan sheet A1.2 submittal drawing.

(F) A statement as to whether the application is intended to meet the standards or the guidelines.

This application is intended to meet the Guidelines.

We also tried to meet as many Standards as possible.

(e) Criteria.

(2) A Class 2 or Class 3 design review shall be approved if all of the applicable design review guidelines are met.

This applications meets and exceeds the Class 3 Design Review Guidelines.

▪ **SRC Chapter 514 – RM-II (Multiple Family Residential) Zone**

Sec. 514.001. - Purpose.

The purpose of the Multiple Family Residential-II (RM-II) Zone is to implement the multiple family residential designation of the Salem Area Comprehensive Plan through the identification of allowed uses and the establishment of development standards. The RM-II zone generally allows multiple family residential uses, along with a mix of other uses that are compatible with and/or provide services to the residential area. **Sec. 514.005. - Uses.**

The proposed Use: Multiple- family Household Living is a Permitted use.

Sec. 514.010. - Development standards.

Development within the RM-II zone must comply with the development standards set forth in this section.

Lot standards. Lots within the RM-II zone shall conform to the standards set forth in Table 514-2.

a. Lot Standards (SRC 514.010(b)):

For a Multiple family living use, the RM-II zone requires a minimum lot area of 6,000 square feet, minimum lot width of 40 feet, minimum lot depth of 120 feet, maximum lot depth of 300% of average lot width, and minimum street frontage of 40 feet.

The subject property meets the standards, with an area of 517,026 square feet, lot width of 518, minimum lot depth of 708 feet, and street frontage of 518 feet.

b. Dwelling unit density (SRC 514.010(c)):

Dwelling unit density within the RM-II zone shall conform to the standards set forth in Table 514-3. Maximum dwelling unit density cannot be varied or adjusted.

Per table: 6 dwelling units per acre minimum; 28 units per acre maximum.

The submitted project meets this standard with 20.7 units per acre proposed.

c. Setbacks (SRC 514.014(d)):

Setbacks within the RM-II zone shall be provided as set forth in Table 514-4. Special use standards also apply and are discussed later in this report.

Abutting Street

Minimum setbacks are 12 foot plus 1 foot for each foot of height over 12 feet, but need not exceed 20 feet.

The proposed site plan meets the minimum of 20 feet setback.

Vehicle Use Areas

Minimum 12 foot setback.

The proposed site plan meets the minimum 12 foot parking setback.

Interior Side and Rear

The subject property is adjacent to an RS-I on the north and east (side) and PH zone on the south (rear). The minimum setbacks are based upon table 514.5:

The minimum setback abutting RS-I zone is 10' with a Type C Buffer. (This is increased to 35' per Section 702 Multi-family Residential Standards).

The type C Buffer (requiring a fence) is in question adjacent to the Alley. Table 514.5 has a footnote (1)

Limitations and Qualifications : (1) Zone-to-Zone setbacks are not required abutting an alley.

This subject is addressed in the Adjustment Submittal.

The minimum setback abutting Public zones is 10' with a Type C Buffer.

The proposed site plan meets the mentioned 35' setback to all RS-1 abutting yards and 10' where abutting Public Hospital Zone.

d. Lot Coverage, Height (SRC 514.010(e)):

For a multiple family housing use, the RM-II zone allows maximum lot coverage of 50% and maximum height of 50 feet.

The proposed lot coverage of 16 % and 34.5' proposed maximum building height to the middle of the highest gable roof meet these requirement.

▪ **SRC Chapter 702 – Multiple family Design Review Guidelines & Standards.**

Sec. 702.001. - Purpose.

The purpose of this chapter is to establish design review guidelines and design review standards for multiple family development.

Sec. 702.005. - Multiple family design review.

(a) Except as provided under subsection (b) of this section, and unless otherwise provided in the UDC, design review under SRC chapter 225 is required for all multiple family development.

Sec. 702.010. - Multiple family design review guidelines and design review standards.

Multiple family development shall comply with either all of the applicable design review guidelines or all of the applicable design review standards set forth in this chapter. The design review guidelines and the design review standards set forth in this chapter are in addition to, and not in lieu of, all other applicable development standards in the UDC. Where the design review guidelines or the design review standards conflict with the development standards in the UDC, the design review guidelines and the design review standards shall be the applicable development standard.

The Applicant is meeting the Guidelines of the Multi-Family Handbook SRC-702. All guidelines have been outlined and addressed in this Narrative and on the attached Site Plan A1.1, Common Space Site Plan A1.2 and the attached floor plan and exterior building elevation plans.

In addition, the proposed Multi-family project meets all of the Design Review Standards with the exception of three.

Since the Standards are generally more restrictive and precise compared to the Guidelines, the Standards will be mentioned in the text of this narrative as the criteria goal. Where this project does not meet the Standards, Guideline criteria will is quoted and compliance will be described.

Sec. 702.015. - Open space design review guidelines and standards.

(a) Open space design goals and objectives.

(1) Design goals.

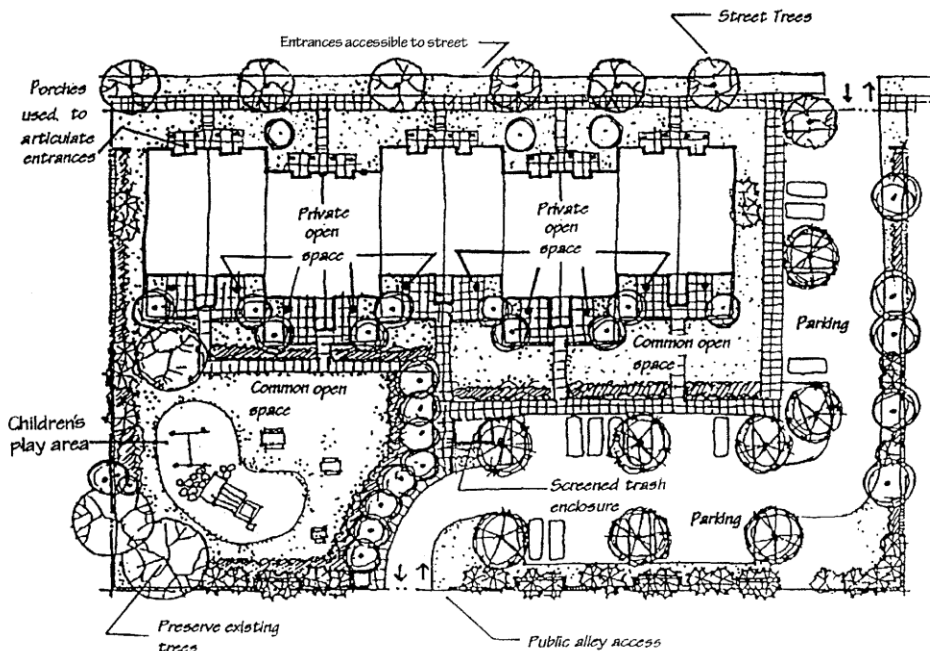
- (A) Implement Council goals and neighborhood policies that encourage open space in multiple family developments;
- (B) Provide common and private open space for active and passive uses;
- (C) Encourage preservation of the natural open qualities which may exist on a site;
- (D) Ensure that open space is accessible with pedestrian pathways available to all residents of the development; and
- (E) Provide visual relief from structural bulk.

(2) Design objectives.

- (A) Locate open space throughout the site and in proximity to dwelling units;

- (B) Provide centrally located open space in increments large enough to accommodate intended activities;
- (C) Integrate open space with the natural topography;
- (D) Maximize private open space for each dwelling unit;
- (E) Preserve exposure to light, air, and visual access;
- (F) Provide children's play areas interspersed and centrally located within multiple family developments;
- (G) Maximize visual relief from structural bulk;
- (H) Provide separation between buildings on- and off-site;
- (I) Promote active recreational opportunities within open space; and
- (J) Provide pedestrian access to all common open space areas to promote active use.

These Design Goals and Objectives have been considered and incorporated into the overall site and building design of the proposed project.



(b) Common open space.

(1) Design review guidelines.

- (A) A variety of open space areas of sufficient size shall be provided for use by all residents.
- (B) Common open space shall be distributed around buildings and throughout the site.
- (C) The amount of perimeter setbacks used for common open space shall be minimized.

All of these Guidelines are met on the proposed Site Plan sheet A1.1 and Open Space Site Plan sheet A1.2 with a variety of open space distributed throughout the site including around all buildings. Perimeter setbacks use for common open space are minimized.

(2) Design review standards.

- (A) Common open space shall be provided in all newly constructed multiple family developments with five or more dwelling units as follows:
 - (i) A minimum of 30 percent of the gross site area shall be designated and permanently reserved as common open space.

Common Open space is defined as all site areas excluding buildings and paved parking and vehicle circulation areas.

“Common open space means open area intended for shared use and enjoyment in a development. Common open space includes landscaping, walkways, play areas, swimming pools, roof gardens, or other open areas which provide active or passive recreational or visual amenities for residents. Common open space does not include parking areas, streets, or other areas designed for motor vehicle circulation or storage.”

The proposed site plan meets this requirement with roughly 50% of the total site area reserved for common open space which includes landscape area, pathways, and all outdoor rec areas. 259,824 s.f. open space / 517,026 s.f. total site = 50.3%.

- (ii) Not more than 50 percent of the common open space shall be located in the required perimeter setbacks of the development.

Per calculations shown on sheet A1.2: 38,441 s.f. of common open space occurs within the perimeter setbacks relative to 259,824 s.f. of total common open space= 15%.

- (iii) Not more than 15 percent of the common open space shall be located on land with slopes greater than 25 percent.

The only site areas that will have slopes greater than 25 percent will occur within storm drainage swales or rain gardens. This represents less than 5% of the total common open space.

- (iv) Indoor or covered recreation space may count toward the common open space requirement, provided such indoor or covered space does not exceed 30 percent of the common open space.

The indoor Recreation Area proposed within the Rec. Building represents roughly 2,100 s.f. which is less than 1% of the total common open space provided.

- (v) At least one of the common open space areas provided within the development shall meet the size and dimensional standards set forth in Table 702-1.

Table 702.1 requires a common open space area based upon more than 20 dwelling units at the following rate: 1,000 s.f. , plus 250 s.f. for every 20 units over 20 or portion thereof. The minimum width is 25' in any direction.

This project proposes 246 units total. The minimum area is calculated as follows: 1,000 s.f. + (226 units/ 20 x 250 s.f.) = 3,825 s.f. minimum.

The site plan shows at least one common open space at the center of the site of 4,100 s.f with a minimum width of roughly 60'. This requirement is met.

(c) Children's play areas and adult recreation areas.

(1) Design review guidelines.

- (A) A variety of common open area opportunities shall be provided for enjoyment by all residents.
- (B) Children's play and/or adult recreation areas shall be located centrally within the development.
- (C) Children's play areas, if provided, shall be located in a manner to incorporate safety into the design by including such things as locating play areas to be visible from dwelling units, locating play areas away from physical barriers such as driveways and parking areas, and selection of play equipment with safe designs.

All of these Guidelines are met on the proposed site plan with a variety of open space distributed throughout the site including a centrally located play area. The proposed Children's play area is visible from the dwelling units and located away from parking areas.

(2) Design review standards.

- (A) Outdoor children's play and/or adult recreation areas shall be provided, as set forth in Table 702-2, in all newly constructed multiple family developments with 20 or more dwelling units. Outdoor children's play and/or adult recreation areas count toward meeting the common open space requirement.

Table 702.2 requires a Children's play area based upon more than 20 dwelling units at the following rate: 950 s.f. , plus 250 s.f. for every 20 units over 20 or portion thereof. The minimum width is 25' in any direction.

This project proposes 246 units total. The minimum area is calculated as follows:

950 s.f. + (226 units/ 20 x 250 s.f.) = 3,755 s.f. minimum.

The site plan shows at least one common open space at the center of the site of 4,100 s.f with a minimum width of roughly 60'. This requirement is met.

Sec. 702.020. - Landscaping design review guidelines and standards.

(a) Landscaping design goals and objectives.

(1) Landscaping goals.

- (A) Encourage a quality living environment for all residents of the City;
- (B) Ensure aesthetic values in the construction of multiple family developments;
- (C) Achieve compatibility between multiple family developments and surrounding land uses; and
- (D) Encourage a mix of landscaping treatments and techniques to enhance multiple family developments.

(2) Landscaping objectives.

- (A) Provide adequate separation between abutting properties;
- (B) Mitigate noise;
- (C) Screen objectionable views;
- (D) Establish a sense of place;
- (E) Provide definition to dwelling unit entries and pedestrian pathways;
- (F) Promote safety, security, and privacy;
- (G) Enhance structural elements;
- (H) Provide visual relief from blank exterior walls, building mass, and bulk;
- (I) Help retain the long term value of property;
- (J) Minimize the visual impact of impervious surfaces; and
- (K) Provide protection from winter wind and summer sun.

All of these Guidelines are met on the proposed landscape plan with a variety of private and common open space and pedestrian pathways defined by landscape design. The proposed buildings and parking areas are minimized by the placement of landscaping to break up the design and provide shade and protection from winds.

(b) General landscaping.

(1) Design review guidelines.

- (A) A variety of tree types shall be distributed throughout the site to maximize tree canopy.

- (B) Landscaping shall be used to shield the site from winter winds and summer sun.
- (C) Existing trees shall be preserved to the maximum extent possible.
- (D) Where a development site abuts property zoned Residential Agricultural (RA) or Single Family Residential (RS), an appropriate combination of landscaping and screening shall be provided that is sufficient to buffer between the multiple family development and the abutting RA or RS zoned property.

All of these Guidelines are met on the proposed Site Landscape Plans L1.1, L1.2 and L1.3.

(A) A variety of landscape tree types will be distributed throughout the site to maximize a tree canopy.

(B) Landscape tree and shrub placement will be provide shielding from wind and sun.

(C) Existing trees are preserved where possible.

(D) The site does abut RS-I zone. Screening is provided at the N.W. corner of the site. Screening between the Apartments and RS-I zone across the proposed alley to the North and East of the RM-II Multi-family site is referenced in the Site Adjustment portion of this narrative.

(c) Street frontage.

(1) Design review guidelines.

- (A) The residential character of the site shall be enhanced with trees planted within the public right-of-way.

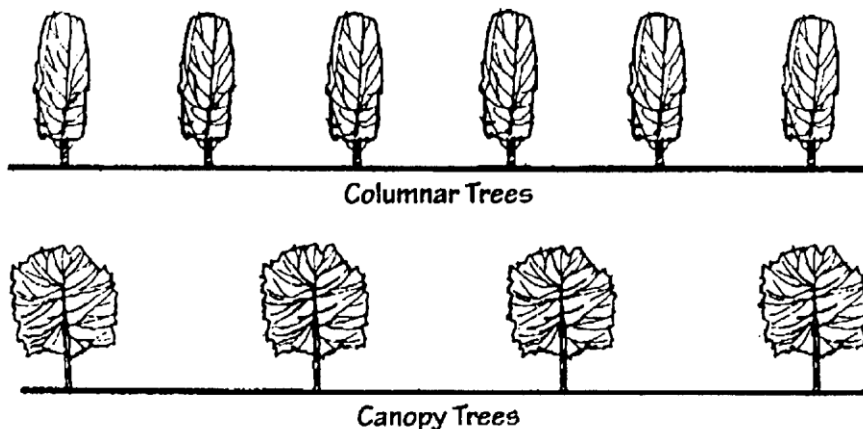
The proposed development design meets these Guidelines by meeting the following Standards.

(2) Design review standards.

- (A) Trees shall be planted within the public right-of-way at one of the following ratios:

- (i) *Canopy trees.* One canopy tree per 50 linear feet of street frontage, or fraction thereof.

The attached Landscape Plans L1.1, L1.2 and L1.3 illustrate how this Standard is met. Existing street trees in the right-of way will remain to the greatest extent possible. Only those trees deemed un-healthy or occurring within new driveways will be removed. New street trees are proposed to replace un-healthy trees as required to meet the one tree per 50 linear feet of street frontage.



(d) Building exteriors.

(1) Design review guidelines.

- (A) Landscaping shall be planted to define and accentuate the primary entryway of each dwelling unit, or combination of dwelling units.

- (B) Vertical and horizontal landscape elements shall be provided along all exterior walls to soften the visual impact of buildings and create residential character.

The proposed development design meets these Guidelines by meeting the following Standards.

(2) Design review standards.

- (A) A minimum of two plant units, as set forth in SRC chapter 807, Table 807-2, shall be provided adjacent to the primary entryway of each dwelling unit, or combination of dwelling units.
- (B) 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.
- (C) Shrubs, when used, shall be distributed around the perimeter of buildings at a minimum density of one plant unit per 15 linear feet of exterior building wall.

The attached Landscape Plans L1.1, L1.2 and L1.3 illustrate how this Standard is met. The exterior of the buildings will be landscaped to provide a visually appealing development. Trees and shrubs will be planted in front of and around all buildings as shown on the landscape plan. This will help provide shading and privacy for all residents.

(e) Privacy.

(1) Design review guidelines.

- (A) Landscaping, or a combination of landscaping and fencing, shall be used to buffer the multiple family development from abutting properties.
- (B) Landscaping shall be used to enhance the privacy of dwelling units. Methods may include fencing in combination with plant units.

The proposed Landscape design provides landscape buffering between the Multi-family development and abutting properties. In addition landscaping is used to create privacy between private patio areas and common outdoor areas and pathways.

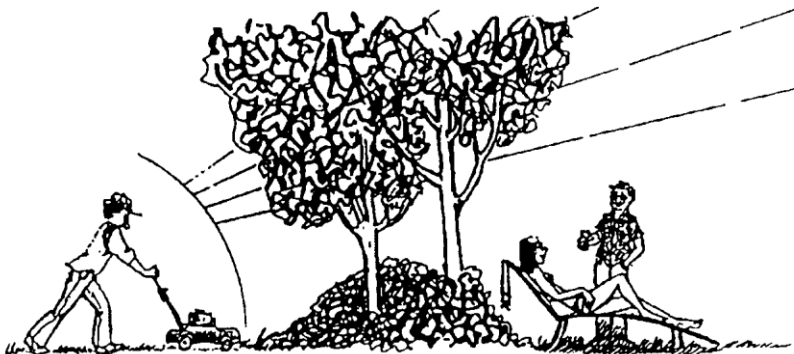
The proposed development design meets these Guidelines by meeting the following Standards.

(2) Design review standards.

- (A) Ground level private open space shall be physically and visually separated from common open space with perimeter landscaping or perimeter fencing (see Figure 702-3).

See all Building Floor Plans and Sheets L1.1, L1.2 and L1.3: All ground level private open space areas (patios) will be screened and separated with landscaping and/ or fencing. This will help provided privacy for the ground level residents. This standard is met.

FIGURE 702-3. SEPARATION OF PRIVATE AND COMMON OPEN SPACE



(f) **Parking areas.**

(1) **Design review guidelines.**

- (A) Canopy trees shall be distributed throughout the interior, and planted along the perimeter, of parking areas (see Figure 702-4 and Figure 702-5).

The proposed Landscape Plan sheets L1.1, L1.2 and L1.3 illustrate canopy trees distributed throughout the site and along the perimeter of the site and all parking areas.

(2) **Design review standards.**

- (A) 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 15 feet of the edge of the parking area (see Figure 702-4).
- (B) Canopy trees shall be planted within planter bays (see Figure 702-5).
- (C) Planter bays shall be a minimum width of 18 feet.

The proposed Site Design and Landscape plan generally meet these standards. There are two triangular shaped parking areas in the southern portion of the site where the pavement widths and curb radii required for Fire Truck access do not allow for a tree spaced 50 feet apart or an 18' wide planter finger every 6,700 s.f. Based upon this the Design Guidelines criteria is triggered.

FIGURE 702-4. PARKING LOT LANDSCAPING

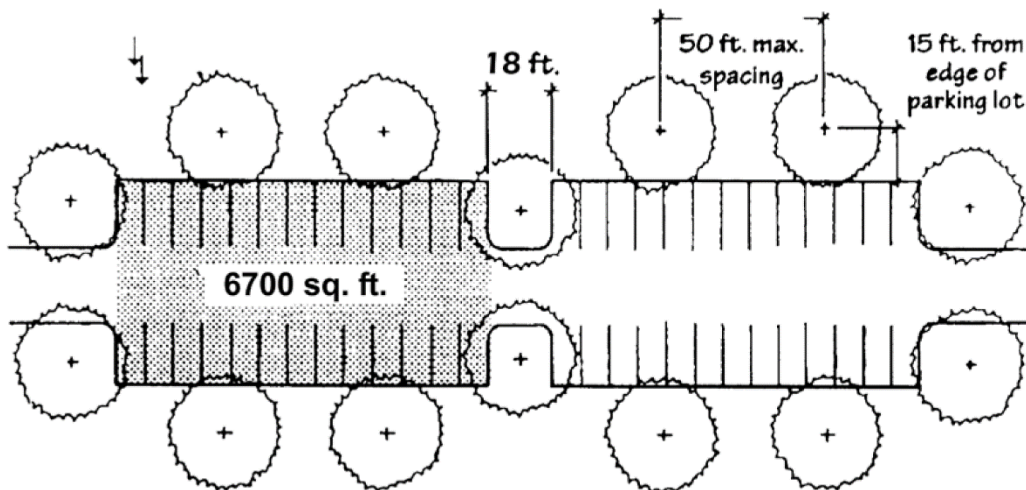
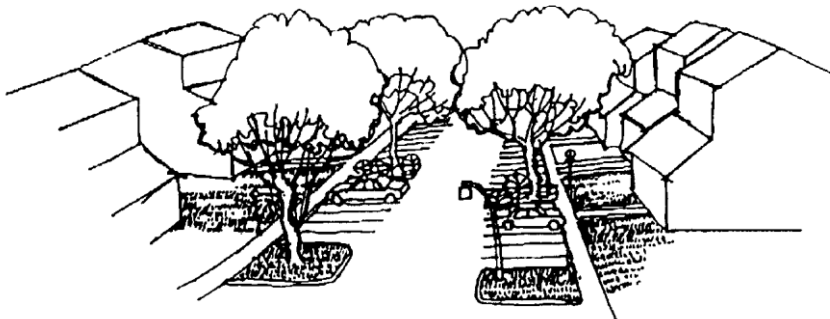


FIGURE 702-5. PARKING LOT WITH CANOPY TREES



Sec. 702.025. - Crime prevention through environmental design.

(a) *Safety features for residents*

(1) Design review guidelines.

- (A) Multiple family developments shall be designed in a manner that considers crime prevention and resident safety.
- (B) Landscaping and fencing shall be provided in a manner that does not obscure visual surveillance of common open space, parking areas, or dwelling unit entryways.

The proposed development design meets these Guidelines by meeting the following Standards.

(2) Design review standards.

- (A) 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.

All Street facing dwelling units will have entrances fronting the street and will be un-obstructed by landscape materials.

- (B) Landscaping and fencing adjacent to common open space, parking areas, and dwelling unit entryways shall be limited to a maximum height of three feet.

All landscaping at these areas will be limited to 3 feet tall. The fencing around the Rec. Building outdoor area will be 4 feet tall for safety purposes, but will be see through.

- (C) Windows shall be provided in all habitable rooms, other than bathrooms, that face common open space, parking areas, and pedestrian paths.

Windows are proposed in such a manner as mentioned to bring natural light into the Living Units but to also provide view of the mentioned public paths and outdoor spaces.

- (D) Lighting shall be provided that illuminates all exterior dwelling unit entrances, parking areas, and pedestrian paths within the development.

Building Entrances will be illuminated and parking areas and pedestrian pathways will have outdoor lighting to promote public safety.

- (E) A completed "Enhanced Safety Assessment Report for Multi-Family Construction" shall be submitted. Compliance with the provisions of the assessment is advisable but not mandatory.

The future Property Managers have A Safety Enhancement Program in place that is shared with all Tenants and updated on a regular basis.

Sec. 702.030. - Parking, site access, and circulation.

(a) *Parking, site access, and circulation design goals and objectives.*

(1) Parking, site access, and circulation goals.

- (A) Ensure safe and efficient site access, pedestrian and vehicle circulation, and parking in multiple family developments;
- (B) Promote circulation and access for all modes of transportation;
- (C) Encourage aesthetic and functional site design with consideration for natural contours and topography as it relates to parking and site access in multiple family developments; and
- (D) Encourage pedestrian and vehicle circulation linkages which will integrate amenities within multiple family developments and with the surrounding area.

The proposed site design promotes safe and efficient access for both pedestrians and vehicles to the existing public streets and throughout the site. A strong emphasis is placed upon pedestrian and bicycle circulation with a multi-modal pathway crossing the site.

(2) Parking, site access, and circulation objectives.

- (A) Provide transportation connections to surrounding areas;

The proposed driveways and pedestrian paths align with existing transportation routes.

- (B) Promote accessibility to and within the site;

The proposed pedestrian network and drive aisle layout connect all portions of the site.

- (C) Integrate the design of parking areas and pedestrian pathways with natural contours and topography;

The existing site grades are gently sloping and will be respected regarding site grading and drainage.

- (D) Minimize views of parking areas from public rights-of-way;

Nearly all of the proposed parking occurs between or behind buildings and is screened from the right of way with landscaping.

- (E) Provide clear and identifiable connections to and between buildings;

All buildings and site services are connected by a sidewalk network throughout the site.

- (F) Minimize vehicle, pedestrian, and bicycle circulation conflicts;

All pedestrian and bicycle circulation is clearly segregated from all parking areas and driveways. Raised curbs provide this definition with frequent handicap access curb ramps and marked crosswalks to promote safe crossing.

- (G) Provide adequate lighting levels for parking and pedestrian pathways;

All parking and pathway areas will be lighted with to a safe engineering standard.

- (H) Promote the separation of pedestrian, bicycle, and vehicular traffic;

Clear separation and buffering is provided.

- (I) Maximize the convenience of parking for residents;

All units will have direct and convenient access to on-site parking.

- (J) Provide pedestrian access to common open space;

All common open space is directly accessible from the on-site pedestrian network.

- (K) Locate loading and service areas for ease of use with minimal conflict with on-site parking and circulation activities;

Truck Loading stalls are located on the fringes of the site. One loading stall is proposed across from the Rec. Building and the other two are located on the southern end of the site. Trash and recycling facilities are distributed evenly across the site.

- (L) Locate building entrances and exits to provide direct connections between parking areas and the street;

All building entrances are adjacent to parking areas.

- (M) Provide compatibility in design and materials between parking and the dwelling units; and

All parking areas have a walkway and minimum 10foot wide landscape strip between parking and building fronts. Each building entry walkway will have landscape on each side.

- (N) Minimize the expanse of continuous parking areas.

All parking areas are separated by 18' wide planter strips on each end of parking rows unless limited by required fire truck access radii.

(b) General parking and site access.

(1) Design review guidelines.

- (A) Parking areas shall be designed to minimize the expanse of continuous parking (see Figure 702-6).

All parking areas are separated by 18' wide planter strips on each end of parking rows where possible to minimize the length of continuous parking areas.

- (B) Pedestrian pathways shall be provided that connect to and between buildings, common open space, parking areas, and surrounding uses (see Figure 702-7).

A pedestrian pathway network connects all buildings to each other and all parking and common open space.

- (C) Parking shall be located to maximize the convenience of residents.

All units have convenient parking near their main entryways. Overflow parking is directly accessible by way of the provided sidewalk network.

- (D) Parking areas and circulation systems shall be designed in a manner that considers site topography, natural contours, and any abutting properties zoned Residential Agriculture (RA) or Single Family Residential (RS).

All parking and circulation has been thoughtfully configured to promote ease of circulation yet provide a level of landscape buffering to any adjacent Single Family use.

(2) Design review standards.

- (A) 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 18 feet in width. Individual parking areas may be connected by an aisle or driveway (see Figure 702-6).

As mentioned previously, two triangular shaped parking/ circulation areas of the site do not conform to this requirement due to drive aisles transitions and required Fire Truck access radii. The Design review guidelines criteria are therefore triggered.

- (B) Pedestrian pathways shall be provided that connect to and between buildings, common open space, and parking areas (see Figure 702-7).

This standard it met by the proposed site design.

- (C) Pathways connecting to and between buildings, common open space, and parking areas shall be separated from dwelling units by a minimum distance of ten feet. Separation shall be measured from the pathway edge closest to any dwelling unit.

All pathways and dwelling units are separated by a 10' minimum wide landscape planting strip.

- (D) Garages, carports, and parking areas shall be set back a minimum of 20 feet from the public right-of-way.

All proposed parking with the exception of 2 parking stalls adjacent to East Roundabout have a 20 foot minimum landscape setback. The 2 stalls mentioned have a 17' minimum landscape setback. This triggers the Design Guidelines Criteria, which is met.

- (E) 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. Decorative walls, earthen berms, fencing, landscaping, or any combination thereof shall be provided to prevent glare from headlights onto abutting properties.

This standard is not applicable as the site grades relative to adjacent RS property is relatively flat.

- (F) The design and materials of garages and carports shall be compatible with the design and materials of the dwelling units.

No garages are proposed. The proposed maintenance building will have an overhead door and a garage "carriage house" appearance. The design of this building is compatible with the proposed Apartment and Rec. Building designs.

- (G) Areas of slope shall be avoided for placement of parking areas.

This site is relatively flat and parking areas will have a gentle slope.

- (H) Disturbance of environmentally sensitive areas shall be minimized in placement of parking areas.

No environmentally sensitive areas occur on this site.

FIGURE 702-6. CONCEPTUAL PARKING AREA LAYOUT

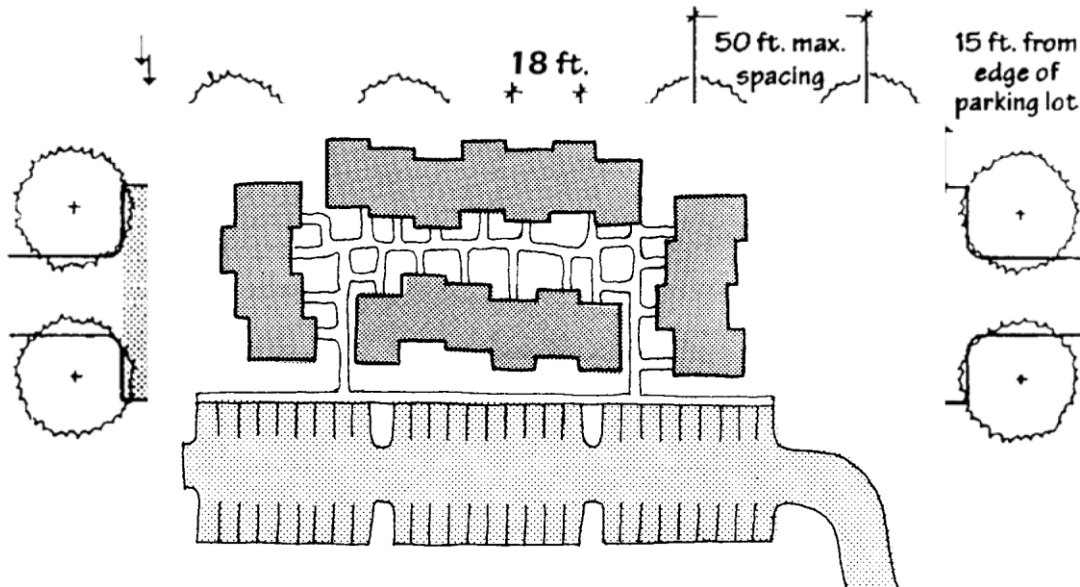


FIGURE 702-7. PEDESTRIAN PATHWAYS [GRAPHIC]

(c) Site access.

(1) Design review guidelines.

- (A) Accessibility to and from the site shall be provided for both automobiles and pedestrians.

The proposed site design promotes clear and efficient access for pedestrians and autos.

- (B) Site access shall be provided in a manner that minimizes vehicle and pedestrian conflicts.

The proposed site design provides circulation patterns that promote safe separation of pedestrian and cars..

- (C) Where possible, driveway access shall be provided onto collector or local streets rather than arterial streets.

All proposed driveways are located on secondary streets to minimize congestion.

- (D) Where possible, driveway access shall be consolidated with either existing or future driveways serving adjacent developments.

Driveway access limited in number and located across from existing street intersections where applicable.

- (E) Parking areas shall be located to minimize their visibility from the public right-of-way and abutting properties (see Figure 702-8).

All parking areas are proposed to the sides and rear of buildings where possible to minimize visibility from the public right of way and adjacent properties.

(2) Design review standards.

- (A) Pedestrian pathways shall be provided that connect the development to the public sidewalks.

All existing and new public sidewalks will be accessible and connected via the proposed on-site pedestrian pathway network.

- (B) Direct access from the street to individual units, clusters of units, or common interior lobbies shall be provided for residential buildings located within 32 feet of a public street.

All buildings located within 32 feet of the public street will have a pathway from the building or unit entry and the public sidewalk.

- (C) Where the development has frontage on more than one street, and such streets have different classifications in the Salem Transportation System Plan, driveway access shall be provided to the street with the lowest classification.

All proposed driveway access are located on the lesser street regarding intensity of travel.

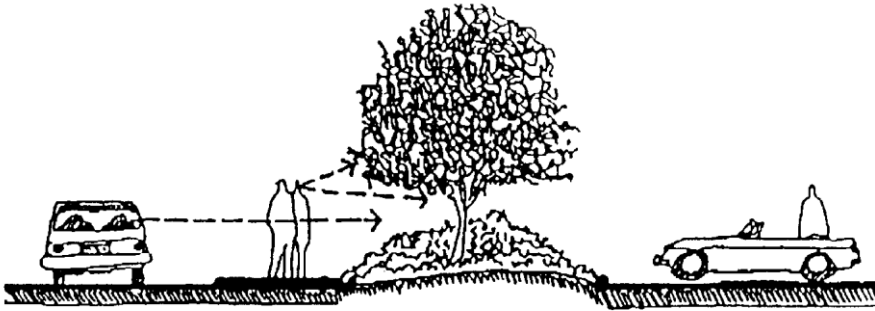
- (D) Where possible, driveway access shall be consolidated with either existing or future driveways serving adjacent developments.

Driveway access is consolidated to minimize access points onto public streets. A shared access alley is proposed between the Multifamily and Single Family uses.

- (E) Walls, fences, or landscaping shall be provided to buffer parking areas from public streets and abutting properties (see Figure 702-8).

Landscaping is provided to buffer all parking areas from public streets and abutting properties. As mentioned previously, a Class 2 Adjustment is requested elsewhere in this narrative for relief from a fence at the alley between Multifamily and Single Family uses.

FIGURE 702-8. PARKING AREAS BUFFERED FROM RIGHT-OF-WAY



Sec. 702.035. - Building mass and facade design.

(a) Building mass and facade design goals and objectives.

(1) Building mass and facade design goals.

- (A) Ensure that structures do not present excessive visual mass or bulk to public view or to adjoining properties;

All proposed architecture is visually articulated vertically and horizontally to reduce the mass of all elevations.

- (B) Achieve architecturally defined entryways, and building design that relates to human scale;

All entryways are clearly defined with covered stairwells and single story entry roofs that relate to the pedestrian scale.

- (C) Encourage aesthetically pleasing, interesting, and functional architecture and site design, including compatibility between parking facilities and the dwelling units;

All buildings have visually pleasing proportions and a clear pedestrian connections between parking, walkway network and building entry.

- (D) Provide architectural design that integrates well with adjoining development; and

- (E) Promote interesting and non-monotonous architecture and site design.

All buildings incorporate an architectural style that is compatible with the both the existing adjacent single family neighborhood and the adjacent Oregon State Hospital Historic District.

(2) Building mass and facade design objectives.

- (A) Integrate structures on-site with natural topography;
- (B) Encourage an appropriate transition between new structures on-site with existing structures on abutting sites;
- (C) Promote human scale development;
- (D) Preserve exposure to light, air, and visual access;
- (E) Create visually interesting buildings by integrating structures with landscaping;
- (F) Integrate new structures into the existing neighborhood;
- (G) Promote the relationship of structures with streets;
- (H) Encourage structure siting which creates useable open spaces;
- (I) Encourage the interplay of contrast and compatibility in building siting, including design compatibility between parking facilities and dwelling units;
- (J) Break-up building facades through architecturally defined building entryways; and

- (K) Design building rooflines which reinforce the residential character of the building and the surrounding neighborhood.

All buildings incorporate an architectural style that is compatible with the both the existing adjacent single family neighborhood and the Oregon State Hospital Historic District. The buildings promote human scale with single story entry structures and proposed awnings. Gaps between buildings have been carefully provided to preserve access to air and natural light. The buildings and landscape layout are integrated to promote privacy, define outdoor space and visually break-up the mass of buildings and parking stall rows. Buildings abutting public streets have direct pedestrian connections between entry and public walkways. Proposed buildings incorporate architecturally defined entryways and articulated facades and stepped rooflines that minimize the overall scale of each building to better relate to the character and scale of the adjacent neighborhood. Lower density Single family development will occur between the new Multifamily development and development along "D" street N.E. and Park Avenue N.E.

(b) General siting and building mass.

(1) Design review guidelines.

- (A) Buildings shall be sited with sensitivity to topography and natural landform (see Figure 702-9).

All buildings are sited to follow the natural contour of the site. The site is gently sloping and grade transitions will occur between buildings.

- (B) The development shall be designed to reinforce human scale.

The proposed on-site walkway network will include landscape materials to soften the mass and scale of the buildings and encourage outdoor use of yards and spaces between buildings. The proposed building architecture includes design elements such as ground level entry roofs and awnings to add visual interest and relate to the pedestrian scale.

- (C) Buildings with long monotonous exterior walls shall be avoided.

The proposed architecture provides visual interest through frequent changes in wall and roof planes to cast varying shadow lines and distinguish individual building forms.

These Guidelines are met.

(2) Design review standards.

- (A) Where the development is located on a lot with an average cross slope of 15 percent or more, do not regrade more than 60 percent of the site surface area.

This standard is not applicable as the site is relatively flat.

- (B) Buildings shall have no dimension greater than 150 feet.

All proposed buildings are less than 150 feet long. The longest is building is 103 feet.

FIGURE 702-9. BUILDINGS SITED SENSITIVELY IN RELATION TO TOPOGRAPHY



(c) Compatibility.

(1) Design review guidelines.

- (A) Contrast and compatibility shall be provided throughout the site through building design, size, and location.
- (B) Appropriate transitions shall be provided between new buildings and structures on-site and existing buildings and structures on abutting sites.
- (C) Architectural elements and facade materials shall be used to provide continuity throughout the site.
- (D) The majority of dwelling units within the development shall be placed as close as possible to the street right-of-way.
- (E) Architecturally defined and covered entryways shall be incorporated into the design of buildings.

The proposed development design meets these Guidelines by meeting the following Standards.

(2) Design review standards.

- (A) Except as provided in subsection (c)(2)(B) of this section, 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 702-4.

Per table 702.4 where abutting a RS zone and building is 2 or more stories the required setback shall be a minimum of 1 foot for each foot or building height, but in no case less than 20 ft.

The proposed buildings abutting the RS zone have a maximum (highest gable average) building height of 34.5'. Based upon this height with a 1:1 setback the minimum setback is 34.5'. The proposed 35' setback exceeds the minimum. This Standard is met.

- (B) Where a development site abuts, and is located uphill from, property zoned Residential Agricultural (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, buildings shall be setback from the abutting RA or RS zoned property as set forth in Table 702-5.

This standard is not applicable as the site is relatively flat relative to adjacent RS zoned land.

- (C) On sites with 75 feet or more of buildable width, a minimum of 50 percent of the buildable width shall be occupied by building placed at the setback line. Accessory structures shall not apply towards meeting the required percentage.

This site has a frontage of 519.5 feet along 25th Street N.E. The proposed site design shows (4) buildings with a combined façade length of 279' proposed at the front yard setback line. The design represents a 54% façade to frontage ratio and therefore it meets this Standard.

- (D) 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.

No roof mounted mechanical equipment is proposed on this project. Any ground mounted mechanical equipment associated with the Rec. Building will be screened with a solid landscape screen as tall as the equipment.

- (E) A porch or architecturally defined entry area shall be provided for each ground level dwelling unit. Shared porches or entry areas are permitted, provided the porch or entry area has at least 25 square feet of area for each dwelling unit, with no dimension less than five feet. Porches and entry areas shall be open on at least one side, and may be covered or uncovered. All grade level porches shall include hand-railings, half-walls, or shrubs to define the outside perimeter.

All proposed buildings will have an architecturally defined porch entry roof at the ground floor level with at least 25 s.f. area for each dwelling unit and no dimension less than 5 feet. Porches are open on the front and defined by short walls, columns and landscaping on the sides.

(d) Building articulation.

(1) Design review guidelines.

- (A) The appearance of building bulk shall be minimized by:
 - (i) Establishing a building offset interval along building facades; and
 - (ii) Dispersing windows throughout building facades.

All proposed buildings have a wall offset at maximum spacing of 24 feet or less with windows placed throughout each building façade.

- (B) Articulation shall be provided at the common entryway to all residential buildings.

All proposed building entryways are defined by a covered stair well and a single story entry porch roof.

- (C) Building roofs shall reinforce the residential character of the neighborhood.

The proposed gable and hip roof forms relate to the residential character of the adjacent neighborhood and the adjacent Historic District.

(2) Design review standards.

- (A) Every two attached dwelling units shall be offset from the next dwelling unit by at least four feet in depth (see Figure 702-10).

The proposed building design for each building type includes a minimum 4' offset in wall plane for every two units, front and back.

- (B) Within 28 feet of every property line, the building setback for adjacent buildings on the same lot shall vary by at least four feet in depth.

All proposed building types abutting property lines incorporate a minimum 4' offset within 28 feet of the property line.

- (C) Common entrances shall be provided to not more than four dwelling units.

Individual entrances are provided to each dwelling unit. Common entrances landings are shared by two units maximum.

- (D) Individual and common entryways shall be articulated with a differentiated roof, awning, or portico.

Each individual and common entryway is articulated by an individual porch roof or covered deck overhang above.

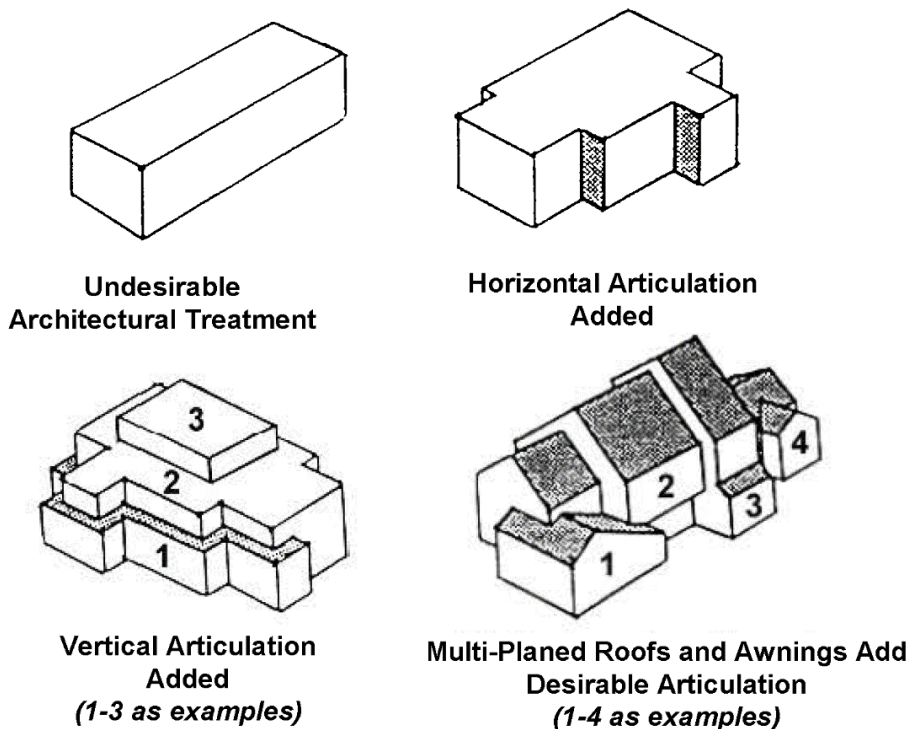
- (E) Flat roofs, and the roof ridges of sloping roofs, shall not exceed a horizontal length of 100 feet without providing differences in elevation of at least four feet.

All roofs are proposed with a single ridgeline of overall length less than 100 feet. Longer buildings incorporate hip roofed ends to minimize roofline lengths to meet this requirement.

- (F) Windows shall be provided in all habitable rooms, other than bathrooms, that face required setbacks, common open areas, and parking areas.

Windows are proposed in all habitable rooms as required that face yard setbacks, common open areas and parking areas. This makes the dwelling units more livable, adds architectural interest to each building facade and promotes visual safety over the site.

FIGURE 702-10. BUILDING OFFSETS AND ARTICULATION



Sec. 702.040. - Recycling.

(a) *On-site design and location of facilities.*

(1) *Design review guidelines.*

- (A) Facilities shall be provided to allow recycling opportunities for tenants that are as conveniently located as the trash receptacles, and that are in compliance with any applicable federal, state, or local laws.
- (B) The design and materials of recycling areas shall be similar to the design and materials of the buildings within the development.
- (C) Recycling areas shall be located to provide adequate access for franchised haulers, and shall have containers sufficient to allow collection of all recyclables collected by the haulers.

The proposed trash and recycling enclosures meet these Guidelines by meeting the following Standards.

(2) *Design review standards.*

- (A) Recycling areas shall be located, designed, and constructed in conformance with any applicable federal, state, or local laws relating to fire, building, access, transportation, circulation, or safety.

The proposed trash/ recycling enclosures are designed to conform to the mentioned requirements.

- (B) Recycling areas shall be protected against environmental conditions, such as rain.

The proposed trash/ recycling areas will have a roof cover protecting the trash container area from rain.

- (C) Instructions for using recycling containers and how to prepare and separate all the materials collected by franchised haulers shall be clearly posted in recycling areas.

Each trash/ recycling area will include printed and limited signage instructing tenants on the use and separation of each trash or recycling container type.

- (D) Recycling areas shall be provided that are sufficient in capacity, number, distribution, and size to serve the tenants of the development.

The proposed Site design includes 5 separate trash areas of ample size to accommodate the needs of the proposed development and number of living units.

- (E) The design and materials of recycling areas shall be similar to the design and materials of the buildings within the development.

The proposed integral color concrete masonry screen walls, powder-coated steel gates, wood columns roof supports and composition roofing are consistent with the materials of the other buildings proposed on-site.

▪ **SRC Chapter 800 – General Development Standards**

Sec. 800.035. - Setbacks.

- (a) *Setbacks to be unobstructed.* Except as otherwise provided under subsection (b) of this section, required setbacks shall be unobstructed.

The proposed project complies with all minimum setbacks.

All minimum setbacks to property lines, between buildings and distances to the entrances are met as shown on the attached Site Plan sheet A1.1.

North: side yard setback = 35' based upon a 1' setback for each 1' of building height of 34'-6" abutting RS zone, with a parking setback of 20'.

East: side yard setback = 35' based upon a 1' setback for each 1' of building height of 34'-6" abutting RS zone, with a parking setback of 20'.

East street yard setback = 20' with a minimum 12' minimum vehicle parking setback

South side yard setback = 10' abutting PH zone.

West front yard setback = 20' with a 20' parking setback.

- (b) *Permitted projections into required setbacks.* Permitted projections into required setbacks are set forth in Table 800-2.

Per Table 800-2: Permitted Projections into setbacks.

Projections including: Belt course, lintels, pilasters and trim are allowed to encroach 24" into front, side and rear yards.

Cornice and Eave projections: 24" front yard, 36" interior side yard and 24" rear yard.

Patios – uncovered: 36" max. above grade and 4'-0" minimum landscape to front property line, have no limit on encroachment at side yard or rear yard.

The proposed project has 24" projections into required setbacks at eaves and 3" projections into setbacks at second and third floor apartment deck guardrails and belt trim bands at upper floors and gables. Ground floor patios will be 6" above adjacent grades with a minimum landscape strip maintained at all yards of 7'-6".

Sec. 800.045. - Height.

(a) *Generally.* Unless otherwise provided under the UDC, standards relating to height shall apply to all buildings and structures. Height shall be measured as set forth in SRC chapter 112.

SRC Sec. 514 Establishes the maximum height for the RM-II zone at 50'. All of the proposed buildings on this project have a height less than 50', with the highest average gable height of 34.5'. See the attached Exterior Building Elevations sheets A3.0- A3.4.

Sec. 800.050. - Fences, walls, hedges, gates, and retaining walls.

Unless otherwise provided under the UDC, the standards set forth in this section shall apply to fences, walls, hedges, gates, and retaining walls in all zones. Where screening is required under the UDC in the form of a fence, wall, or hedge, it shall meet the standards set forth in SRC chapter 807, in addition to the standards set forth in this section. For purposes of this section, the term "front yard" means that portion of a lot located between the front property line and a line parallel to the front property line extended from the wall of the main building lying at the greatest distance from the front property line.

(a) **Location, height, and density.** Fences, walls, hedges, gates, and retaining walls shall comply with the location, height, and density standards set forth in this subsection.

(1) Fences and walls.

(A) Residential zones and property used for uses falling under household living in other zones. Fences and walls within residential zones, or on property used for uses falling under household living in other zones, shall not exceed a maximum height of eight feet; provided, however:

(i) *Front yard abutting street.* Fences and walls within a front yard abutting a street shall not exceed a maximum height of four feet when located within 20 feet of the property line abutting the street; provided, however, within ten feet of the property line abutting the street any portion of the fence or wall above 30 inches in height shall be less than 25 percent opaque when viewed at any angle at a point 25 feet away from the fence or wall.

(ii) *Side and rear yards abutting street.* Fences and walls within a side or rear yard abutting a street shall not exceed a maximum height of six feet when located within ten feet of a property line abutting a street.

No fences are proposed on this project occurring between buildings and the street in a front yard. Side yard fences are proposed at 6' high. See the Site Plan sheet A1.1. These requirements are met.

(b) **Vision clearance.** Notwithstanding any other provision of this section, fence, walls, hedges, gates, and retaining walls shall conform to the vision clearance requirements of SRC chapter 805.

Required vision triangles per Sec. 805 are indicated on the attached Site Plan sheet A1.1 and are un-affected by the proposed fences.

(c) Material.

(1) *Fences.* Fences shall be constructed of materials specifically designed and manufactured for fencing purposes, including, but not limited to, wooden pickets, vinyl, wrought iron, and chain link fencing, with or without plastic or wood slats.

Proposed fencing abutting the RS property at the N.W. corner of the site is to be of chain link with vinyl slats. This material meets the requirement.

Sec. 800.055. - Solid waste service areas.

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

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

- (1) All new solid waste, recycling, and compostable service areas, where use of a solid waste, recycling, and compostable receptacle of one cubic yard or larger is proposed; and
- (2) Any change to an existing solid waste service area for receptacles of one cubic yard or larger that requires a building permit.

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

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

- (A) The pad area shall extend a minimum of one foot beyond the sides and rear of the receptacle; and
- (B) The pad area shall extend a minimum three feet beyond the front of the receptacle.
- (C) In situations where receptacles face each other, a minimum four feet of pad area shall be required between the fronts of the facing receptacles.

These requirements are met. See the attached Trash Enclosure Floor Plan on sheet A2.0.1

(2) Minimum separation.

- (A) A minimum separation of 1.5 feet shall be provided between the receptacle and the side wall of the enclosure.
- (B) A minimum separation of five feet shall be provided between the receptacle and any combustible walls, combustible roof eave lines, or building or structure openings.

These requirements are met. The receptacles have 1.5' sidewall clearance. Walls are non-combustible concrete masonry and the combustible roof is more than 5 feet clear to combustible roof structure.

(3) Vertical clearance.

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

Receptacles greater than two yard are expected for use with a minimum overhead Front clearance of 14' minimum to structure above. See the attached Trash Enclosure Elevations sheet A3.0.1.

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

- (1) Front opening of enclosure.** The front opening of the enclosure shall be unobstructed and shall be a minimum of 12 feet in width.
- (2) Measures to prevent damage to enclosure.**

- (A) Enclosures constructed of wood or chain link fencing material shall contain a minimum four-inch nominal high bumper curb at ground level located 12 inches inside the perimeter of the outside walls of the enclosure to prevent damage from receptacle impacts.
- (B) Enclosures constructed of concrete, brick, masonry block, or similar types of material shall contain a minimum four-inch nominal high bumper curb at ground level located 12 inches inside the perimeter of the outside walls of the enclosure, or a fixed bumper rail to prevent damage from receptacle impacts.
- (C) The requirements under subsections (e)(2)(A) and (B) of this section shall not apply if the enclosure is designed to be separated:
 - (i) A minimum distance of two feet from the sides of the container or receptacles; and
 - (ii) A minimum of three feet from the rear of the container or receptacles.

The proposed Trash Enclosures are constructed of concrete masonry block. The Dumpster receptacles are shown with 2 feet side distances to walls and are more than 3 feet from the rear to any wall. Based upon this design, no bumper rail is required. See the attached Trash Enclosure Floor Plan sheet A2.0.1

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

The proposed gate opening is 18 feet in width with a 90 degree minimum clearance. The gates will have a cane bolt restraint into the concrete pad.

(f) Solid waste service area vehicle access.

(1) Vehicle operation area.

- (A) A vehicle operation area shall be provided for solid waste collection service vehicles that is free of obstructions and no less than 45 feet in length and 12 feet in width. Vehicle operation areas shall be made available in front of every receptacle, or, in the case of multiple receptacles within an enclosure, in front of every enclosure opening.
- (B) For solid waste service areas having receptacles of two cubic yards or less, the vehicle operation area may be located:
 - (i) Directly in front of the permanent location of the receptacle; or
 - (ii) In a location where the receptacle can be safely maneuvered manually not more than 45 feet into a position at one end of the vehicle operation area for receptacle servicing.
- (C) The vehicle operation area may be coincident with a parking lot drive aisle or driveway, provided that such area is kept free of parked vehicles and other obstructions at all times except for the normal ingress and egress of vehicles.

The proposed Trash Enclosures each have a clear 45 foot x 12 foot service approach in front of the Enclosure as required. See the attached Site Plan sheet A1.1 showing approach clearance lines.

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

All Garbage truck movements will be confined to the site interior and not require backing into the street or alley. See the attached Site Plan sheet A1.1.

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

All Garbage truck operations areas will be paved with asphalt or concrete with appropriate drainage design see the Site Plan sheet A1.1 and the Trash Enclosure Floor Plan sheet A2.0.1

▪ **SRC Chapter 805 – Vision Clearance**

Sec. 805.001. - Purpose.

The purpose of this chapter is to ensure visibility for vehicular, bicycle, and pedestrian traffic at the intersections of streets, alleys, flag lot accessways, and driveways.

Sec. 805.005. - Vision clearance areas.

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

- (B) Driveways serving uses other than single family and two family. Driveways serving uses other than single family and two family shall have a vision clearance area on each side of the driveway. The vision clearance area shall have ten-foot legs along the driveway and 50-foot legs along the intersecting street or alley (see Figure 805-5).

See the attached Site Plan sheet A1.1. Vision clearance lines of driveways at streets and alleys are shown with a 10 foot leg along the driveway and a 50 foot leg along the street.

▪ **SRC Chapter 806 – Off-Street Parking, Loading, and Driveways**

SRC 806.015 - Amount of Off-Street Parking.

a) **Minimum Required Off-Street Parking.** The minimum number of off-street parking spaces required for a Multi-family Housing use per Table 806-1 is 1.5 stalls per living unit.

b) **Compact Parking.** Up to 75 percent of the minimum off-street parking spaces required under this Chapter may be compact parking spaces.

c) **Maximum Off-Street Parking.** Unless otherwise provided under the UDC, off-street parking shall not exceed the amounts set forth in Table 806-2.

The attached Site Plan sheet A1.1 indicates (246) living units x 1.5 stalls per unit = (369) stalls required and a Rec. Building of 4,157 s.f. x 1 stall / 350 s.f. = (12) stalls required for a total parking requirement of (381) stalls.

The proposed Site Plan indicates (431) total parking stalls of which (220) are standard size, (202) are compact size and (9) are handicap accessible. The compact stalls represent 47% of the total parking. The total parking provided will be adequate with a ratio of 1.75 stalls per unit

The proposed parking meets these standards.

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

a) **General Applicability.** The off-street parking and vehicle use area development standards set forth in this section shall apply to:

- (1) The development of new off-street parking and vehicle use areas;
- (2) The expansion of existing off-street parking and vehicle use areas, where additional paved surface is added;
- (3) The alteration of existing off-street parking and vehicle use areas, where the existing paved surface is replaced with a new paved surface; and
- (4) The paving of an un-paved area.

The proposed project includes the design of new paved surface, the parking and loading areas and associated maneuvering areas must be developed to the standards of SRC 806.035, 806.065, 806.075, and 806.080.

806.035. Off-Street Parking and Vehicle Use Area Development Standards for Uses or (a) Location.

(1) **Generally.** Off-street parking and vehicle use areas shall not be located within required setbacks.

All proposed parking is located outside the required setbacks discussed earlier in this narrative.. See the attached Site Plan sheet A1.1.

(b) Perimeter Setbacks and Landscaping.

(2) **Perimeter Setbacks and Landscaping, Generally.**

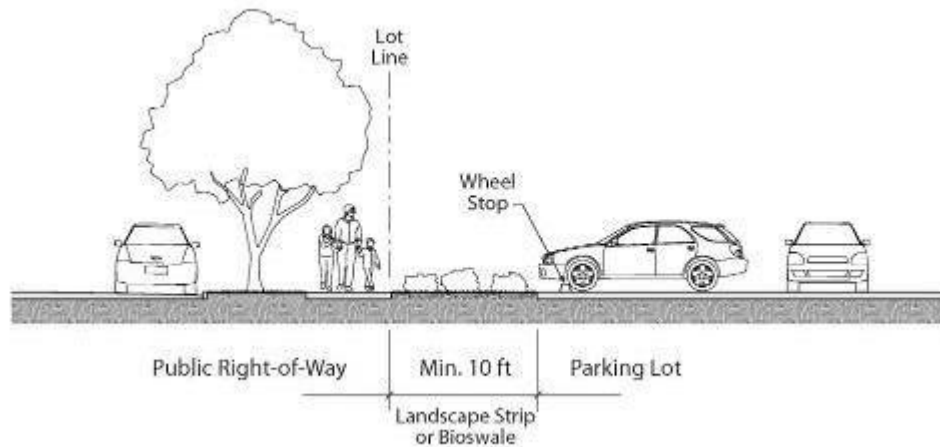
(A) **Perimeter Setbacks.** Perimeter setbacks, as set forth in this subsection, shall be required for off-street parking and vehicle use areas abutting streets, abutting interior front, side, and rear property lines, and adjacent to buildings and structures.

(B) **Perimeter Landscaping.** Required perimeter setbacks for off-street parking and vehicle use areas shall be landscaped as set forth in this subsection.

(3) **Perimeter Setbacks and Landscaping Abutting Streets.** Unless a greater setback is required elsewhere within the UDC, off-street parking and vehicle use areas abutting a street shall be setback and landscaped according to one the methods set forth in this paragraph. Street trees located along an arterial street may be counted towards meeting the minimum required number of plant units.

(A) **Method A.** The off-street parking and vehicle use area shall be setback a minimum of 10 feet (see Figure 806-1). The setback shall be landscaped according to the Type A standard set forth in SRC Chapter 807.

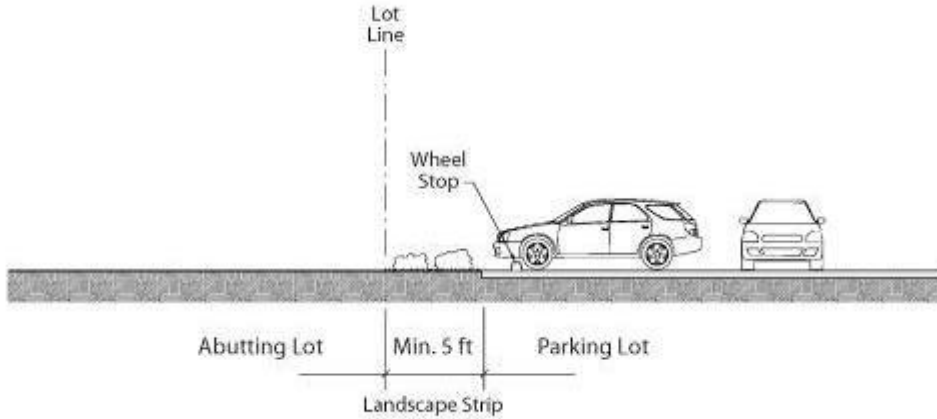
**FIGURE 806-1
PERIMETER SETBACKS AND LANDSCAPING ABUTTING STREETS – METHOD A**



3) Perimeter Setbacks and Landscaping Abutting Interior Front, Side, and Rear

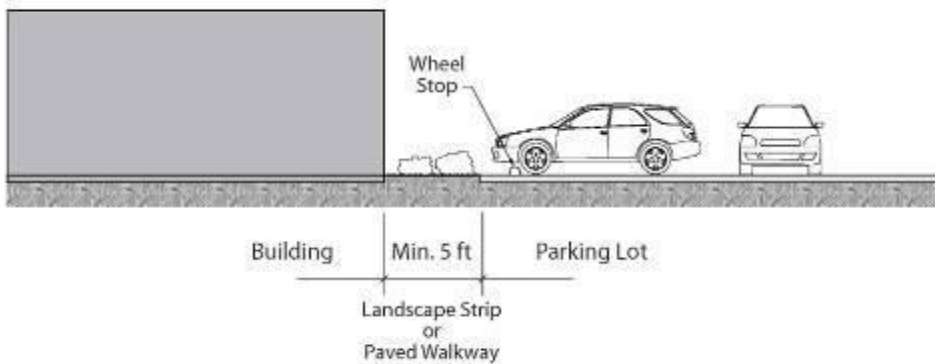
Property Lines. Unless a greater setback is required elsewhere within the UDC, off-street parking and vehicle use areas abutting an interior front, side, or rear property line shall be setback a minimum of 5 feet (see Figure 806-5). The setback shall be landscaped according to the Type A standard set forth in SRC Chapter 807.

FIGURE 806-5 LANDSCAPING ADJACENT TO AN ADJACENT LOT



(4) Setback Adjacent to Buildings and Structures. Except for drive-through lanes, where an off-street parking or vehicular use area is located adjacent to a building or structure, the off-street parking or vehicular use area shall be setback from the exterior wall of the building or structure by a minimum 5-foot-wide landscape strip, planted to the Type A standard set forth in SRC Chapter 807, or by a minimum 5-foot-wide paved pedestrian walkway (see Figure 806-6). A landscape strip or paved pedestrian walkway is not required for drive-through lanes located adjacent to a building or structure.

FIGURE 806-6 LANDSCAPING ADJACENT TO A BUILDING



The proposed parking and vehicle use areas meet the following perimeter setbacks:

- Abutting 25th St. NE -- 12 feet required under SRC Chapter 514 table 514-4, 10 feet required SRC Chapter 806, 20.0 feet proposed.
- Abutting N.E. Cul-de-sac --12 feet required under SRC Chapter 514 table 514-4, 10 feet required SRC Chapter 806, 20.0 feet proposed.
- Abutting E. Cul-de-sac --12 feet required under SRC Chapter 514 table 514-4, 10 feet required SRC Chapter 806, 17.4 feet proposed.
- Adjacent to Rec. Building and Maintenance Building -- 5 foot minimum sidewalk or landscape strip required under SRC Chapter 806, 5 foot minimum sidewalk proposed plus landscape strip.
- Adjacent to all Apartment Buildings—5 foot minimum sidewalk or landscape strip required under SRC Chapter 806, 10 foot minimum landscape strip required under SRC 514 standards, 10.0 feet proposed.

(d) Interior Landscaping.

(1) Interior Landscaping, Generally. Interior landscaping, as set forth in this subsection, shall be required for off-street parking areas 5,000 square feet or greater in size; provided, however, interior landscaping is not required for:

- (A) Vehicle storage areas.
- (B) Vehicle display areas.

- (C) Temporary and seasonal gravel off-street parking areas, approved pursuant to SRC Chapter 701.
 - (D) Gravel off-street parking areas, approved through a conditional use permit.
 - (E) Underground parking. (F) Parking garages.
- (2) **Minimum Percentage of Interior Landscaping Required.** Interior landscaping shall be provided in amounts not less than those set forth in Table 806-5. For purposes of this paragraph, the total interior area of an off-street parking area is the sum of all areas within the perimeter of the off-street parking area, including parking spaces, aisles, planting islands, corner areas, and curbed areas, but not including interior driveways. Perimeter landscaped setbacks and required landscape strips separating off-street parking areas from buildings and structures shall not count towards satisfying minimum interior landscaping requirements.

TABLE 806-5 INTERIOR OFF-STREET PARKING AREA LANDSCAPING

Table 806-5: Interior Off-Street Parking Area Landscaping	
Total Interior Area of Off-Street Parking Area	Percentage Required to be Landscaped
Less than 50,000 sq. ft.	Min. 5%
50,000 sq. ft. and Greater	Min. 8%

The proposed site plan has a combined Parking/landscape area of 197,247 square feet.

This area includes parking stalls, maneuvering, curbs and planters adjacent to the parking area. (excluding the far north and south driveways). The proposed internal landscape requirement of 8% = 15,780 square feet minimum; 20,887 square feet is proposed. The proposal meets these standards.

(3) **Trees.** A minimum of one deciduous shade tree shall be planted for every 12 parking spaces within an off-street parking area. Trees may be clustered within landscape islands or planter bays, and shall be distributed throughout the off-street parking area to create a canopy effect and to break up expanses of paving and long rows of parking spaces.

(4) **Landscape Islands and Planter Bays.** Landscape islands and planter bays shall have a minimum planting area of 25 square feet, and shall have a minimum width of 5 feet

The proposed project layout meets these requirements. See the attached Site Plan sheet A1.1 and the Landscape Plan.

(e) **Off-Street Parking Area Dimensions.** Off-street parking areas shall conform to the minimum dimensions set forth in Table 806-6; provided, however, minimum off-street parking area dimensions shall not apply to:

- (1) Vehicle storage areas.

Table 806-6: Minimum Off-Street Parking Area Dimensions

Parking Angle A⁽³⁾	Type of Space	Stall Width B⁽³⁾	Stall to Curb C⁽³⁾	Aisle Width (1)(2) D⁽³⁾	Curb Length E⁽³⁾	Front of Stall to Front of Stall F1⁽³⁾	Overlap Front of Stall to Front of Stall F2⁽³⁾
		9'6"	17.8	11.0	19.0	46.6	38.4
		10'0"	18.2	11.0	20.0	47.4	38.7

90°	Compact	8'0"	15.0	22.0	8.0	54.0	-
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		8'6" ⁽⁵⁾	15.0	22.0	8.0	54.0	-
	Standard	9'0"	19.0	24.0	9.0	62.0	-
		9'6"	19.0	24.0	9.5	62.0	-
		10'0"	19.0	24.0	10.0	62.0	-

The proposed site plan and parking layout provide adequate dimensions to meet the above requirements of table 806-2. Proposed standard stalls are 9'x19' with a 26' aisle and minimum compact stalls are 8'x15' with a 26' aisle. This requirement is met.

806.045. Bicycle Parking; When Required.

- (a) **General Applicability.** Bicycle parking shall be provided as required under this Chapter for:
 - (1) Each proposed new use or activity.
 - (2) Any change of use or activity, when such change of use or activity results in a bicycle parking ratio requiring a greater number of spaces than the previous use or activity.
 - (3) Any intensification, expansion, or enlargement of a use or activity.
- (b) **Applicability to Nonconforming Bicycle Parking Area.** When bicycle parking is required to be added to an existing bicycle parking area that has a nonconforming number of spaces, the number of spaces required under this Chapter for any new use or activity, any change of use or activity, or any intensification, expansion, or enlargement of a use or activity shall be provided, in addition to the number of spaces required to remedy the existing deficiency

806.050. Proximity of Bicycle Parking to Use or Activity Served. Bicycle parking shall be located on the same development site as the use or activity it serves.

Bicycle parking is located on the same development site as the use.

806.055. Amount of Bicycle Parking. Unless otherwise provided under the UDC, bicycle parking shall be provided in amounts not less than those set forth in Table 806-8.

Table 806-8: minimum bicycle parking requires (1) bike parking stall per (0.1) Living Units.

(246) Living units are proposed, therefore (25) bike stall is required. (25) bike stalls are proposed to be evenly distributed across the site and located conveniently adjacent to Apartment building entries and at the Rec. Building . See the attached Site Plan Sheet A1.1. This requirement is met.

SRC 806.065 – Off-Street Loading Areas

a) *General Applicability.* Off-street loading shall be provided and maintained as required under this Chapter for:

- (1) Each proposed new use or activity.
- (2) Any change of use or activity, when such change of use or activity results in a bicycle parking ratio requiring a greater number of off-street loading spaces than the previous use or activity.
- (3) Any intensification, expansion, or enlargement of a use or activity.

See table 806-9:

The loading requirement for this project is (3) loading stalls based upon a Multi-family use over 200 units. Minimum stall dimensions to be 12'x19'x12' vertical clearance and (1) of the loading stalls to be near the Rec. Building when provided. See the attached site Plan sheet A1.1. The proposed site layout indicates (3) loading stalls 12'x30'x12' vertical clearance with (1) of the stalls located near the Rec. Buildings.

This requirement is met.

▪ **SRC Chapter 807 – Landscaping and Screening**

Sec. 807.001. - Purpose.

The purpose of this chapter is to establish standards for required landscaping and screening under the UDC to improve the appearance and visual character of the community, promote compatibility between land uses, encourage the retention and utilization of existing vegetation, and preserve and enhance the livability of the City.

Sec. 807.015. - Landscaping and screening.

Unless otherwise provided under the UDC, required landscaping and screening shall conform to the standards set forth in this section.

A conceptual Landscape Plan is attached to illustrate how the proposed site landscaping and screening meets the Landscape and screening code requirements.

This requirement is met.

▪ **SRC Chapter 808 – Preservation of Tree and Vegetation.**

Sec. 808.001. - Purpose.

The purpose of this chapter is to provide for the protection of heritage trees, significant trees, and trees and native vegetation in riparian corridors, as natural resources for the City, and to increase tree canopy over time by requiring tree preservation and planting of trees in all areas of the City.

All but (1) of existing mature street trees along 25th St. N.E. are proposed to be preserved. The removal of the single tree is necessary to maintain the alignment of the proposed driveway access with “B” Street NE on the west side of 25th St. N.E.

No Heritage trees, Significant (rare) trees are located on this site. One Oregon White Oak tree exist on the RS- Single Family site. Refer to the attached Tree assessment report dated August 30, 2019 and marked ‘Exhibit B’ for discussion about the existing tree types and their general health.

Removal of existing trees is required to accommodate site grading, underground utilities, required building unit density and required parking for the proposed development. An effort has been made to preserve existing healthy trees where possible within the proposed site design layout.

Trees slated for removal will be replaced with new trees as required by SRC 807.015 Landscaping and Screening.

This requirement is met.

CONCLUSION

Through the preparation of this narrative and the other documents included with the Site Plan Review and Design Review Application, the Applicant has demonstrated compliance with the intent and requirements of the applicable Chapters of the City of Salem Revised Codes or has sought relief through Adjustment from requirements that cannot be met. The Applicant respectfully requests that these applications be approved as submitted.

Feel free to contact the following members of the Design Team if you have questions regarding the submittal.

Architect	Scott Beck Architect, LLC	(503) 266-9270 beck-arch@web-ster.com
Applicant	Mountain West, Investment Corp. Contact: Richard Berger	(503) 584-4593 Richard@mwinv.com
Civil Engineer	Mark Grenz, Multi-tech Engineers	(503) 363-9227 MGrenz@mtengineering.net

PART II. Adjustments – Class 2, Application narrative

FINDINGS APPLYING TO THE APPLICABLE SALEM REVISED CODE CRITERIA FOR A CLASS 2 ADJUSTMENT FOR SETBACK IN THE RS and RM II ZONE

As noted in the Applicant's Site Plan Review and Design Review application, the Applicant is requesting that RS and RM II's lot boundaries on the proposed North Campus ("*Subject Property*") (*Exhibit "A"*), be granted an adjustment to the setback requirement at SRC 514.010(b), Table 514-5.

Applicant requires an adjustment because the Code's requirement for a 10-foot setback between two different zones is impractical in this case. The 26-foot common accessway already provides a sufficient setback area between the RS and RM II zones, which will fulfill the spirit of the setback requirement.

The development standard is found at SRC 514.010(b), Table 514-5. The criteria for the adjustment to the setback requirements are found at SRC 250.00S(d)(2) and are satisfied as follows:

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

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

(i) Clearly inapplicable to the proposed development;

or

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

Proposed Finding: The purpose of the underlying specific development standard proposed for adjustment is equally or better met by the proposed development. The intended goal of the underlying development standard is to ensure that there is an appropriate setback or buffer area between different types of adjoining zone uses. Here, the RS zone and the RM II zone are both residential and can comfortably and logically share the adjoining 26 foot accessway for ingress and egress from their respective driveways. Granting Applicant's adjustment will fulfil the spirit of the setback requirement because there will be a buffer area between the two zones-in fact, the standard is better met by the Applicant's adjustment because the 26-foot accessway is more than double the amount of setback space that is required under the Code.

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

Proposed Finding: The development will not detract from the livability of the area, rather it will enhance its residential allocation by bringing more and newer residences into the area. There are attractive, long-standing trees and hedging on the West side of Park Avenue. The neighborhood to the East of Park Avenue strongly advocates reserving the visual appeal of the tree line along Park Avenue. To accommodate this, the driveways in the RS zone must exit into the common alleyway instead of onto Park Avenue. Granting Applicant's adjustment will ensure there is no detraction in the appearance of the surrounding residential area and will preserve the tree line.

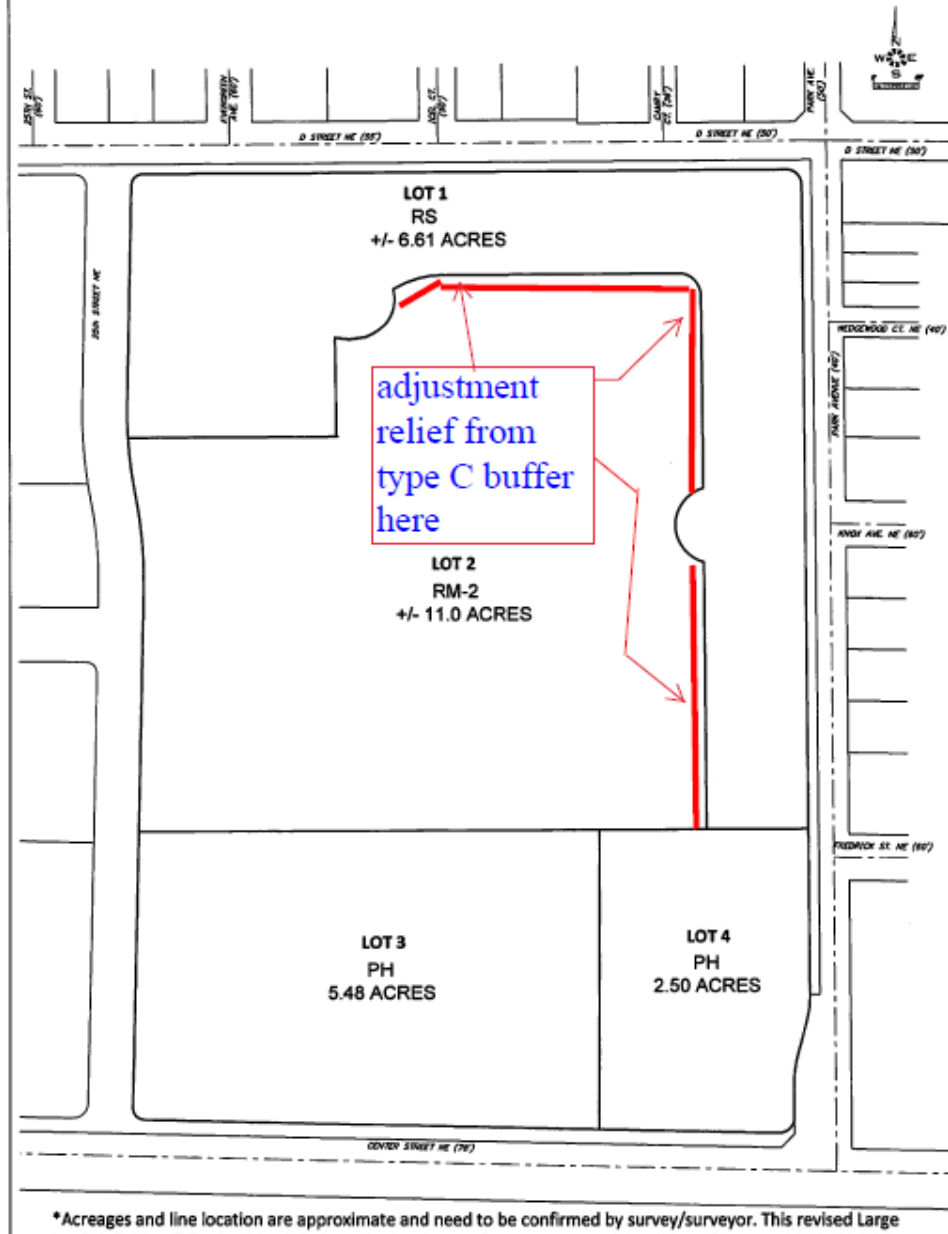
(C) If more than one adjustment has been requested, the cumulative effect of all adjustments result in a project which is still consistent with the overall purpose of the zone.

Proposed Finding: The applicant is requesting a single adjustment. The effect is consistent with the overall purpose of the RS and RMII zone.

The Applicant satisfies the mandatory approval criteria for the Class 2 Adjustment and respectfully requests that it be approved as submitted.

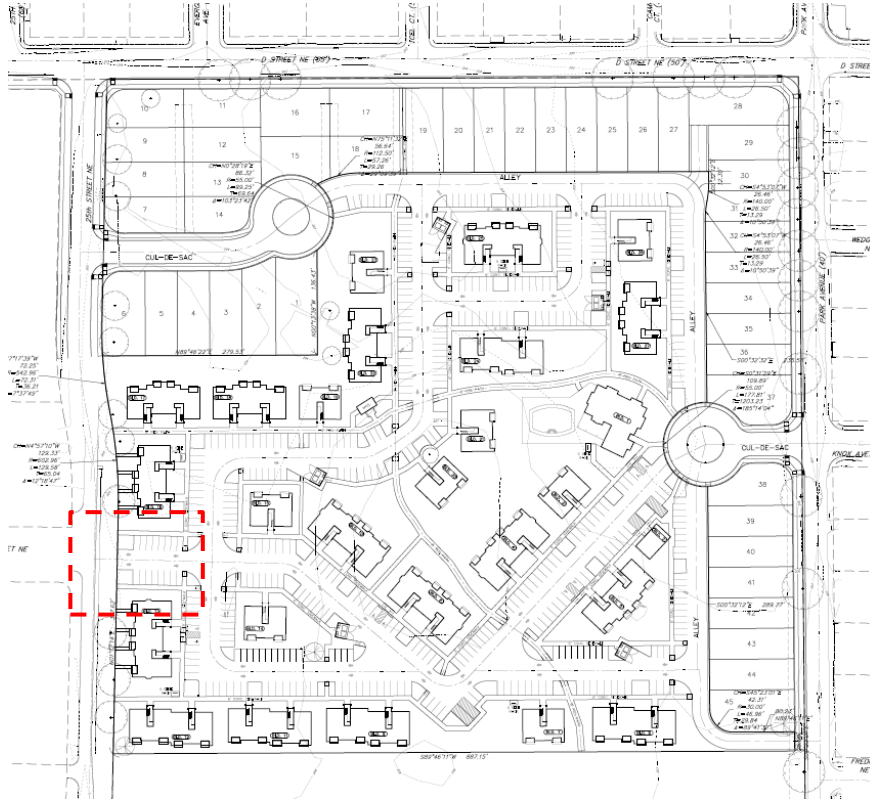
EXHIBIT A NORTH CAMPUS

SW 1/4, SEC. 24, T. 7 S., R. 3 W., W.M.
CITY OF SALEM, MARION COUNTY, OREGON
Site Address: 2600 Center Street, Salem, OR., Tax Lot # 100
Proposed (Revised) Zoning & Large Lot Subdivision Map*



*Acreages and line location are approximate and need to be confirmed by survey/surveyor. This revised Large

Class 2-Driveway Approach Permit



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

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

Applicant Response: The site is located at 2600 Center Street (073W24DB/Tax Lot 100). The subject property is 11.09 acres in size, zoned RM2 (Multi-Family Residential). 25th Street is designated as a 'local' street on the Salem Transportation System Plan. The driveway approach will meet Public Works design standards. As shown on the site plan the driveway approach is required for access to the site and is in compliance with design standards.

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

Applicant Response: The location of the driveway approach was taken into consideration prior to laying the site out. The location of the proposed driveway takes into consideration the location of other existing driveways and access onto 25th Street. Therefore, all factors were

taken into consideration and there are no conditions on the site that prevent the driveway approach.

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

Applicant Response: 25th Street is a 'local' street. There are no driveways proposed onto an arterial at this time. Therefore, this criterion is has been met.

(4) The proposed driveway approach, where possible:

(A) Is shared with an adjacent property; or

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

Applicant Response to (4)(B): The subject property is located on D Street, Park Avenue, Center Street, and 25th Street. There is one driveway approach proposed onto 25th Street. There is no lower classified street then 25th Street 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. As shown on the site plan, this criterion has been met.



January 6, 2020

Salem Planning Commission
555 Liberty St SE
Salem, OR 97301

Via E-mail to: apanko@cityofsalem.net

Re: North Campus Application

Chair and Commission Member

We respectfully request that the Planning Commission approve the consolidated design review and site plan review request including the requested setback adjustment opposed by staff.

On April 16, 2019, the Planning Commission approved a Comp Plan/Zone Change/Tentative Subdivision "Zone Change" for the property. During that approval process, the Planning Commission reviewed an overall development concept, which is substantially similar to the site plan now before the Planning Commission.

This concept was a compromise between the applicant and the two neighborhood associations in the area, NEN and NESCA. Critical to this compromise were the unique lot configuration, the creation of a shared accessway, and adjustment of setbacks along the accessway to allow it to serve both the proposed single-family development and the multifamily development. At the time of the Zone Change approval, City staff opposed this compromise, but the Planning Commission approved the framework of this compromise by approving the unique lot configuration and approving the shared accessway.

We understand that staff has concern about whether the record has enough evidence in it to justify the adjustment. As such, we are submitting a memo from Alan Sorem of Saalfeld Griggs, which discusses the legal justification for the adjustment to further supplement the evidence and proposed findings already submitted. In general, we believe we meet and exceed the intent of the standard we are adjusting since instead of the 10-foot setback, we are providing approximately 54 feet between the single-family property line and any multifamily building. In this area will be the accessway alley, parking stalls, sidewalks, and a landscaping area.

All the best,

A handwritten signature in black ink, appearing to read "Richard Berger".

Richard Berger

ON BEHALF OF MOUNTAIN WEST INVESTMENT CORPORATION

MEMO

To: Planning Commission, City of Salem

From: Alan M. Sorem

Date: January 6, 2020

Re: 2600 Center Street N.E.
Vacant Oregon State Hospital Land – Site Re-Development
Case No. DR-SPR-ADJ-DAP19-11 (the “**Application**”)
Response to Staff Report Recommending Denial for Class 2 Adjustment



Mountain West Investment Corporation (“**Applicant**”) comes before the Planning Commission of the City of Salem requesting approval of a 246-unit multi-family development. The issue addressed in this memorandum relates to the relationship between the proposed multifamily development and Applicant’s proposed single-family residential development. SRC Chapter 514, Table 514-5, generally requires a ten (10) foot setback between the RM-II and RS zoned properties, but the code does not require this zone-to-zone setback if the property is “abutting an alley.” **Exhibit A**, Table 514-5. The SRC defines an “alley” as a public secondary accessway between 10 and 20 feet wide. The current proposal is for a private alley accessway serving the single-family residential lots. Therefore, the zoning standard does apply, and an adjustment is necessary. However, Applicant disagrees with the initial recommendation of staff. Applicant has satisfied the requirements for a Class 2 Adjustment and requests the Planning Commission approve the Application. Applicant’s proposed supplemental findings for the Class 2 Adjustment request are below.

1. *The purpose underlying the specific development standard for the adjustment is equally or better met by the proposed development.*

Staff characterizes the private alley as a vehicular use area that must be setback from the boundary line and concludes that the 26-foot-wide private alley does nothing to serve the purpose of the setback standard. Applicant strongly disagrees with staff’s characterization and conclusion. Staff ignores the practical consequences of the Planning Commission’s prior comprehensive plan and zone change decision, the substantial setback between the buildings and parking lot areas and the SF-zoned property, and the plain text of the code.

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250 Church Street SE
Salem, Oregon 97301
Post Office Box 470
Salem, Oregon 97308
tel 503.399.1070
fax 503.371.2927
www.sglaw.com

There is no means to develop Lot 1 with single-family residential dwellings without a) prohibiting direct access onto D Street and Park Avenue and b) constructing a private alley to serve the forthcoming lots. These limitations are the direct result of the Planning Commission's prior consolidated approval of a comprehensive plan map amendment and zone change and the related conditions of approval. Condition 4 of the prior decision states that the "alignment of the RM-II zoning will be adjusted to include the proposed alley as shown on the conceptual plan," and Condition 5 prohibits the single-family residential development on Lot 1 from developing a driveway access onto D Street and Park Avenue. Collectively, the conditions require that access be off an internal alley as shown in the conceptual development layout in the prior decision. Staff's conclusion that Applicant must provide for a 10-foot wide buffer area between the private alley and the SF-zoned property is inconsistent with the previously approved concept, the binding conditions of approval, and serves no purpose.

The buffering purpose of the code is equally or greater served by Applicant's proposal. But for the existing conditions of approval, the code would have allowed direct access for single-family residences off Park Avenue and D Street, which would eliminate the need for a private alleyway. As such, the parking lots and buildings could have been located within 10 feet of the SF-zoned property. Applicant's proposal increases the setback area of the buildings and parking areas by more than 250%. While vehicles will use the private alley, staff's comments ignore the fact that the City Council did not intend for the standard to apply to "alleyways" in the first place. Applicant will privately maintain the proposed "alley," so the standard technically applies; however, the buffering purpose of the setback standard is not affected by who owns or maintains the road. The Application satisfies this criterion.

2. *If located in the residential zone, the proposed development will not detract from the livability or appearance of the residential area.*

Compliance with existing conditions of approval is necessary, but it will also serve the livability and appearance of the surrounding residential area. Staff questioned whether the proposal will adequately buffer the impacts from the SF-zoned uses onto the RM-II zoned properties. The width of the private alleyway is 26 feet, which is more than the combined 20-foot width if City applied the setback standard to both properties. This will ensure buildings will not encroach on one another adjoining the two developments. Moreover, staff ignores the common place of alleys in the neighborhood (an alley is currently located less than 350 feet from the intersection of Park Avenue and D Street). The intention of the project is to create a mix of residential uses that will be compatible with

the surrounding appearance. The use of alleys accomplishes this objective, and the Application satisfies the criterion.

REQUESTED MOTION

The Planning Commission hereby GRANTS the request for the consolidated design review, site plan review, adjustment, and driveway approach permit for development of a 246-unit multiple family residential apartment complex for property located at 2600 Center Street NE – 97301 subject to the conditions of approval stated on pages 32 and 33 of the staff report.

Exhibit A

TABLE 514-5. ZONE-TO-ZONE SETBACKS			
Abutting Zone	Type of Improvement	Setback ⁽¹⁾	Landscaping & Screening
EFU	Buildings and accessory structures	Min. 10 ft.	Type C
	Vehicle use areas		
Residential Zone	Buildings and accessory structures	Min. 10 ft.	Type C
	Vehicle use areas		
Mixed-Use Zone	Buildings and accessory structures	Min. 10 ft.	Type C
	Vehicle use areas		
Commercial Zone	Buildings and accessory structures	Min. 10 ft.	Type C
	Vehicle use areas		
Public Zone	Buildings and accessory structures	Min. 10 ft.	Type C
	Vehicle use areas		
Industrial and Employment Zone:	Buildings and accessory structures	Min. 15 ft.	Type C
	Vehicle use areas		
Limitations and Qualifications ⁽¹⁾ Zone-to-Zone setbacks are not required abutting an alley.			



MEMO

TO: Aaron Panko, Planner III
Community Development Department

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

DATE: December 31, 2019

SUBJECT: PUBLIC WORKS RECOMMENDATIONS
DR-SPR-ADJ-DAP19-11 (19-120770-RP)
2600 CENTER STREET NE
246-UNIT MULTI-FAMILY DEVELOPMENT

PROPOSAL

A Class 3 Design Review and Class 3 Site Plan Review application for development of a 246-unit multi-family residential apartment complex, with a Class 2 Driveway Approach Permit for a new driveway access to 25th Street NE, and a Class 2 Adjustment request to eliminate the required 10-foot zone-to-zone setback adjacent to a residential zone as required by SRC Chapter 514, Table 514-5, for property approximately 11.9 acres in size, zoned RM-II (Multi-Family Residential), and located at 2600 Center Street NE - 97301 (Marion County Assessors Map and Tax Lot number: 073W24C / 00100).

RECOMMENDED CONDITIONS OF APPROVAL

1. Prior to the issuance of building permits, record the final plat for subdivision case no. CPC-ZC-SUB-ADJ19-02, and record the final plat to further subdivide Lot 1 of CPC-ZC-SUB-ADJ19-02, referenced by subdivision application number 19-120764-LD.
2. Align the proposed driveway approach to 25th Street NE with the intersection of B Street NE pursuant to PWDS.
3. Construct the full boundary street improvement of 25th Street NE from Center Street NE to D Street NE to Local street standards.
4. Extend water and stormwater mains as needed along the property frontage in the future 25th Street NE right-of-way.
5. Construct the proposed sewer main as part of the future subdivision of Lot 1 of land

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).

use case number CPC-ZC-SUB-ADJ19-02.

6. Design and construct a storm drainage system at the time of development in compliance with *Salem Revised Code* (SRC) Chapter 71 and PWDS.
7. Per SUB-UGA17-05, Condition 3: As a condition of cumulative transportation impacts exceeding 2,380 average daily trips on the original development site, the applicant shall be required to convert the intersection of D Street NE and 23rd Street NE to an all-way stop-controlled intersection.
8. Pursuant to SUB-UGA17-05 Condition 4 and CPC-ZC-SUB-ADJ19-02 Condition 12(ii), the applicant shall pay a proportional share of improvements located at the intersection of Center Street NE and 17th Street NE. The proportional share shall be \$134 per ADT, to be paid at the time of building permit issuance. This fee amount shall be adjusted annually based on the December to December Engineering News Record Averaged Rates for Los Angeles, Seattle, and San Francisco.
9. Pursuant to CPC-ZC-SUB-ADJ19-02 Condition 13, prior to certificate of occupancy, an east-west pedestrian path shall be developed connecting 25th Street NE and Park Avenue NE as shown in the application materials. A public access easement shall be recorded for public use of this path.
10. Pursuant to CPC-ZC-SUB-ADJ19-02 Condition 11, prior to certificate of occupancy, a north-south pedestrian connection shall be developed as shown on the application materials. A public access easement shall be recorded for public use of this path.
11. Pursuant to SUB-UGA17-05 Condition 23 and CPC-ZC-SUB-ADJ19-02 Condition 10, construct interior transportation systems that provide for multimodal access from 25th Street NE to Park Avenue NE.

FACTS

Streets

1. 25th Street NE (future)
 - a. Standard—This street is designated as a future Local street in the Salem TSP. The standard for this street classification is a 30-foot-wide improvement within a 60-foot-wide right-of-way.

- b. Existing Conditions—This street has a variable 16 to 20-foot-wide improvement on private property abutting the subject property and will be improved to meet the Local street standard in conjunction with land use case SUB-UGA17-05.

Storm Drainage

1. Existing Conditions

- a. A 10-inch storm main is located in Center Street NE.
- b. A 6-inch storm main is located in Park Avenue NE.
- c. A 12-inch storm main is located in D Street NE.
- d. An abandoned 6-inch storm line bisects the property. The pipe remains in place but is no longer in service.

Water

1. Existing Conditions

- a. The subject property is located in the G-0 water service level.
- b. A 10-inch water main is located in Center Street NE.
- c. A 10-inch water main is located in Park Avenue NE.
- d. A 24-inch water main is located in D Street NE.

Sanitary Sewer

1. Existing Conditions

- a. A 4-inch sewer main is located in Park Avenue NE.
- b. A 10-inch sewer main is located in D Street NE.
- c. The North Campus site is currently served by a private sewer system that is combined with the discharge for the South Campus site.

CRITERIA AND FINDINGS

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

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

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

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

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

According to the application materials and SRC Chapter 810 (Landslide Hazards), the proposed development is a low landslide hazard risk and does not warrant additional requirements.

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

Finding—The proposed development abuts future 25th Street NE. This street is designated as a future Local street in the Salem TSP. As required by land use case SUB-UGA17-05, adequate right-of-way will be dedicated, and the street will be improved to meet the Local street standard. If the street is not constructed prior to final occupancy, the applicant shall construct the full boundary street improvement of 25th Street NE from Center Street NE to D Street NE to Local street standards as determined in the Salem TSP and in accordance with SRC Chapter 803 and PWDS.

The proposed development shows multiple accesses to Lot 1 of CPC-ZC-SUB-ADJ19-02 providing for vehicular and pedestrian connectivity. The future subdivision of Lot 1 provides a private accessway as shown on the application materials. This private accessway provides multimodal access from 25th Street NE to Park Avenue NE, as required by Condition 10 of land use case number CPC-ZC-SUB-ADJ19-02. In order to provide safe, orderly, and efficient circulation of traffic into and out of the proposed development, the applicant shall record the final plat for subdivision case no. CPC-ZC-

SUB-ADJ19-02, and record the final plat to further subdivide Lot 1 of CPC-ZC-SUB-ADJ19-02, referenced by subdivision application number 19-120764-LD, which provides this private accessway, prior to the issuance of building permits.

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

Finding—The applicant’s proposed site plan shows that the driveway access onto 25th Street NE is located opposite B Street NE, but the centerlines of the driveway and B Street NE are not in alignment. The Assistant City Traffic Engineer has determined that this proposed alignment creates the potential for traffic conflicts. The applicant shall align the proposed driveway approach to 25th Street NE with the intersection of B Street NE pursuant to PWDS in order to 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

Finding—The Public Works Department has reviewed the applicant’s preliminary plan for this site. The water, sewer, and storm infrastructure are available within surrounding streets/areas and are adequate to serve the proposed development. The applicant is proposing to connect to a future 8-inch water main and future 10-inch stormwater main to be located in 25th Street NE, to be constructed by others. The applicant is proposing to connect to a future 8-inch sewer main to be developed with future subdivision of Lot 1 of land use case number CPC-ZC-SUB-ADJ19-02. If the water and storm infrastructure is not yet available in 25th Street NE, the applicant shall extend water and stormwater mains as needed along the property frontage in the future 25th Street NE right-of-way. The sewer main shall be constructed as part of the future subdivision of Lot 1 of land use case number CPC-ZC-SUB-ADJ19-02; the final plat of which shall be recorded prior to the issuance of building permits.

The applicant’s engineer submitted a statement demonstrating compliance with Stormwater PWDS Appendix 004-E(4) and SRC Chapter 71. At the time of development, 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.

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.

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

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

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

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

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

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

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

(4) The proposed driveway approach, where possible:

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

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

(5) Proposed driveway approach meets vision clearance standards;

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

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

Finding—In order to not create traffic hazards and provide for safe turning movements and access, the applicant shall align the driveway approach with the intersection of 25th Street NE and B Street NE pursuant to PWDS.

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

Finding—The proposed driveway approach provides access to 25th Street NE, a Local street. The location of the proposed driveway, as conditioned, does not have any adverse impacts to the adjacent properties or streets.

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

Finding—The applicant shall align the proposed driveway approach to 25th Street NE with the intersection of B Street NE pursuant to PWDS. With completion of this condition, the proposed driveway approach minimizes the impact to the functionality of adjacent streets and intersections.

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

Finding—The proposed driveway approach is located in the vicinity of a residentially zoned area. The Assistant City Traffic Engineer has determined that the driveway, as conditioned, will not have an adverse impact to residentially zoned property or on the functionality of the adjacent streets.

Prepared by: Jennifer Scott, Program Manager
cc: File

REQUEST FOR COMMENTS

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

CASE NO: DR-SPR-ADJ-DAP-19-11

AMANDA APPLICATION NO.: 19-120768-DR, 19-120770-RP, 19-12795-ZO, 19-12796-ZO

ADDRESS: 2600 Center St NE

ZIPCODE: 97301

HEARD BY: Planning Commission

CASE MANAGER: Aaron Panko

SUMMARY: Proposed development of a new 246-unit multiple-family residential apartment complex.

REQUEST: A Class 3 Design Review and Class 3 Site Plan Review application for development of a 246 multi-family residential apartment complex, with a Class 2 Driveway Approach Permit for a new driveway access to 25th Street NE, and a Class 2 Adjustment request to eliminate the required 10 foot zone-to-zone setback adjacent to a residential zone as required by SRC Chapter 514, Table 514-5, for property approximately 11.9 acres in size, zoned RM-II (Multi-Family Residential), and located at 2600 Center Street NE - 97301 (Marion County Assessors Map and Tax Lot number: 073W24C / 00100).

Attached is a copy of the proposal and any related maps. The complete case file, including all materials submitted by the applicant and any applicable professional studies such as traffic impact analysis, geologic assessments, and stormwater reports, are available upon request. A staff report for this proposal will be prepared by the planning staff from information available to staff. You are invited to respond with information relating to this property and this request. We are interested in receiving pertinent, factual information such as neighborhood association recommendations and comments of affected property owners or residents.

Comments received by 5:00 P.M., Monday, December 30, 2019 will be considered in the staff report. Comments received after this date will be provided to the review body. **Mailed comments can take up to 7 calendar days to arrive at our office. To ensure that your comments are received by the deadline, we recommend that you e-mail or hand deliver your comments to the Case Manager listed below.**

SEND QUESTIONS OR COMMENTS TO: Aaron Panko, Planner III City of Salem, Planning Division; 555 Liberty St SE, Room 305, Salem, OR 97301; Phone: 503 540 2356; Fax: 503-588-6005; E-Mail: APanko@cityofsalem.net; <http://www.cityofsalem.net/planning>

PLEASE CHECK THE FOLLOWING ITEMS THAT APPLY:

1. We have reviewed the proposal and have no comments.
2. We have reviewed the proposal and have the following comments:

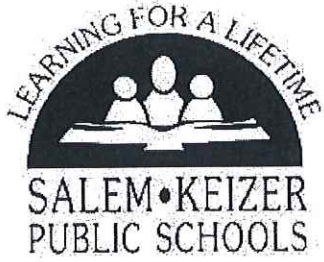
See attached.

Name: Salem-Keizer Public Schools, Planning and Property Services
Address: 3630 State Street, Salem OR 97301
Agency: David Fridenmaker, Manager
503-399-3335

Phone No.: _____

Date: 12/31/19

IMPORTANT: PLEASE FOLD AND RETURN THIS POSTAGE-PAID FORM



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Christy Perry, Superintendent

December 31, 2019

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

RE: Land Use Activity Case No. DR-SPR-ADJ-DAP19-11, 2600 Center St. NE

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
Richmond	Elementary	K thru 5
Leslie	Middle	6 thru 8
South Salem	High	9 thru 12

Table 1

SCHOOL CAPACITY & CURRENT ENROLLMENT

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

School Name	School Type	School Enrollment	School Design Capacity	Enroll./Capacity Ratio
Richmond	Elementary	304	450	68%
Leslie	Middle	778	969	80%
South Salem	High	2,059	1,797	115%

Table 2

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

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

School Type	Qty. of New Residences	Housing Type	Average Qty. of Students per Residence	Total New Students
Elementary	246	MF	0.201	49
Middle	246	MF	0.077	19
High	246	MF	0.084	21

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
Richmond	Elem.	304	0	49	49	450	78%
Leslie	Mid.	778	41	19	60	969	87%
South Salem	High	2,059	139	21	160	1,797	124%

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
Richmond	Elementary	Eligible for School Transportation
Leslie	Middle	Eligible for School Transportation
South Salem	High	Eligible for School Transportation

Table 5

ESTIMATE OF NEW SCHOOL CONSTRUCTION NEEDED TO SERVE DEVELOPMENT

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

School Type	Number of Students	Estimate of Facility Cost Per Student*	Total Cost of Facilities for Proposed Development*
Elementary	49	\$54,925	\$2,691,325
Middle	19	\$64,045	\$1,216,855
High	21	\$73,164	\$1,536,444
TOTAL			\$5,444,624

Table 6

*Cornerstone Management Group, Inc. estimates based on RLB cost index average, 2019 First Quarter.

Sincerely,

David Fridenmaker, Manager
 Planning and Property Services

c: Mike Wolfe, Chief Operations Officer, David Hughes, Manager – Custodial, Property and Auxiliary Services, Michael Shields, Director of Transportation