

MEMO

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

To: Annexation Interested Parties

From: Liz Olmstead, Case Manager
Community Development Department
503-540-2363, or eolmstead@cityofsalem.net

Date: August 4, 2022

Subject: Annexation ANXC-749, 4650 & 4680 Hazelgreen Road NE and Adjacent Lands

AMANDA SEQ. NO.: 20-115327-AN

Petitioner-initiated, voter-exempt annexation of territory approximately 16.06 acres in size, including 0.44 acres within the right-of-way of Hazelgreen Road NE and 15.62 acres of private property located at 4650 & 4680 Hazelgreen Road NE (Marion County Assessor Map 062W32C / 000500 and 000400), currently designated "Industrial" in the Salem Area Comprehensive Plan (SACP) and zoned Marion County UT-20-IND (Urban Transition 20 Acres - Industrial), with a concurrent Comprehensive Plan Change to "Multi-Family Residential" and Zone Change to City of Salem RM-II (Multiple Family Residential II) for approximately 13.7 acres of private property, a Comprehensive Plan Change to "Mixed Use" and Zone Change to City of Salem MU-II (Mixed Use-II) for approximately 1.8 acres of private property, and withdrawal from the Marion County Fire District #1.

The owners of the property are the Gjonnes Trust (Arne Gjonnes and Beverly Gjonnes) and Michael Sublett.

Please provide comments no later than **5:00 p.m., Thursday, August 18, 2022.**

Attachments: Vicinity Map
Assessor's Map
Territory Map
Annexation Petition

cc: Irma Dowd, Neighborhood Services Specialist
Northgate Neighborhood Association



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

Christy Perry, Superintendent

August 17, 2022

Liz Olmstead, Case Manager
Planning Division, City of Salem
555 Liberty Street SE, Room 305
Salem OR 97301

RE: Land Use Activity Case No. ANXC-749, 4650 & 4680 Hazelgreen Rd 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
Hammond (starting fall 2023)	Elementary	K thru 5
Stephens (starting fall 2023)	Middle	6 thru 8
McKay (starting fall 2023)	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
Hammond	Elementary	518	509	102%
Stephens	Middle	1,103	1,186	93%
McKay	High	2,336	2,536	92%

Table 2

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

The School District anticipates the number of students that may reside at the proposed development based on the housing type, single family (SF), duplex/triplex/four-plex (DU), multi-family (MF) and mobile home park (MHP). The School District commissioned a study by the Mid-Willamette Valley Council of Governments in 2021 to determine an estimate of students per residence, for the Salem-Keizer area, in each of the four housing types. Since the results are averages, the actual number of students in any given housing type will vary. The table below represents the resulting estimates for the subject property:

School Type	Qty. of New Residences	Housing Type	Average Qty. of Students per Residence	Total New Students
Elementary	274	MF	0.164	51
Middle			0.085	27
High			0.096	30

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
Hammond	Elem.	518	0	51	51	509	112%
Stephens	Mid.	1,103	11	27	38	1,186	96%
McKay	High	2,336	29	30	59	2,536	94%

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
Hammond	Elementary	Eligibility is under review
Stephens	Middle	Eligibility is under review
McKay	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	51	\$64,220	\$3,275,220
Middle	27	\$76,882	\$2,075,814
High	30	\$89,544	\$2,686,320
TOTAL			\$8,037,354

Table 6

*Cornerstone Management Group, Inc. estimates based on RLB cost index average, 2022 First Quarter.

Note: Assume an average density of 20 dwelling units per acres (Minimum density = 12 du/a, Maximum density 28 du/a).

A school attendance boundary change for this area takes effect in Sept. of 2023.

Sincerely,

David Fridenmaker, Manager
Planning and Property Services

c: Robert Silva, Chief Operations Officer, David Hughes, Director of Operations & Logistics, T.J. Crockett, Director of Transportation