

NOTICE OF DECISION

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



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

DECISION OF THE PLANNING ADMINISTRATOR

URBAN GROWTH PRELIMINARY DECLARATION / CLASS 3 SITE PLAN REVIEW, CLASS 2 ADJUSTMENT / CLASS 2 DRIVEWAY APPROACH PERMIT / CLASS 1 DESIGN REVIEW CASE NO.: UGA-SPR-ADJ-DAP-DR23-01

APPLICATION NO.: 22-123981-PLN

NOTICE OF DECISION DATE: March 14, 2023

SUMMARY: A consolidated application to develop a 90-unit multiple family development.

REQUEST: A consolidated application to develop a 90-unit multiple family complex, including a Class 3 Site Plan Review, Class 1 Design Review, Urban Growth Preliminary Declaration (UGA) Permit, Class 2 Driveway Approach Permit, and Class 2 Adjustments for the following:

- 1) Reduce the minimum size and dimension standard for private open space from 96 square feet and six feet for ground floor units to varying size between 70 square feet and 85 square feet.
- 2) Reduce the required number of windows for the corner room of 19 units, to allow one window where two is required.

The subject property is 3.25 acres in size, zoned RM-II (Multiple Family Residential), and located at the 3500 Block of Blossom Drive NE (Marion County Assessors Map and Tax Lot number 073W01A / 3301).

APPLICANT: Britany Randall, Brand Land Use on behalf of Blossom Gardens Apartments LLC (Sean Blackburn, Terence Blackburn)

LOCATION: 3500 Block of Blossom Drive NE

CRITERIA: Salem Revised Code (SRC) Chapters 200.025(d) – Urban Growth Preliminary Declaration; 220.005(f)(3) – Class 3 Site Plan Review; 250.005(d)(2) – Class 2 Adjustment; 804.025(d) – Class 2 Driveway Approach Permit; 225.005(e)(1) – Class 1 Design Review

FINDINGS: The findings are in the attached Decision dated March 14, 2023.

DECISION: The **Planning Administrator APPROVED** Urban Growth Preliminary Declaration, Class 3 Site Plan Review, Class 2 Adjustment, Class 2 Driveway Approach Permit, and Class 1 Design Review Case No. UGA-SPR-ADJ-DAP-DR23-01 subject to the following conditions of approval:

Condition 1: At the time of building permit review, the applicant shall provide site plan details indicating conformance with SRC800.055(f)(4).

- Condition 2:** Construct a half-street improvement along the frontage of Blossom Drive NE to collector street standards as specified in the City Street Design Standards and consistent with the provisions of SRC Chapter 803. The required boundary street improvements include Marion County Tax lot numbers 073W01A / 3300 and 073W01A / 3301.
- Condition 3:** Install Street trees to the maximum extent feasible along Blossom Drive NE.
- Condition 4:** Extend the public storm main in Blossom Drive NE to the east line of Marion County Tax lot number 073W01A / 3300.
- Condition 5:** 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).
- Condition 6:** Design As a condition of residential use, the applicant has two options for providing park facilities to serve the subject property:
- a) Convey or acquire property for dedication of neighborhood park (NP 35) facility or equivalent; or
 - b) Pay a temporary access fee of 15.6 percent of the Parks SDCs due for the residential uses.
- Condition 7:** At the time of building permit, landscaping plan shall include 71 trees to be planted outside of the right-of-way.

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

Urban Growth Preliminary Declaration
All other Case Types within Application

March 30, 2025
March 30, 2027

Application Deemed Complete: February 6, 2023
Notice of Decision Mailing Date: March 14, 2023
Decision Effective Date: March 30, 2023
State Mandate Date: June 6, 2023

Case Manager: Olivia Dias, Current Planning Manager, 503-540-2343, ODias@cityofsalem.net

This decision is final unless written appeal and associated fee (if applicable) from an aggrieved party is filed with the City of Salem Planning Division, Room 320, 555 Liberty Street SE, Salem OR 97301, or by email at planning@cityofsalem.net, no later than 5:00 p.m., Wednesday, March 29, 2023. 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) 200, 220, 250, 804, and 225. The appeal fee must be paid at the time of filing. If the appeal is untimely and/or lacks the proper fee, the appeal will be rejected. The City Council will review the appeal at a public hearing. After the hearing, the City Council may amend, rescind, or affirm the action, or refer the matter to staff for additional information.

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

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

BEFORE THE PLANNING ADMINISTRATOR OF THE CITY OF SALEM

DECISION

IN THE MATTER OF APPROVAL OF) FINDINGS & ORDER
URBAN GROWTH PRELIMINARY)
DECLARATION, CLASS 3 SITE PLAN)
REVIEW, CLASS 2 ADJUSTMENT,)
CLASS 2 DRIVEWAY APPROACH)
PERMIT, AND CLASS 1 DESIGN REVIEW)
CASE NO. UGA-SPR-ADJ-DAP-DR23-01)
3500 BLOCK OF BLOSSOM DRIVE) MARCH 14, 2023

In the matter of the application for an Urban Growth Preliminary Declaration (UGA), Class 3 Site Plan Review, two Class 2 Adjustments, Class 2 Driveway Approach Permit, and a Class 1 Design Review submitted by Britany Randall, BRAND Land Use, on behalf the property owner Blossom Garden Apartments, LLC, the Planning Administrator, having received and reviewed evidence and the application materials, makes the following findings and adopts the following order as set forth herein.

REQUEST

Summary: A consolidated application to develop a 90-unit multiple family development.

Request: A consolidated application to develop a 90-unit multiple family complex, including a Class 3 Site Plan Review, Class 1 Design Review, Urban Growth Preliminary Declaration (UGA) Permit, Class 2 Driveway Approach Permit, and Class 2 Adjustments for the following:

- 1) Reduce the minimum size and dimension standard for private open space from 96 square feet and six feet for ground floor units to varying size between 70 square feet and 85 square feet.
- 2) Reduce the required number of windows for the corner room of 19 units, to allow one window where two is required.

The subject property is 3.25 acres in size, zoned RM-II (Multiple Family Residential), and located at the 3500 Block of Blossom Drive NE (Marion County Assessors Map and Tax Lot number 073W01A / 3301).

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

PROCEDURAL FINDINGS

1. Proposal

The application under review by the Planning Administrator is a consolidated Urban Growth Preliminary Declaration (UGA), Class 3 Site Plan Review, two Class 2 Adjustments, Class 2 Driveway Approach Permit, and a Class 1 Design Review for development of 3.25-acre property, located at 3500 Block of Blossom Drive NE 97305 (Marion County Assessors Map and Tax Lot number 073W01A/ 3300).

2. Background

On December 6, 2022, a consolidated application for Urban Growth Preliminary Declaration (UGA), Class 3 Site Plan Review, two Class 2 Adjustments, Class 2 Driveway Approach Permit, and a Class 1 Design Review was filed for the proposed development. After additional information was provided, including submission of two alternate Adjustments, the application was deemed complete for processing on February 6, 2023. The 120-day state mandated decision deadline for this consolidated application is June 6, 2023.

The applicant's proposed site plan is included as **Attachment B** and the applicant's written statement addressing the approval criteria is included in the record.

SUBSTANTIVE FINDINGS

3. Summary of Record

The following items are submitted to the record and are available: 1) all materials and testimony submitted by the applicant, including any applicable professional studies such as traffic impact analysis, geologic assessments, stormwater reports, and; 2) materials, testimony, and comments from public agencies, City Departments, neighborhood associations, and the public. All application materials are available on the City's online Permit Application Center at <https://permits.cityofsalem.net>. You may use the search function without registering and enter the permit number listed here: 22 123981.

4. Neighborhood Association and Public Comments

The subject property is located within the boundaries of the Northgate Neighborhood Association.

Applicant Neighborhood Association Contact. SRC 300.310 requires an applicant to contact the neighborhood association(s) whose boundaries include, and are adjacent to, property subject to specific land use application requests. Pursuant to SRC 300.310(b)(1), land use applications included in this proposed consolidated land use application request require neighborhood association contact. On December 2, 2022, the applicant provided Northgate Neighborhood Association information regarding the proposed project.

Neighborhood Association Comment: Notice of the application was provided to the Northgate Neighborhood Association, pursuant to SRC 300.520(b)(1)(B)(v), which requires notice to be sent to any City-recognized neighborhood association whose boundaries include, or are adjacent to, the subject property. As of the date of completion of this staff report, no comments have been received.

Homeowners Association

The subject property is not located within a Homeowners Association.

Public Comment

Notice was also provided, pursuant to SRC 300.520(b)(1)(B)(iii), (vi), & (vii), to all property owners and tenants within 250 feet of the subject property. One public comment was received during the comment period expressing concern about the proposal which is summarized below:

- *Concerns related to neighborhood street infrastructure.* A neighbor expressed the desire to have road and public infrastructure improvements to the general area, particularly the adjoining and alignment of Blossom NE and Lilac Lane NE.

Staff Response: The proposed development and all required improvements were reviewed within the project scope parameters, so that the new development would meet the applicable standards of the Salem Revised Code. Street improvement requirements are discussed below in Section 7.

5. City Department Comments

Public Works Department – Reviewed the proposal and provided a memo which is included as **Attachment C**.

Building and Safety Division – Reviewed the proposal and indicated that future proposed building fire separation distances will require rated construction and limit openings in exterior walls. Recommend increasing building separation distances to 20ft (10 per side for each building to “imaginary” property line). This will allow VB construction. Type A units 2% of all units and must be dispersed evenly throughout unit classification.

All items above will be addressed during the building permit process.

Fire Department – Reviewed the proposal and indicated no site concerns.

6. Public Agency Comments

Salem Keizer School District – Reviewed the proposal and provided comments which are included as **Attachment D**.

Cherriots – Reviewed the proposal and indicated no site concerns

Marion County – Reviewed the proposal and indicated that there is a non-remonstrance agreement recorded against the property related to frontage improvements on Blossom Dr NE.

The dedication and boundary street improvement conditioned below will fulfill the requirements of the non-remonstrance agreement.

DECISION CRITERIA FINDINGS

7. Analysis of Class 3 Site Plan Review Approval Criteria

Salem Revised Code (SRC) 220.005(f)(3) sets forth the following criteria that must be met before approval can be granted to an application for Class 3 Site Plan review. The following subsections are organized with approval criteria shown in bold italic, followed by findings evaluating the proposed development's conformance with the criteria. Lack of compliance with the following criteria is grounds for denial of the Class 3 Site Plan Review application, or for the issuance of certain conditions to ensure the criteria are met.

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

Finding: The proposal includes the development of a 90-unit multiple family housing development with associated off-street parking, common open space, and site improvements on multiple parcels, approximately 3.25 acres, located at 3500 Block of Blossom Drive NE - 97305. The subject property is designated "Multiple Family Residential" on the Salem Area Comprehensive Plan Map and zoned RM-II (Multiple Family Residential). The allowed uses and applicable development standards of the RM-II zone are set forth under SRC Chapter 514.

The proposed development conforms to SRC Chapter 514 and all other applicable development standards of the Salem Revised Code as follows:

Development Standards – RM-II (Multiple Family Residential):

514.005(a) – Uses:

Finding: The allowed uses within the RM-II zone are identified under SRC 514.005, Table 514-1. Within the RM-II zone the *Multiple Family* use is allowed as 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.

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

TABLE 514-2. LOT STANDARDS		
Requirement	Standard	Limitations & Qualifications
Lot Area		
All other uses	Min. 6,000 square feet	
Lot Width		
All Uses	Min. 40 ft.	
Lot Depth		
All other uses	Min. 80 ft.	
Street Frontage		
All other uses	Min. 40 ft.	

Finding: The subject property is approximately 141,570 square feet with a lot depth greater than 80-feet, lot width greater than 40-feet and a street frontage of 78 feet, meeting the standards.

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. The minimum required dwelling unit density for multiple family developments within the RM-II zone is 15 dwelling units per acre and the maximum allowed dwelling unit density is 31 dwelling units per acre.

Based on the dwelling unit density requirements of the RM-II zone and the 3.25-acre property, the minimum required / maximum allowed number of dwelling units on each of the proposed lots is as follows:

RM-II Zone Dwelling Unit Density			
	Min. Required Dwelling Units	Maximum Allowed Dwelling Units	Dwelling Units Proposed
Buildings and Accessory Structures	(3.25 x 15 = 48.75) 49	(3.25 x 31 = 100.75) 102	90

As shown on the site plan, the number of dwelling units proposed on each of the lots exceeds the minimum required dwelling unit density requirements of the RM-II zone and does not exceed the maximum allowed dwelling unit density; therefore, the standard is met.

- (d) *Setbacks.* Setbacks within the RM-II zone shall be provided as set forth in Table 514-4.

TABLE 514-4. SETBACKS		
Requirement	Standard	Limitations & Qualifications
Abutting Street		
Buildings, Accessory Structures and Vehicle Uses Areas		
All other uses.	Min. 12 ft., plus 1 ft. for each 1 ft. of height over 12 ft. but need not exceed 20 ft. in depth.	
Accessory to all other uses	None	Applicable to accessory structures not more than 4 ft. in height.
	Min. 12 ft., plus 1 ft. for each 1 ft. of height over 12 ft.	Applicable to accessory structures greater than 4 ft. in height.
Vehicle use areas	Min. 12 ft	
Interior Side		
Buildings, Accessory Structures and Vehicle Uses Areas		
All other uses, accessory to all other uses, and vehicle use areas.	Zone-to-zone setback (Table 514-5)	
Interior Rear		
Buildings, Accessory Structures and Vehicle Uses Areas		
All other uses, accessory to all other	Zone-to-zone setback (Table 514-5)	

TABLE 514-4. SETBACKS		
uses, and vehicle use areas.		

TABLE 514-4. ZONE-TO-ZONE SETBACKS		
Abutting Zone	Type of Improvement	Setback, Landscaping and Screening
Buildings, Accessory Structures and Vehicle Uses Areas		
Eastern and Southern Property line		
Residential Zone	Buildings, accessory structures, and vehicle use areas. Min. 10 ft. with Type C Landscaping and Screening.	
Western property line		
Mixed Use Zone	Buildings, accessory structures, and vehicle use areas. Min. 10 ft. with Type C Landscaping and Screening.	
Southern Property Line		
Commercial Zone	Buildings, accessory structures, and vehicle use areas. Min. 10 ft. with Type C Landscaping and Screening.	

Finding: The proposed residential development and accessory structures conforms to the minimum requirements of the RM-II zone. The proposed multiple family units are at least ten feet away from the interior sides and rear, abutting both a mixed-use, commercially zoned and residentially zoned property, as required by the zone-to-zone setback standard. No structures are proposed within proximity to the front property line and the proposed vehicle use area is setback more than 12-feet from the abutting street, Blossom Drive.

- (e) *Lot coverage; height.* Buildings and accessory structures within the RM-II zone shall conform to the lot coverage and height standards set forth in Table 514-4.

TABLE 514-4. LOT COVERAGE; HEIGHT		
Requirement	Standard	Limitations & Qualifications
Lot Coverage		
Buildings and Accessory Structures		
All uses	Max. 60%	
Height		
Buildings		
All other uses	Max. 50 ft.	
Accessory to all uses	Max. 15 ft.	

Finding: The property proposed for development is approximately 3.25 acres in size, with the total building coverage for the lot being 37,636 square feet, equating to approximately 27 percent lot coverage, meeting the 60% maximum; All proposed development on the site is less than 50-feet in height, with a maximum height of the tallest proposed structure being approximately 40 feet; The standard is met.

- (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 chapters 806 and 807.

Finding: Preliminarily landscaping plans were submitted by the applicant showing conformance with applicable standards. The setbacks are shown to be landscaped in conformance with Type C standards, including an installation of a six-foot fence, pursuant to SRC. 514.010(g) – Multiple Family Residential zone district.

General Development Standards SRC 800:

SRC 800.055 – Solid Waste Service Areas.

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 one cubic yard or larger is proposed.

Finding: The proposed development includes the development of new solid waste service areas; therefore, these standards are applicable.

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 one foot beyond the sides and rear of the receptacle.
 - (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.

Finding: The proposed plans do show compliance with the applicable standards surrounding the trash enclosures. The pad extends more than one foot beyond the receptacle in every direction, is more than three feet beyond the front of the receptacle and has more than four feet between the receptacles.

(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: Interior illustrations indicated on the site plan show the proposed receptacles

are more than 1.5 feet from the front, side and rear of the enclosure. None of the proposed receptacles are within five feet of any proposed structure; therefore, this standard is met.

(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 serving.

Finding: No cover is proposed for this enclosure; therefore, this standard is not applicable.

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 proposed enclosure will be constructed with six-foot sight-obscuring concrete walls, from existing grade, which provides sufficient screening of the solid waste service area from abutting properties and streets; therefore, this standard is met.

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

When enclosures are 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 front opening for the proposed enclosure is 12-feet wide, meeting the minimum standard. The location of each proposed enclosure is recessed away from vehicular areas, pedestrian walkways, and anything that may obstruct the opening by at least 12 feet; each proposed enclosure will have its own dedicated its own vehicular access point; therefore, this standard is met.

- (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 trash enclosure details indicate a fixed bumper is provided within the perimeter of the enclosure walls; therefore, this standard is met.

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

Finding: The proposed enclosures have an opening width greater than 15 feet, and open at a minimum of 90 degrees without causing any obstruction. The site plan indicates that restrainers will be provided in the open and closed position

SRC 800.055(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 are free of obstructions and no less than 45 feet in length and 15 feet in width. Vehicle operation areas shall be made available in front of every receptacle.

Finding: The proposed vehicle operation area shows an area exceeding the 45-foot length and is at least 24 feet in width, perpendicular to the enclosure, with access off Blossom Street. This meets the minimum dimensional requirements for service vehicle access; therefore, this standard is met.

- (C) The vehicle operation area may be coincident with a parking lot drive aisle, driveway, or alley 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.

Finding: The site plan shows that the vehicle operation area will be coincidental with the parking lot drive area and will meet the necessary dimensions for vehicle operation aforementioned in the previous standard. This area will be kept free of parked vehicles and other obstructions; therefore, this standard is met.

- (D) Vertical clearance. Vehicle operation areas shall have a minimum vertical clearance of 14 feet.

Finding: No cover is proposed for this enclosure; therefore, this standard is not applicable.

- (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.

Finding: The trash enclosure plans show the proposed structures being recessed, and with adequate turnaround area for vehicles, pursuant to SRC 806.035(f)(2), table 806-9. The proposed enclosures are completely contained on site and will not require service vehicles to back into Blossom Drive; therefore, this standard is met.

- (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.

Finding: The applicant shows that the vehicle operation area will be coincidental with the parking lot drive area and paved with hard surfacing, in conformance with SRC 806, including the necessary turnaround area for service vehicles to adequately navigate the space; therefore, this standard is met.

(4) "No Parking" signs shall be placed in a prominent location on the enclosure or painted on the pavement in front of the enclosure or receptacle, to ensure unobstructed and safe access for the servicing of receptacles.

Finding: The applicant does not show conformance with this standard. Compliance will be verified at the time of building permit review, as conditioned below:

Condition 1: At the time of building permit review, the applicant shall provide site plan details indicating conformance with SRC800.055(f)(4).

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; any change of use or activity, when such change of use or activity results in a parking ratio requiring a greater number of spaces than the previous use or activity; or any intensification, expansion, or enlargement of a use or activity.

Finding: The proposal includes the development of a new off-street parking area; therefore, these standards apply.

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 the additional locations set forth under this section.

Finding: All off-street parking provided for the use is located on the same development site as the proposed use.

SRC 806.015 – Amount of Off-Street Parking.

- a) *Minimum Required Off-Street Parking.* The minimum off-street parking requirement for a *multiple family use* is one 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 five percent of their total off-street parking spaces for carpool or vanpool parking.
- d) *Maximum Off-Street Parking.* Except as otherwise provided in this section, and otherwise provided under the UDC, off-street parking shall not exceed the amounts set forth in Table 806-2A. For uses requiring 20 spaces or less, the maximum number of off-street parking spaces allowed is 2.5 times the minimum number of spaces required. For uses requiring more than 20 spaces, the maximum number of

off-street parking spaces allowed is 1.75 times the minimum number of spaces required.

Finding: The total number of units for the proposed multiple family development is 90 dwelling units. The minimum number of off-street parking required is 90 spaces. The site plan indicates a 130 off-street parking stalls are provided, exceeding the minimum off-street parking.

The site plan indicates 47 of the proposed parking spaces are designated as compact. The compact parking space allotment standard set forth in SRC 806.015(b) require the maximum off-street parking stalls proposed for the site not exceed 119 ($90 \times 0.75 = 118.5$).

The proposed development is not under a use designation that would require dedicated carpool or vanpool spaces; therefore, this standard is not applicable.

Based on a minimum off-street parking of 90 off-street parking spaces, the maximum number stalls allowed is 158 space ($90 \times 1.75 = 157.5$). The proposed development includes a total of 130 parking spaces, which is below the maximum.

Therefore, this standard is met.

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

a) *General Applicability.* The off-street parking and vehicle use area development standards set forth in this section apply to the development of new off-street parking and vehicle use areas, expansion or alteration of existing off-street parking and vehicle use areas where existing paved surface is replaced with a new paved surface, or the paving of an unpaved area.

Finding: The proposal includes new off-street parking and vehicle use areas. The development standards of this section apply to the new off-street parking and vehicles use areas of the proposed development.

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

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

Finding: The proposed location of off-street parking and vehicle uses areas are not within the designated setback areas. No landscaping will be required along the perimeter, since multiple family developments with 13 or more units are exempt from the landscaping requirements 806; therefore, applicable standards are met.

d) *Interior Landscaping.* Except as otherwise set forth in this section, interior landscaping shall be provided in amounts not less than those set forth in Table 806-5.

Finding: Pursuant to SRC 702, landscaping standards outlined in SRC 806 are not applicable.

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

Finding: The proposed off-street parking spaces, driveways, and drive aisles comply with the minimum dimensional requirements of Table 806-6; therefore, this standard is met.

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

Finding: The proposed off-street parking area is developed consistent with the additional development standards for grade, surfacing, and drainage. The parking area striping, marking, signage, and lighting shall comply with SRC 806.035, and will be evaluated at the time of building permit review. Off-street parking and vehicle use areas shall include bumper guards or wheel barriers so that no portion of a vehicle will overhang or project into required setbacks and landscaped areas.

The northern-rear parking area terminates at a dead-end and includes a turnaround area consistent with the minimum off-street parking area turnaround dimensions outlined in 806.035(f), table 806-7. The proposed aisle width is approximately 27 feet, while the dedicated turnaround area is recessed by at least five feet. The proposed parking stalls meet the minimum width dimensions, with the top of the abutting stalls and the turnaround area distance compliant with this standard; therefore, the criterion is met.

The grading of the off-street parking area does not exceed a minimum of ten percent, with no ramps exceeding the maximum grade of 15 percent. The provided plans indicate that the off-street parking, pedestrian, and other related areas will be paved with a hard surface material, meeting the Public Works Design Standards. Drainage of the off-street parking and vehicle use areas will also be designed, graded, and drained according to the Public Works Design Standards. Civil plans were submitted in conjunction with other materials indicating compliance, and further review will be conferred these findings at building permit review; therefore, this criterion is met.

The applicant has indicated that there will be a six-foot tall sight obscuring fence around the property to provide additional privacy and buffering for neighboring residential areas.

Bicycle Parking

SRC 806.045(a) – General Applicability.

Bicycle parking shall be provided and maintained for each proposed new use or activity, 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, or any intensification, expansion, or enlargement of a use or activity.

Finding: The proposed development includes an intensification, expansion, or enlargement of a use or activity. The bicycle parking development standards of this chapter apply.

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.

Bicycle parking shall be provided in amounts not less than those set forth in Table 806-8. *Multiple family* uses not within the CSDP or within a quarter mile of the Core Network require a minimum of 0.1 dedicated bicycle parking space per unit.

Finding: The minimum number of bicycle parking spaces, as required by the proposed multiple family use, is nine dedicated bicycle stalls. The subject property is not located within the CSDP area or within a quarter mile of a Core network. The site plan indicates nine short-term bicycle parking stalls will be provided for residents.

SRC 806.060 – Bicycle Parking Development Standards.

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

- (1) Bicycle parking located outside a building shall be located within a convenient distance of, and be clearly visible from, the primary building entrance. In no event shall bicycle parking be located more than 50 feet from the primary building entrance, as measured along a direct pedestrian access route.
- (2) Where bicycle parking cannot be located outside a building, it may be located inside a building within a convenient distance of, and accessible from, the primary building entrance.

Finding: The site plan indicates bicycle parking to be with 50 feet of a primary entrance; therefore, this standard is met.

(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: As shown on the site plan, each proposed bicycle parking area has direct access to public right-of-way onto Blossom Drive NE, via the proposed pedestrian paths and the vehicle use area. Additionally, each bicycle parking area have direct access to a primary building entrance through the proposed pedestrian pathways, free of obstruction or barriers, in conformance with the requirements of SRC 806.060(b).

(c) ***Dimensions.*** Except as provided in subsection (f) of this section, bicycle parking areas shall meet the following dimension requirements:

- (1) ***Bicycle parking spaces.*** Bicycle parking spaces shall be a minimum of six feet in length and one and half feet in width when the proposed bicycle racks are side-by-side. For horizontal spaces, the bike rack shall be centered along the long edge of the bicycle parking space.
- (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 located on a paved walkway, with adequate dimensions to provide pedestrian passage for all nine proposed spaces; the length of each proposed stall is at least six feet, while the width is at least two feet wide. Each of the bicycle parking cluster is arranged in a manner that will be able to adequately provide access to each main entrance via the proposed pedestrian accessway, providing a minimum five-foot-wide access aisle; therefore, the standard is met.

(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 placed on a hard surface material; therefore, the standard is met.

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

- (1) Racks must support the bicycle frame in a stable position, in two or more places a minimum of six inches horizontally apart, without damage to wheels, frame, or components.
- (2) Racks must allow the bicycle frame and at least one wheel to be locked to the rack with a high security, U-shaped shackle lock;
- (3) Racks shall be of a material that resists cutting, rusting, and bending or deformation; and
- (4) Racks shall be securely anchored.
- (5) Examples of types of bicycle racks that do, and do not, meet these standards are shown in Figure 806-10.

Finding: The site plan indicates inverted style bike racks will be provided. The proposed bike racks conform to material requirements of SRC 806.060(e).

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; any change of use or activity, when such change of use or activity results in a greater number of required off-street loading spaces than the previous use or activity; or any intensification, expansion, or enlargement of a use or activity.

Finding: The proposed development includes an intensification, expansion, or enlargement of a use or activity. The loading area development standards of this chapter apply.

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.

Per Table 806-9, for *multiple family* uses with between 50 to 99 dwelling units, one off-street loading space is required.

Finding: The applicant has indicated that the site will utilize off-street parking areas for loading, since no delivery is expected to exceed the maximum load rating of 8,000 pounds. Off-street parking area is available within 25-feet of all proposed buildings; therefore, this criterion is met.

Natural Resources

SRC 601 – Floodplain Overlay Zone: Development in the floodplain shall be regulated to preserve and maintain the capability to the floodplain to convey the flood water discharges and to minimize danger to life and property.

Finding: The Flood Insurance Study and Flood Insurance Rate Maps indicate 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.

Finding: No trees or native vegetation protected under SRC chapter 808 are identified for removal.

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.

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

SRC 810 – Landslide Hazards: A geological assessment or report is required when regulated activity is proposed in a mapped landslide hazard area.

Finding: According to the City's adopted landslide hazard susceptibility maps and SRC Chapter 810, the subject property does not contain any mapped landslide hazard areas.

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

Finding: The subject property was partitioned in Marion County in 2021 (Partition Plat No. PP 2021-064). Through that platting action, a sufficient half-width right-of-way was dedicated, meeting the standard for a Collector Street. The existing improvement of

Blossom Drive NE does not meet current standards for a Collector Street per the *Salem Transportation System Plan*. The applicant shall construct a half-street improvement to Collector Street standards as specified in the Public Works Design Standards and consistent with the provisions of SRC Chapter 803. Pursuant to SRC 200.035 the extent of the required boundary street improvement along Blossom Drive NE shall include Marion County Tax lot numbers 073W01A / 3300 and 073W01A / 3301.

Condition 2: Construct a half-street improvement along the frontage of Blossom Drive NE to collector street standards as specified in the City Street Design Standards and consistent with the provisions of SRC Chapter 803. The required boundary street improvements include Marion County Tax lot numbers 073W01A / 3300 and 073W01A / 3301.

Pursuant to SRC 86.015(e), anyone undertaking development along public streets shall plant new street trees to the maximum extent feasible. Street trees along Blossom Drive NE shall be provided with the development.

Condition 3: Install Street trees to the maximum extent feasible along Blossom Drive NE.

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 proposal includes one new driveway to serve the multi-family development and one existing driveway to serve the existing single-family dwelling. The proposed driveway onto Blossom Drive NE provides for safe movements of vehicles in and out of the development. As part of the required boundary street improvements, the existing driveway serving 3480 Blossom Drive NE will be replaced to meet current standards.

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

Finding: The subject property is located outside of the Urban Service Area, and therefore, an Urban Growth Preliminary Declaration has been required. As conditioned, the proposed development is designed to accommodate required on-site and off-site improvements. 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. As part of the required boundary street improvements, and to serve upstream parcels, the applicant shall extend the public storm main to the east property line of Marion County Tax lot number 073W01A / 3300.

Condition 4: Extend the public storm main in Blossom Drive NE to the east line of Marion County Tax lot number 073W01A / 3300.

The proposed plan demonstrates compliance with PWDS Appendix 4E related to green stormwater infrastructure by setting aside at least ten percent of the total new

impervious surface area for installation of green stormwater infrastructure. 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 5: 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.

No existing parks facilities are available within ½ mile of the subject property. The *Comprehensive Parks System Master Plan* shows that a future Neighborhood Park (NP 35) is planned to serve the area. The site is not suitable for development of an appropriately sized park; therefore, a Temporary Access Facilities Fee (TAF) will be provided in lieu of parks dedication pursuant to SRC 200.080. The TAF amount is 15.6 percent of the Parks SDC based on the following analysis:

- Pursuant to the SDC Eligible Projects (309) List, the total SDC costs for neighborhood park acquisition are estimated to be \$31,525,420, where the total Parks SDC costs for all eligible expenditures are estimated to be \$201,740,010.
- The ratio of neighborhood park acquisition among all Parks SDC expenditures is \$31,525,420 divided by \$201,740,010 or 15.6 percent.
- The temporary access fee for neighborhood park acquisition is equal to the ratio of neighborhood park acquisition among all Parks SDC expenditures, which equals 15.6 percent of the Parks SDCs due for the development.

Condition 6: Design As a condition of residential use, the applicant has two options for providing park facilities to serve the subject property:

- a) Convey or acquire property for dedication of neighborhood park (NP 35) facility or equivalent; or
- b) Pay a temporary access fee of 15.6 percent of the Parks SDCs due for the residential uses.

8. Analysis of Class 1 Design Review Approval Criteria

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

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

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

The following subsections are organized with the multiple family design review standard shown in *italic*, followed by findings evaluating the proposal for conformance with the

design review standard. Lack of compliance with the following design review standards is grounds for denial of the Class 1 Design Review application, or for the issuance of certain conditions to ensure the multiple family design review standards are met.

SRC 702.020(a)(1)(A) – Open Space Standards.

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

Finding: The subject property is 3.25 acres, requiring 42,471 square feet of landscaping (3.25 acres x 0.3 = 42,471 square feet). The site plan indicates 47,393 square feet of open space exceeding the minimum 30 percent required. The 90-unit complex is required to have a dedicated open space area of 2,125 square feet. A dedicated common open space is provided towards the center of the proposed site, and within access of each structure, in the amount of approximately 2,000 square feet in size. The minimum 25-foot horizontal dimensional requirement is met, since the proposed common open space will be approximately 67-feet by 40-feet; therefore, the standard is met.

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

Finding: The applicant preliminary grading and civil plans that indicate the common open space will be nearly flat; therefore, this criterion is met.

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

Finding: The applicant is meeting the minimum common and private open space standards and is not seeking to count one open space toward another. Although not counting the private open space to meet the standard above, the applicant is providing private open space for units. There are several private open space areas which do not meet the minimum dimension standard in Table 702-4, therefore an adjustment is requested and is addressed below.

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

Finding: The applicant is proposing 90 dwelling units. The private open space varies greatly for each ground floor unit and does not meet the dimensional standards set forth in Table 702-4. The applicant has requested an adjustment to this standard, which is addressed below.

(E) To encourage active recreational opportunities for residents, the square footage of an improved open space area may be counted twice toward the total amount of required open space, provided each such area meets the standards set forth in this subsection.

Finding: The applicant meets the required standard with a single open space area; therefore, this criterion is not applicable.

(F) To encourage active recreational opportunities for residents, the square footage of an improved open space area may be counted twice toward the total amount of required open space, provided each such area meets the standards set forth in this subsection.

Finding: The applicant is exceeding common open space requirements. This criterion is not applicable.

SRC 702.020(b) – Landscaping Standards.

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

Finding: The subject property is 3.25 acres in size, requiring 71 trees. The applicants site plan indicates 72 trees, with four of those trees being street trees. In order for the above standard to be met 71 trees are required outside of the right-of-way. To ensure this standard is met the following condition applies:

Condition 7: At the time of building permit, landscaping plan shall include 71 trees to be planted outside of the right-of-way.

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

Finding: The development site abuts properties to the west zoned Mixed Use (MU-III) and abuts property within Marion County jurisdiction to the south and east. The City of Salem Comprehensive Plan (SACP) shows these parcels have a comprehensive plan designation of Commercial and Multifamily Residential. The corresponding zoning districts, upon annexation would not result in Single Family Residential or Developing Residential zone districts; therefore, this criterion is not applicable.

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

Finding: The preliminary landscaping plans indicate that all primary entryways for the proposed structures have a minimum of two plant units adjacent to entrances of each dwelling unit or cluster of dwelling units.

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

Finding: The preliminary landscaping plans indicate that a minimum of ten plant units per 60 linear feet is provided within 25-feet of the exterior building wall; therefore, this standard is met.

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

Finding: The preliminary landscaping plans indicate that the proposed perimeter landscaping around each of the proposed buildings provide at least one plant unit per 15 linear feet. Therefore, this standard is met.

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

Finding: The written statement indicates that each ground level unit with private open space will be both physically and visually separated from the abutting area, by perimeter fencing; therefore, this standard is met.

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

Finding: Preliminary landscaping plans indicate the proposed trees are distributed throughout the site equally. Measurements of the distribution, pertaining to the parking area, show the proposed canopy trees all approximately within 50 feet each other. Spatial measurements of the planter bays indicate that the trunks will be within ten feet of the parking lot edge. Each planter bay is at least nine feet in width spaced at maximum nine parking stalls apart; therefore, this standard is met.

SRC 702.020(c) – Site safety and security.

- (1) Windows shall be provided in all habitable rooms, other than bathrooms, on each wall that faces common open space, parking areas, and pedestrian paths to encourage visual surveillance of such areas and minimize the appearance of building bulk.

Finding: The applicant is providing windows in each room of all 90 units, although 19 corner units do not provide a window on each wall not meeting this standard. The applicant has requested an adjustment, which is addressed below.

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

Finding: Submitted elevations show that each primary entrances will have their own exterior illumination for residents. Additionally, private open spaces will have their own dedicated exterior light source.

- (3) Fences, walls, and plant materials shall not be installed between street-facing dwelling units and public or private streets in locations that obstruct the visibility of dwelling unit entrances from the street. For purposes of this standard, the term "obstructed visibility" means the entry is not in view from the street along one-half or more of the dwelling unit's frontage.

Finding: The site plan does not indicate fencing, walls or plant materials abutting the street.

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

Finding: No fencing is proposed between or adjacent to dedicated open spaces, parking areas, and dwelling unit entryways. Preliminary landscaping plans indicate the plant species and type, which will mostly comprise of shrubs and specialty grass/perennials, which will not grow beyond three feet at maturity.

SRC 702.020(d) – Parking and site design.

- (1) To minimize large expanses of continuous pavement, parking areas greater than 6,700 square feet in area shall be physically and visually separated with landscaped planter bays that are a minimum of nine feet in width.

Finding: The proposed parking area is approximately 44,834 square feet in size, and therefore requires planter bays throughout the parking area to provide separation both physically and visually. Submitted site plans and preliminary landscaping plans show that the proposed parking area will have planter bays, meeting the minimum width dimensions, located throughout the vehicle use area; therefore, this standard is met.

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

Finding: The applicant has submitted site plans showing conformance to this standard. No off-street parking surface or general vehicle maneuvering area is located directly in front of the proposed structures; therefore, this standard is met.

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

Finding: The development site abuts properties to the west zoned Mixed Use (MU-II) and abuts property within Marion County jurisdiction to the south and east. The City of Salem Comprehensive Plan (SACP) shows these parcels have a comprehensive plan designation of Commercial and Multifamily Residential. The corresponding zoning districts, upon annexation would not result in Single Family Residential or Developing Residential zone districts; therefore, this standard is not applicable.

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

Finding: The site plan indicates that pedestrian pathways are provided in a manner that connects each proposed structure and common open space. Measurements of the proposed pedestrian walkway throughout the development area are at least five feet in width; therefore, this standard is met.

SRC 702.020(e) – Façade and building design.

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

Finding: The site plan indicates that none of the buildings exceed 150 feet. The longest building is 145 feet in length; therefore, meeting this standard.

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

Finding: The development site abuts properties to the west zoned Mixed Use (MU-II) and abuts property within Marion County jurisdiction to the south and east. The City of Salem Comprehensive Plan (SACP) shows these parcels have a comprehensive plan designation of Commercial and Multifamily Residential. The corresponding zoning districts, upon annexation would not result in Single Family

Residential or Developing Residential zone districts; therefore, this standard is not applicable.

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

Finding: The development site abuts properties to the west zoned Mixed Use (MU-II) and abuts property within Marion County jurisdiction to the south and east. The City of Salem Comprehensive Plan (SACP) shows these parcels have a comprehensive plan designation of Commercial and Multifamily Residential. The corresponding zoning districts, upon annexation would not result in Single Family Residential or Developing Residential zone districts; therefore, this standard is not applicable.

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

Finding: The buildable width at the street frontage of Blossom Drive NE is approximately 62 feet due to the 15-foot setback required along the westerly property line and the 10-foot setback required along the easterly property line; therefore, this standard is not applicable.

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

Finding: The proposed multi-family structures are setback more 25 feet; therefore, this standard is not applicable.

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

Finding: Review of the site plan and elevations show that each unit, including the prospective ground level units, will have their own private covered porch area; therefore, this standard is met.

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

Finding: The applicant has indicated in their written statement that no roof mounted equipment is proposed with this development. This is also confirmed with further review of the proposed site plan and elevations; therefore, this criterion is not

applicable.

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

Finding: Review of the provided elevations of each proposed structure show the rooflines do not exceed a horizontal length of 100 feet without providing at least four feet of differentiation, which eliminates monotony and achieve the goal of this code section; therefore, this standard is met.

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

Finding: Covered entrances and balconies are utilized to minimize the appearance of building bulk. Additionally, the buildings themselves are articulated and materials are differentiated in order to provide more pedestrian scale; therefore, this criterion is met.

- (10) To visually break up the building's vertical mass, the first floor of each building, except for single-story buildings, shall be distinguished from its upper floors by at least one of the following:
- (A) Change in materials.
 - (B) Change in color.
 - (C) Molding or other horizontally distinguishing transition piece.

Finding: The applicant has displayed in their written statement and other submitted materials that both color and horizontal molding will distinguish the first floor of each building from the other three floors; therefore, this criterion is met.

9. Analysis of Urban Growth Preliminary Declaration Criteria

An Urban Growth Preliminary Declaration is required because the subject property is located outside the Urban Service Area in an area without required facilities. Analysis of the development based on relevant standards in SRC 200.055 through SRC 200.075 is as follows:

SRC 200.055—Standards for Street Improvements

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

Blossom Drive NE to the west of the subject property meets the linking street improvement requirements. As described below, boundary street improvements are recommended as a condition of approval.

SRC 200.060—Standards for Sewer Improvements

Finding: The proposed development shall be linked to adequate facilities by the construction of sewer lines and pumping stations, which are necessary to connect to such existing sewer facilities (SRC 200.060). The nearest available sewer facilities are located in Blossom Drive NE abutting the property. The applicant shall construct the Salem Wastewater Management Master Plan improvements and link the site to existing facilities that are defined as adequate under 200.005(a). As a condition of sewer service, all developments will be required to provide public sewers to adjacent upstream parcels.

SRC 200.065—Standards for Storm Drainage Improvements

Finding: The proposed development shall be linked to existing adequate facilities by the construction of storm drain lines, open channels, and detention facilities which are necessary to connect to such existing drainage facilities. The nearest available public storm system appears to be located in Blossom Drive NE abutting the property. The applicant shall link the on-site system to existing facilities that are defined as adequate under SRC 200.005(a).

SRC 200.070—Standards for Water Improvements

Finding: The proposed development shall be linked to adequate facilities by the construction of water distribution lines, reservoirs, and pumping stations that connect to such existing water service facilities (SRC 200.070). The applicant shall provide linking water mains consistent with the Water System Master Plan adequate to convey fire flows to serve the proposed development as specified in the Water Distribution Design Standards. The nearest linking water main appears to be located in Blossom Drive NE abutting the property.

SRC 200.075—Standards for Park Sites

Finding: The proposed development is not served by a neighborhood park. The site is not suitable for parks dedication due to its size. Staff recommends a temporary access fee be provided in-lieu of dedication pursuant to SRC 200.080.

10. Analysis of Class 2 Adjustment Approval Criteria

Salem Revised Code (SRC) 250.005(d)(2) provides that an application for a Class 2 Adjustment shall be granted if the following criteria are met. The following subsections are organized with approval criteria, followed by findings of fact upon which the decision is based. Lack of compliance with the following criteria is grounds for denial or for the issuance of conditions of approval to satisfy the criteria.

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

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

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

1. *Reduce the minimum size and dimension standard for private open space from 96 square feet and six feet for ground floor units to varying size between 70 square feet and 85 square feet:*

The applicant is seeking to adjust the dimensional standard for some ground floor units where the private open space would conflict with the pedestrian connections. The development site overall provides multiple common open spaces including a play area and a dog park area. Each unit will still be equipped with a private open space but the ground floor units of buildings A, B, C, D, H, and J have private open spaces which need an adjustment to dimensional standards. Each unit still will have private open space and the overall development exceeds the common open space standard, equally meeting the intent of the standard.

2. *Reduce the required number of windows for the corner room of 19 units, to allow one window where two is required:*

The applicant is requesting to adjust a standard that windows shall be provided in all habitable rooms, other than bathrooms, on each wall that faces common open space, parking areas, and pedestrian paths to encourage visual surveillance of such areas and minimize the appearance of building bulk.

The reduction in windows is due to either electrical equipment placement on the exterior wall, or walls where closets exist. The end two-bedroom units don't have windows out of the back of the bedrooms because of the need for a closet. (Bldgs. B, C, E, F, G, H, J). Ground floor units on the two-bedroom units don't have windows on one exterior wall because of riser/electrical spaces. (Bldgs. B, C, E, F, G, H, J). Three-bedroom end units don't have windows out of the front bedrooms because of closets, and/or riser/electrical on ground floor. (Bldgs. A, D). All of these instances refer to the short end of the buildings. The other exterior walls of these spaces all have windows. The applicant understands the purpose of this standard is to encourage surveillance of the grounds to increase safety. The applicant has demonstrated all common open spaces, pedestrian paths, and parking areas have windows from all directions facing toward them, meeting the intent of this standard.

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

Finding: The subject property is located within an RM-II (Multiple Family Residential-II) zone. The architectural plans provided demonstrate the building is designed with similar style as surrounding multiple family developments in the area. The adjustment will not detract from the livability or appearance of the residential area, or unreasonably impact surrounding existing or potential uses or development; therefore, this criterion has been met.

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

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

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

11. Class 2 Driveway Approach Permit Approval Criteria

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

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

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

SRC 804.025(d)(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.

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

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

SRC 804.025(d)(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.

SRC 804.025(d)(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.

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

Finding: The No evidence has been submitted to indicate that the proposed driveway will create traffic hazards or unsafe turning movements. Additionally, staff analysis of the proposed driveway indicates that it will not create a traffic hazard and will provide for safe turning movements for access to the subject property.

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

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

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

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

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

Finding: The proposed development is surrounded by mixed-use zoning and residentially zoned property that lies within Marion County. The proposed development abuts Collector streets. The proposed driveway is taken from the lowest classification street abutting the subject property. The driveway balances the adverse impacts to residentially zoned property and will not have an adverse effect on the functionality of the adjacent streets.

12. Conclusion

Based upon review of SRC Chapters 200, 220, 225, 250, and 804 and the applicable standards of the Salem Revised Code, the findings contained herein, and due consideration of comments received, the application complies with the requirements for an affirmative decision.

IT IS HEREBY ORDERED

Final approval of Urban Growth Preliminary Declaration, Class 3 Site Plan Review, Class 2 Adjustment, Class 2 Driveway Approach Permit and Class 1 Design Review Case No. UGA-SPR-ADJ-DAP-DR23-01 is hereby **APPROVED** subject to SRC Chapters 200, 220, 225, 250, and 804 the applicable standards of the Salem Revised Code, conformance with the approved site plan included as Attachment B, and the following conditions of approval:

Condition 1: At the time of building permit review, the applicant shall provide site plan details indicating conformance with SRC800.055(f)(4).

- Condition 2:** Construct a half-street improvement along the frontage of Blossom Drive NE to collector street standards as specified in the City Street Design Standards and consistent with the provisions of SRC Chapter 803. The required boundary street improvements include Marion County Tax lot numbers 073W01A / 3300 and 073W01A / 3301.
- Condition 3:** Install Street trees to the maximum extent feasible along Blossom Drive NE.
- Condition 4:** Extend the public storm main in Blossom Drive NE to the east line of Marion County Tax lot number 073W01A / 3300.
- Condition 5:** 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).
- Condition 6:** Design As a condition of residential use, the applicant has two options for providing park facilities to serve the subject property:
- a) Convey or acquire property for dedication of neighborhood park (NP 35) facility or equivalent; or
 - b) Pay a temporary access fee of 15.6 percent of the Parks SDCs due for the residential uses.
- Condition 7:** At the time of building permit, landscaping plan shall include 71 trees to be planted outside of the right-of-way.

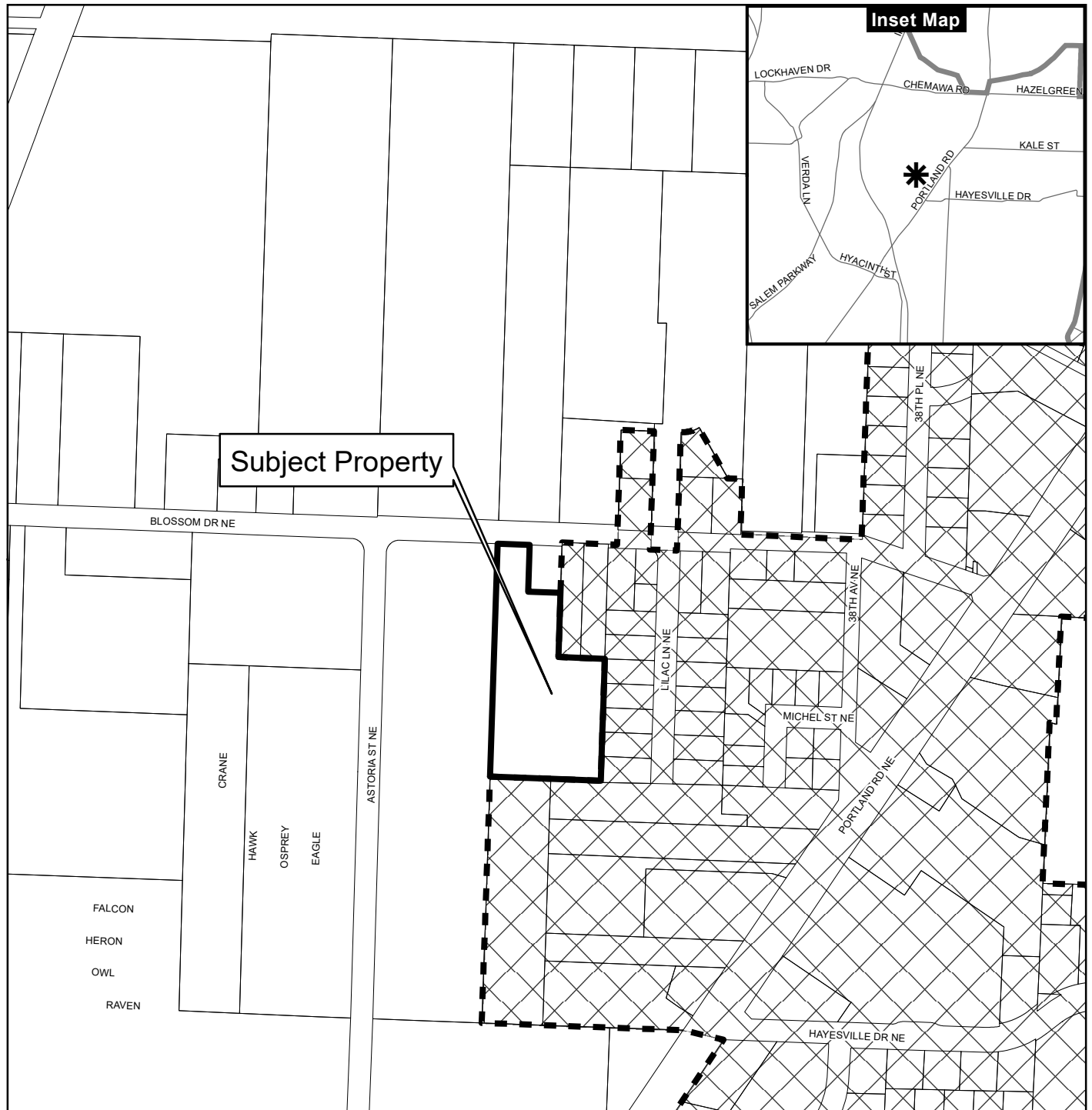


Olivia Dias, Current Planner Manager,
on behalf of Lisa Anderson-Ogilvie,
AICP, Planning Administrator

- Attachments: A. Vicinity Map
B. Proposed Development Plans
C. Public Works Memo
D. Salem Keizer Public Schools Memo Dated 12-1-2022

Vicinity Map

3500 Block of Blossom Drive NE



Legend

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

Parks

CITY OF Salem
AT YOUR SERVICE
Community Development Dept.

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

0 100 200 400 Feet



SITE GENERAL NOTES:

1. THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVES. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTORS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.
2. PROVIDE CONSTRUCTION FENCING AS REQUIRED TO SECURE SITE AND BUILDING DURING CONSTRUCTION.
3. EXTREME CARE SHOULD BE TAKEN TO PRESERVE EXISTING ROOTS OF TREES TO REMAIN.
4. REFER TO CIVIL DRAWINGS FOR GRADING. SITE IS REQUIRED TO MEET THE LAWS OF FHA AND ADA. ACCESSIBLE ROUTES SHALL NOT EXCEED 5% (1 IN 20) OR CROSS SLOPES SHALL NOT EXCEED 2% (1 IN 50). ALL AT GRADE SIDEWALKS ARE ACCESSIBLE ROUTES.
5. JOINTS IN CONCRETE WALKS NOTED AS E.J. ARE TO BE CONSTRUCTED AS EXPANSION JOINTS. ALL OTHER JOINTS SHOWN, TO BE TOOLED CONTROL JOINTS, SEE CML.
6. SEE LANDSCAPE DRAWINGS FOR LANDSCAPE ELEMENTS.
7. SEE ELECTRICAL DRAWINGS FOR SITE LIGHTING.

SUMMARY TABLE

SCOPE: NEW MULTI-STRUCTURE APARTMENT COMPLEX WITH 9 APARTMENT BUILDINGS COMPRISED OF 90 UNITS.	
ZONE:	RM-II - MULTIPLE FAMILY RESIDENTIAL
ORIGINAL SITE AREA:	142,362.0 SF
REDEVELOPED SITE AREA (AFTER DEDICATION):	141,466.5 SF (3.25AC)
MAX DENSITY - PER SRC TABLE 514-3: ACTUAL DENSITY	28 UNITS PER ACRE = 91 UNITS MAX 90 UNITS
MAX COVERAGE - PER SRC TABLE 514-6:	84,878.0 SF (60%)
APARTMENTS & CLUBHOUSE: GARAGES: PATIOS: TRASH ENCLOSURES: TOTAL BUILDING COVERAGE:	32,404.33 SF 2,100.00 SF 2,732.10 SF 400.00 SF 37,636.43 SF (26.6%)
IMPERVIOUS SURFACE: SIDEWALKS: PARKING AREA: TOTAL IMPERVIOUS COVERAGE:	11,602.87 SF (8.2%) 44,834.00 SF (31.7%) 94,073.30 SF (66.5%)
LANDSCAPE:	47,393.20 SF (33.5%)
MIN OPEN AREA - PER SRC TABLE 702-3 1,000SF (FIRST 20 UNITS) + 1,000SF (FOR 70 ADDITIONAL UNITS)	2,000 SF
ACTUAL OPEN AREA:	4,765 SF (NOT INCLUDING PRIVATE PATIOS/BALCONIES)

PARKING:
REQUIRED VEHICULAR PARKING SPACES - Per SRC TABLE 806-1
MULTIFAMILY -
1 space per unit

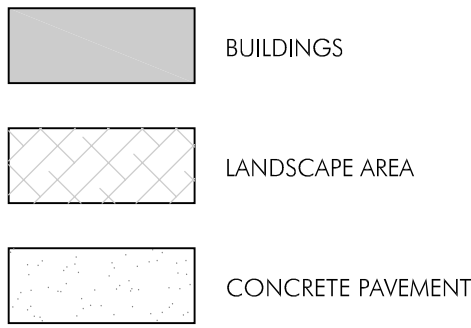
TOTAL REQUIRED = 90 spaces
TOTAL PROVIDED = 122 spaces + 8 single-car garages = 130 spaces

REQUIRED ACCESSIBLE PARKING SPACES - Per OSSC Table 1106.1
Minimum 5 accessible spaces (1 *Wheelchair User Only*)
PROVIDED ACCESSIBLE PARKING
5 spaces (1 *Wheelchair User Only*)
1 garage

REQUIRED BICYCLE PARKING SPACES - Per SRC TABLE 806-9
0.1 SPACE PER UNIT = 9 SPACES

TOTAL REQUIRED = 9
TOTAL PROVIDED = 9 (next to building entries through the development)

SITE PLAN LEGEND:

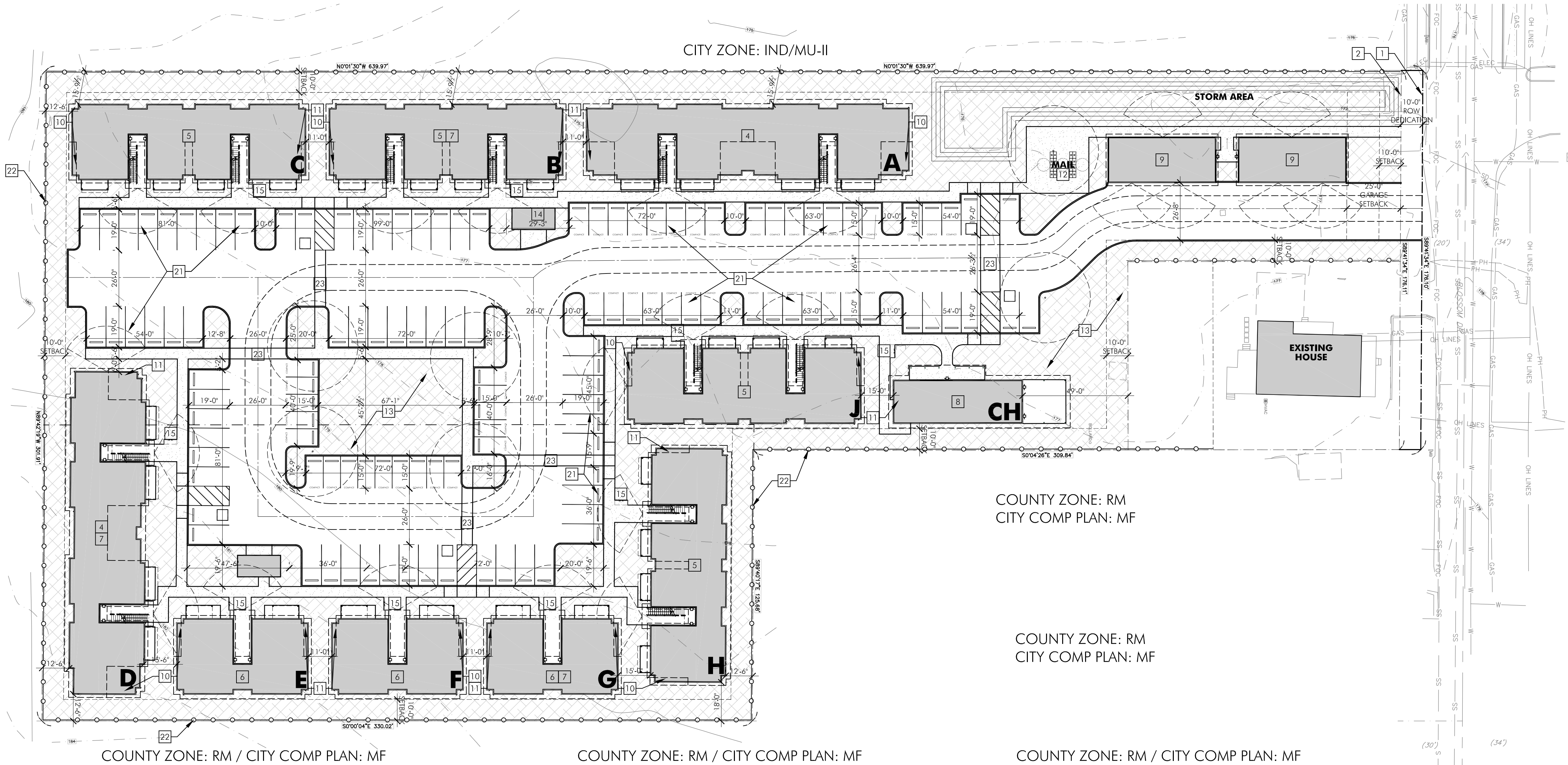


SITE PLAN NOTES:

- 1 PROPERTY LINE. (POST DEDICATION)
- 2 SETBACK LINE.
- 3 ROOF OVERHANG.
- 4 APARTMENT BUILDING PER PLANS. SEE BUILDING TYPE 1.
- 5 APARTMENT BUILDING PER PLANS. SEE BUILDING TYPE 2.
- 6 APARTMENT BUILDING PER PLANS. SEE BUILDING TYPE 3.
- 7 TYPE 'A' UNIT LOCATED IN THIS BUILDING.
- 8 CLUBHOUSE PER PLANS.
- 9 GARAGE PER PLANS
- 10 ELECTRICAL SERVICE LOCATION FOR INDIVIDUAL BUILDING.
- 11 RISER ROOM LOCATION FOR INDIVIDUAL BUILDING.
- 12 PEDESTAL MOUNT MAILBOX CLUSTER. ENSURE 6'-0" CLEARANCE IN FRONT OF ALL BOXES. SEE 7/A1.02 FOR DETAILS.
- 13 PLAY AREA BY OTHERS. PROVIDE MIN 42" HIGH FENCE ALONG PERIMETER FOR SECURITY.
- 14 TRASH ENCLOSURE. SEE A1.03 FOR DETAILS.
- 15 SHORT TERM BIKE STORAGE. SEE DETAIL 1/A1.02.
- 16 TRANSFORMER LOCATION PER CML.
- 17 SITE WALKWAY/STAIR PER CML.
- 18 PROVIDE VAN ACCESSIBLE PARKING SIGN, TYP. SEE DETAILS 384/A1.02.
- 19 PROVIDE ACCESSIBLE PARKING SYMBOL, TYP. SEE DETAIL 5/A1.02.
- 20 WHEELCHAIR ONLY ACCESSIBLE PARKING.
- 21 WALL MOUNTED LIGHT FIXTURE PER THE REFLECTED CEILING PLANS. SEE A1.61, A1.71, A1.81, AND LIGHTING SCHEDULE FOR FIXTURE DETAILS.
- 22 6' TALL CEDAR FENCE ALONG PROPERTY LINE.
- 23 PEDESTRIAN CROSSINGS TO BE OF A DIFFERENT MATERIAL THAN THE SURROUNDING PARKING AND DRIVE AISLE.

COUNTY ZONE: RM
CITY COMP PLAN: MF

COUNTY ZONE: CR
CITY COMP PLAN: COM



COUNTY ZONE: RM
CITY COMP PLAN: MF

COUNTY ZONE: RM
CITY COMP PLAN: MF

COUNTY ZONE: RM / CITY COMP PLAN: MF

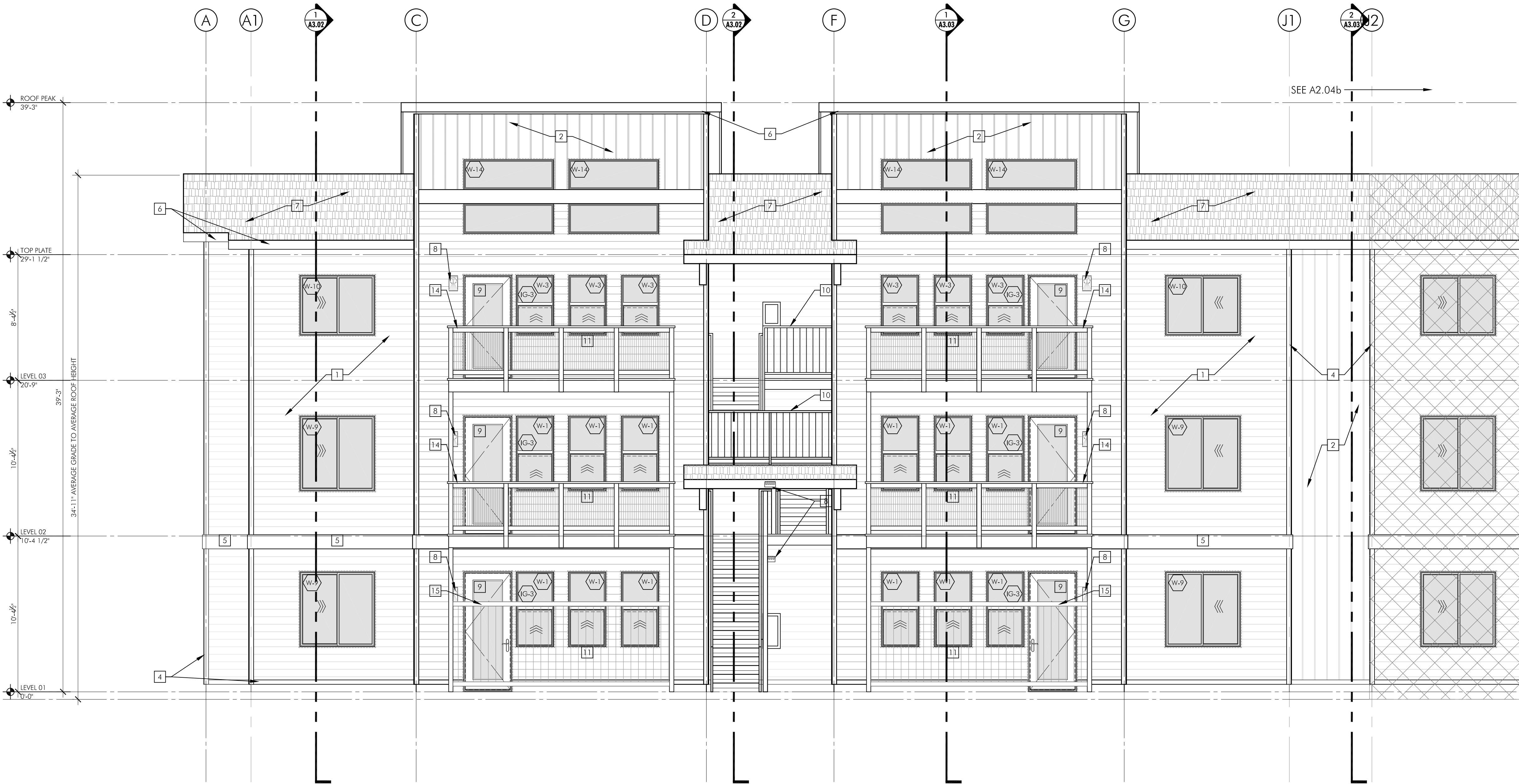


COLOR SCHEME - BUILDING TYPE 1:1

- LOWER BODY LAP SIDING TO BE COLOR #1
- MID AND UPPER BODY LAP SIDING TO BE COLOR #2
- BOARD & BATT TO BE COLOR #2
- ALL TRIM AT CORNERS AND DOORS TO BE COLOR #3
- BELLY BAND TO BE COLOR #3
- DOWNSPOUTS TO MATCH COLOR BEHIND THEM
- ALL GUTTERS TO BE COLOR #3
- SOFFITS AND FASCIA TO BE COLOR #3
- RAILINGS AND DECKS TO BE COLOR #4

ELEVATION NOTES:

- 1 HORIZONTAL LAPPED FIBER CEMENT SIDING, 6" EXPOSURE, SEE COLOR SCHEME FOR SPECIFIC COLOR.
- 2 VERTICAL FIBER CEMENT BOARD & BATT, SEE COLOR SCHEME FOR SPECIFIC COLOR.
- 3 FIBER CEMENT PANELS, SEE COLOR SCHEME FOR SPECIFIC COLOR.
- 4 4" TRIM BOARD AT ALL EXTERIOR CORNERS, SEE COLOR SCHEME FOR SPECIFIC COLOR.
- 5 1 1/2" TRIM BOARD, SEE COLOR SCHEME FOR SPECIFIC COLOR.
- 6 2x8 WOOD FASCIA BOARD, PAINTED, SEE COLOR SCHEME FOR SPECIFIC COLOR.
- 7 COMPOSITION SHINGLE ROOFING
- 8 WALL PACK LIGHT. SEE LIGHT SCHEDULE ON A6.01
- 9 FIBERGLASS CLAD ENTRY OR PATIO DOOR, PAINTED, SEE COLOR SCHEME FOR SPECIFIC COLOR.
- 10 STAIR LANDING GUARDRAIL, SEE DETAIL 3/ A4.52
- 11 PTHP UNIT
- 12 RISER ROOM. SEE SITE PLAN FOR SPECIFIC LOCATION PER BUILDING.
- 13 ELECTRICAL SERVICE. SEE SITE PLAN FOR SPECIFIC LOCATION PER BUILDING.
- 14 WOOD BALCONY PER STRUCTURAL. MIN 42" HEIGHT FOR GUARDRAILS. PROVIDE CORRUGATED METAL PANELS WITH VERTICAL SUPPORTS MAX 4'-0" APART
- 15 6'-0" TALL WOOD FENCE ENCLOSING GROUND FLOOR PATIOS.



1 BUILDING TYPE 1 - FRONT ELEVATION - SOUTH

COLOR SCHEME - BUILDING TYPE 1:□

- LOWER BODY LAP SIDING TO BE COLOR #1
MID AND UPPER BODY LAP SIDING TO BE COLOR #2
BOARD & BATT TO BE COLOR #2
PANELING TO BE COLOR #2
ALL TRIM AT CORNERS AND DOORS TO BE COLOR #3
BELLY BAND TO BE COLOR #3
DOWNSPOUTS TO MATCH COLOR BEHIND THEM
ALL GUTTERS TO BE COLOR #3
SOFFITS AND FASCIA TO BE COLOR #3
RAILINGS AND DECKS TO BE COLOR #4

ELEVATION NOTES:

- 1 HORIZONTAL LAPPED FIBER CEMENT SIDING, 6" EXPOSURE, SEE COLOR SCHEME FOR SPECIFIC COLOR.
2 VERTICAL FIBER CEMENT BOARD & BATT, SEE COLOR SCHEME FOR SPECIFIC COLOR.
3 FIBER CEMENT PANELS, SEE COLOR SCHEME FOR SPECIFIC COLOR.
4 4" TRIM BOARD AT ALL EXTERIOR CORNERS, SEE COLOR SCHEME FOR SPECIFIC COLOR.
5 1 1/2" TRIM BOARD, SEE COLOR SCHEME FOR SPECIFIC COLOR.
6 2x8 WOOD FASCIA BOARD, PAINTED, SEE COLOR SCHEME FOR SPECIFIC COLOR.
7 COMPOSITION SHINGLE ROOFING
8 WALL PACK LIGHT. SEE LIGHT SCHEDULE ON A6.01
9 FIBERGLASS CLAD ENTRY OR PATIO DOOR, PAINTED, SEE COLOR SCHEME FOR SPECIFIC COLOR.
10 STAIR LANDING GUARDRAIL, SEE DETAIL 3/ A4.52
11 PTHP UNIT
12 RISER ROOM. SEE SITE PLAN FOR SPECIFIC LOCATION PER BUILDING.
13 ELECTRICAL SERVICE. SEE SITE PLAN FOR SPECIFIC LOCATION PER BUILDING.
14 WOOD BALCONY PER STRUCTURAL. MIN 42" HEIGHT FOR GUARDRAILS. PROVIDE CORRUGATED METAL PANELS WITH VERTICAL SUPPORTS MAX 4'-0" APART
15 6'-0" TALL WOOD FENCE ENCLOSING GROUND FLOOR PATIOS.



1 BUILDING TYPE 1 - FRONT ELEVATION - NORTH

COLOR SCHEME - BUILDING TYPE 2:□

LOWER BODY LAP SIDING TO BE COLOR #2
MID AND UPPER BODY LAP SIDING TO BE COLOR #3
BOARD & BATT TO BE COLOR #3
ALL TRIM AT CORNERS AND DOORS TO BE COLOR #1
BELLY BAND TO BE COLOR #1
DOWNSPOUTS TO MATCH COLOR BEHIND THEM
ALL GUTTERS TO BE COLOR #1
SOFFITS AND FASCIA TO BE COLOR #1
RAILINGS AND DECKS TO BE COLOR #4

ELEVATION NOTES:

- 1

HORIZONTAL LAPPED FIBER CEMENT SIDING, 6" EXPOSURE, SEE COLOR SCHEME FOR SPECIFIC COLOR.
- 2

VERTICAL FIBER CEMENT BOARD & BATT, SEE COLOR SCHEME FOR SPECIFIC COLOR.
- 3

FIBER CEMENT PANELS, SEE COLOR SCHEME FOR SPECIFIC COLOR.
- 4

4" TRIM BOARD AT ALL EXTERIOR CORNERS, SEE COLOR SCHEME FOR SPECIFIC COLOR.
- 5

1 1/2" TRIM BOARD, SEE COLOR SCHEME FOR SPECIFIC COLOR.
- 6

2x8 WOOD FASCIA BOARD, PAINTED, SEE COLOR SCHEME FOR SPECIFIC COLOR.
- 7

COMPOSITION SHINGLE ROOFING
- 8

WALL PACK LIGHT. SEE LIGHT SCHEDULE ON A6.01
- 9

FIBERGLASS CLAD ENTRY OR PATIO DOOR, PAINTED, SEE COLOR SCHEME FOR SPECIFIC COLOR.
- 10

STAIR LANDING GUARDRAIL, SEE DETAIL 3/ A4.52
- 11

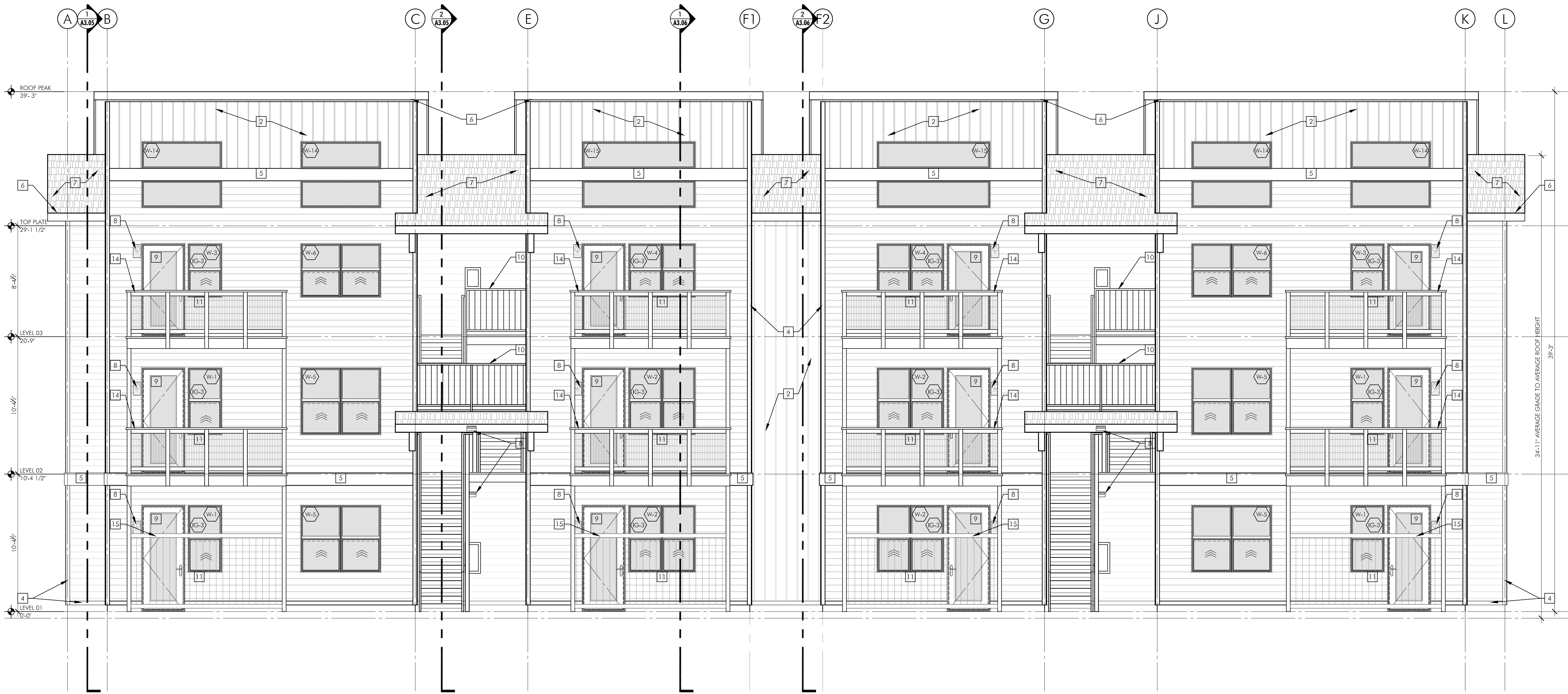
PTHP UNIT
- 12

RISER ROOM. SEE SITE PLAN FOR SPECIFIC LOCATION PER BUILDING.
- 13

ELECTRICAL SERVICE. SEE SITE PLAN FOR SPECIFIC LOCATION PER BUILDING.
- 14

WOOD BALCONY PER STRUCTURAL. MIN 42" HEIGHT FOR GUARDRAILS. PROVIDE CORRUGATED METAL PANELS WITH VERTICAL SUPPORTS MAX 4'-0" APART
- 15

6'-0" TALL WOOD FENCE ENCLOSING GROUND FLOOR PATIOS.



1 BUILDING TYPE 2 - FRONT ELEVATION

IN THE EVENT CONFLICTS ARE DISCOVERED BETWEEN THE ORIGINAL SIGNED AND SEALED DOCUMENTS PREPARED BY THE ARCHITECTS AND/OR THEIR CONSULTANTS, AND ANY COPY OF THE DOCUMENTS TRANSMITTED BY MAIL, FAX, ELECTRONICALLY OR OTHERWISE, THE ORIGINAL SIGNED AND SEALED DOCUMENTS SHALL GOVERN.

PROJECT # 2020-112
DATE: 3 FEB 2023
REVISIONS

MULTI FAMILY DEVELOPMENT
BLOSSOM GARDENS APARTMENTS
BLOSSOM DRIVE NE SALEM, OREGON

SHEET

A2.07

COLOR SCHEME - BUILDING TYPE 3:□

LOWER BODY LAP SIDING TO BE COLOR #1
MID AND UPPER BODY LAP SIDING TO BE COLOR #3
BOARD & BATT TO BE COLOR #3
ALL TRIM AT CORNERS AND DOORS TO BE COLOR #2
BELLY BAND TO BE COLOR #2
DOWNSPOUTS TO MATCH COLOR BEHIND THEM
ALL GUTTERS TO BE COLOR #2
SOFFITS AND FASCIA TO BE COLOR #2
RAILINGS AND DECKS TO BE COLOR #4

ELEVATION NOTES:

- 1

HORIZONTAL LAPPED FIBER CEMENT SIDING, 6" EXPOSURE, SEE COLOR SCHEME FOR SPECIFIC COLOR.
- 2

VERTICAL FIBER CEMENT BOARD & BATT, SEE COLOR SCHEME FOR SPECIFIC COLOR.
- 3

FIBER CEMENT PANELS, SEE COLOR SCHEME FOR SPECIFIC COLOR.
- 4

4" TRIM BOARD AT ALL EXTERIOR CORNERS, SEE COLOR SCHEME FOR SPECIFIC COLOR.
- 5

1 1/2" TRIM BOARD, SEE COLOR SCHEME FOR SPECIFIC COLOR.
- 6

2x8 WOOD FASCIA BOARD, PAINTED, SEE COLOR SCHEME FOR SPECIFIC COLOR.
- 7

COMPOSITION SHINGLE ROOFING
- 8

WALL PACK LIGHT. SEE LIGHT SCHEDULE ON A6.01
- 9

FIBERGLASS CLAD ENTRY OR PATIO DOOR, PAINTED, SEE COLOR SCHEME FOR SPECIFIC COLOR.
- 10

STAIR LANDING GUARDRAIL, SEE DETAIL 3/ A4.52
- 11

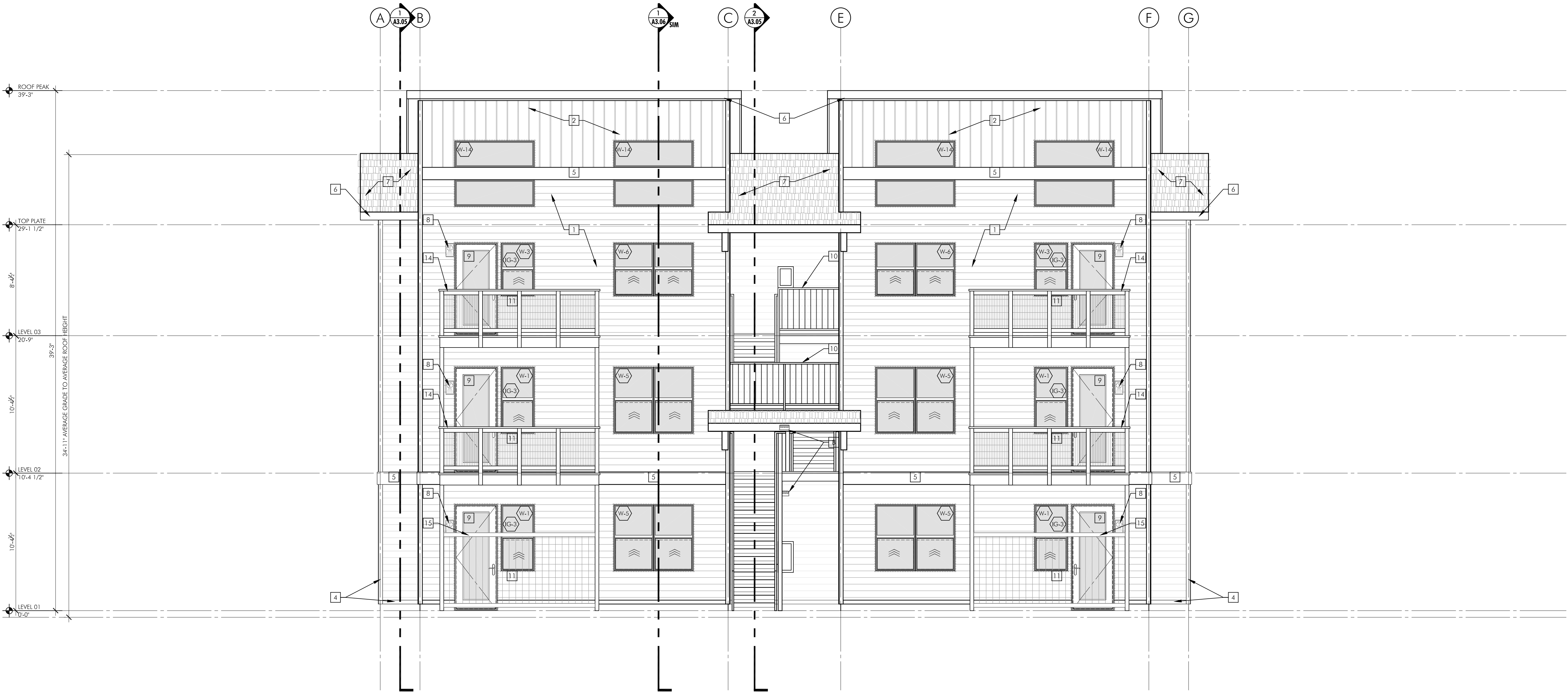
PTHP UNIT
- 12

RISER ROOM. SEE SITE PLAN FOR SPECIFIC LOCATION PER BUILDING.
- 13

ELECTRICAL SERVICE. SEE SITE PLAN FOR SPECIFIC LOCATION PER BUILDING.
- 14

WOOD BALCONY PER STRUCTURAL. MIN 42" HEIGHT FOR GUARDRAILS. PROVIDE CORRUGATED METAL PANELS WITH VERTICAL SUPPORTS MAX 4'-0" APART
- 15

6'-0" TALL WOOD FENCE ENCLOSING GROUND FLOOR PATIOS.



1 BUILDING TYPE 3 - FRONT ELEVATION



MEMO

TO: Olivia Dias, Current Planning Manager
Community Development Department

FROM: Laurel Christian, Development Services Planner II
Public Works Department

DATE: March 14, 2023

**SUBJECT: PUBLIC WORKS RECOMMENDATIONS
UGA-SPR-ADJ-DAP-DR23-01 (22-123981)
3480 BLOSSOM DRIVE NE
MULTI-FAMILY DEVELOPMENT**

PROPOSAL

A consolidated application to develop a 90-unit multiple family complex, including a Class 3 Site Plan Review, Class 1 Design Review, Urban Growth Preliminary Declaration (UGA) Permit, Class 2 Driveway Approach Permit, and Class 2 Adjustments. The subject property is 3.25 acres in size, zoned RM-II (Multiple Family Residential), and located at the 3500 Block of Blossom Drive NE (Marion County Assessors Map and Tax Lot number 073W01A / 3301).

RECOMMENDED CONDITIONS OF APPROVAL

1. Construct a half-street improvement along the frontage of Blossom Drive NE to collector street standards as specified in the City Street Design Standards and consistent with the provisions of SRC Chapter 803. The required boundary street improvements include Marion County tax lot numbers 073W01A003300 and 073W01A003301.
2. Install street trees to the maximum extent feasible along Blossom Drive NE.
3. Extend the public storm main in Blossom Drive NE to the east line of Marion County tax lot number 073W01A003300.
4. Design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS.

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).

5. As a condition of residential use, the applicant has two options for providing park facilities to serve the subject property:
 - a. Convey or acquire property for dedication of neighborhood park (NP 35) facility or equivalent; or
 - b. Pay a temporary access fee of 15.6 percent of the Parks SDCs due for the residential uses.

FACTS

Streets

1. Blossom Drive NE
 - a. Standard—This street is designated as a collector street in the Salem TSP. The standard for this street classification is a 34-foot-wide improvement within a 60-foot-wide right-of-way.
 - b. Existing Conditions—This street has an approximate 25-foot improvement within a 64-foot-wide right-of-way abutting the subject property.

Storm Drainage

1. Existing Conditions
 - a. A 15-inch storm main is located in Blossom Drive NE.

Water

1. Existing Conditions
 - a. The subject property is located in the G-0 water service level.
 - b. A 16-inch water main is located in Blossom Drive NE. Mains of this size generally convey flows of 3,800 to 8,800 gallons per minute.

Sanitary Sewer

1. Existing Conditions
 - a. A 10-inch sewer main is located in Blossom Drive NE.

URBAN GROWTH PRELIMINARY DECLARATION FINDINGS

An Urban Growth Preliminary Declaration is required because the subject property is located outside the Urban Service Area in an area without required facilities. Analysis of the development based on relevant standards in SRC 200.055 through SRC 200.075 is as follows:

SRC 200.055—Standards for Street Improvements

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

Blossom Drive NE to the west of the subject property meets the linking street improvement requirements. As described below, boundary street improvements are recommended as a condition of approval.

SRC 200.060—Standards for Sewer Improvements

Findings—The proposed development shall be linked to adequate facilities by the construction of sewer lines and pumping stations, which are necessary to connect to such existing sewer facilities (SRC 200.060). The nearest available sewer facilities are located in Blossom Drive NE abutting the property. The applicant shall construct the *Salem Wastewater Management Master Plan* improvements and link the site to existing facilities that are defined as adequate under 200.005(a). As a condition of sewer service, all developments will be required to provide public sewers to adjacent upstream parcels, discussed further below.

SRC 200.065—Standards for Storm Drainage Improvements

Findings—The proposed development shall be linked to existing adequate facilities by the construction of storm drain lines, open channels, and detention facilities, which are necessary to connect to such existing drainage facilities. The nearest available public storm system appears to be located in Blossom Drive NE abutting the property. The applicant shall link the on-site system to existing facilities that are defined as adequate under SRC 200.005(a).

SRC 200.070—Standards for Water Improvements

Findings—The proposed development shall be linked to adequate facilities by the construction of water distribution lines, reservoirs, and pumping stations that connect to such existing water service facilities (SRC 200.070). The applicant shall provide linking water mains consistent with the *Water System Master Plan* adequate to convey fire

flows to serve the proposed development as specified in the Water Distribution Design Standards. The nearest linking water main appears to be located in Blossom Drive NE abutting the property.

SRC 200.075—Standards for Park Sites

Findings—The proposed development is not served by a neighborhood park. The site is not suitable for parks dedication due to its size. Staff recommends a temporary access fee be provided in-lieu of dedication pursuant to SRC 200.080.

CRITERIA AND FINDINGS—SITE PLAN REVIEW

Analysis of the development based on relevant criteria in SRC 220.005(f)(3) is as follows:

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

Findings—With completion of the conditions above, the subject property meets all applicable standards of the following chapters of the UDC: 601 – Floodplain; 802 – Public Improvements; 803 – Streets and Right-of-Way Improvements; 804 – Driveway Approaches; 805 – Vision Clearance; 809 – Wetlands; and 810 – Landslides.

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

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

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.

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

Findings—The subject property was partitioned in Marion County in 2021 (Partition Plat No. PP 2021-064). Through that platting action, a sufficient half-width right-of-way was dedicated. No additional right-of-way is required. The existing condition of Blossom Drive NE does not meet current standards for its classification of street per the Salem TSP. The applicant shall construct a half-street improvement to collector street standards as specified in the PWDS and consistent with the provisions of SRC

Chapter 803. Pursuant to SRC 200.035, the extent of the required boundary street improvement along Blossom Drive NE shall include Marion County tax lot numbers 073W01A003300 and 073W01A003301.

Condition: Construct a half-street improvement along the frontage of Blossom Drive NE to collector street standards as specified in the City Street Design Standards and consistent with the provisions of SRC Chapter 803. The required boundary street improvements include Marion County tax lot numbers 073W01A003300 and 073W01A003301.

Pursuant to SRC 86.015(e), anyone undertaking development along public streets shall plant new street trees to the maximum extent feasible. Street trees along Blossom Drive NE shall be provided with the development.

Condition: Install street trees to the maximum extent feasible along Blossom Drive NE.

Criteria: SRC 220.005(f)(3)(C) Parking areas and driveways are designed to facilitate safe and efficient movement of vehicles, bicycles, and pedestrians

Findings—The proposal includes one new driveway to serve the multi-family development and one existing driveway to serve the existing single-family dwelling. The proposed driveway onto Blossom Drive NE provides for safe movements of vehicles in and out of the development. As part of the required boundary street improvements, the existing driveway serving 3480 Blossom Drive NE will be replaced to meet current standards.

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

Findings—The subject property is located outside of the Urban Service Area; therefore, an Urban Growth Preliminary Declaration has been required. As conditioned, the proposed development is designed to accommodate required on-site and off-site improvements. 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. As part of the required boundary street improvements, and to serve upstream parcels, the applicant shall extend the public storm main to the east line of Marion County tax lot number 073W01A003300.

Condition: Extend the public storm main in Blossom Drive NE to the east line of Marion County tax lot number 073W01A003300.

The proposed plan demonstrates compliance with PWDS Appendix 4E related to green stormwater infrastructure by setting aside at least ten percent of the total new impervious surface area for installation of green stormwater infrastructure. The applicant's engineer shall design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS.

Condition: Design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS.

The applicant shall design and construct all utilities (sewer, water, and storm drainage) according to the PWDS and to the satisfaction of the Public Works Director.

No existing parks facilities are available within ½ mile of the subject property. The *Comprehensive Parks System Master Plan* shows that a future Neighborhood Park (NP 35) is planned to serve the area. The site is not suitable for development of an appropriately sized park; therefore, staff recommends a Temporary Access Facilities Fee (TAF) be provided in lieu of parks dedication pursuant to SRC 200.080. The TAF amount is 15.6 percent of the Parks SDC based on the following analysis:

- Pursuant to the SDC Eligible Projects (309) List, the total SDC costs for neighborhood park acquisition are estimated to be \$31,525,420, where the total Parks SDC costs for all eligible expenditures are estimated to be \$201,740,010.
- The ratio of neighborhood park acquisition among all Parks SDC expenditures is \$31,525,420 divided by \$201,740,010 or 15.6 percent.
- The temporary access fee for neighborhood park acquisition is equal to the ratio of neighborhood park acquisition among all Parks SDC expenditures, which equals 15.6 percent of the Parks SDCs due for the development.

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

- a) Convey or acquire property for dedication of neighborhood park (NP 35) facility or equivalent; or
- b) Pay a temporary access fee of 15.6 percent of the Parks SDCs due for the residential uses.

CRITERIA AND FINDINGS—CLASS 2 DRIVEWAY APPROACH PERMIT

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

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

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

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

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

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

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

(4) The proposed driveway approach, where possible:

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

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

(5) Proposed driveway approach meets vision clearance standards;

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

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

Finding—No evidence has been submitted to indicate that the proposed driveway will create traffic hazards or unsafe turning movements. Additionally, staff analysis of the proposed driveway indicates that it will not create a traffic hazard and will provide for safe turning movements for access to the subject property.

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

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

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

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

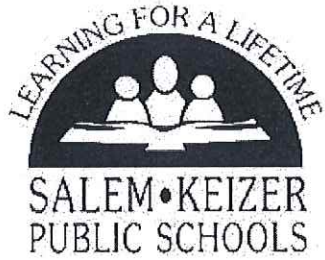
(9) The proposed driveway approach balances the adverse impacts to residentially zoned property and the functionality of adjacent streets.

Findings—The proposed development is surrounded by mixed-use zoning and residentially zoned property that lies within Marion County. The proposed development abuts collector streets. The proposed driveway is taken from the lowest classification street abutting the subject property. The driveway balances the adverse impacts to residentially zoned property and will not have an adverse effect on the functionality of the adjacent streets.

RESPONSE TO COMMENTS

- 1) **Marion County** – Reviewed the proposal and indicated a non-remonstrance agreement was recorded against the property when it was partitioned. The non-remonstrance agreement required improvement to the frontage of Blossom Drive NE.
 - a. **Staff Response:** The boundary street improvement conditioned will fulfill the requirements of the non-remonstrance agreement.
- 2) **Street Improvements** – Comments received requested this development construct off-site improvements to Lilac Lane NE.
 - a. **Staff Response:** As described in the staff findings, the development is served by an adequate “linking street” and boundary street improvement are required along the development frontage pursuant to SRC Chapter 803. Lilac Lane NE is outside of Salem City Limits; pavement improvements to Lilac Lane NE cannot be conditioned of this development.

Prepared by: Laurel Christian, Development Services Planner II
cc: File



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

Christy Perry, Superintendent

February 27, 2023

Hugo Agosto, Planner
 Planning Division, City of Salem
 555 Liberty Street SE, Room 305
 Salem OR 97301

RE: Land Use Activity Case No. UGA-SPR-ADJ-DAP-DR23-01, 3500 Block of Blossom Dr 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
Forest Ridge	Elementary	K thru 5
Whiteaker	Middle	6 thru 8
McNary	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
Forest Ridge	Elementary	228	318	72%
Whiteaker	Middle	666	918	73%
McNary	High	2,102	2,200	96%

Table 2

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

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

School Type	Qty. of New Residences	Housing Type	Average Qty. of Students per Residence	Total New Students
Elementary	90	MF	0.164	15
Middle			0.085	8
High			0.096	9

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
Forest Ridge	Elem.	228	2	15	17	318	77%
Whiteaker	Mid.	666	1	8	9	918	74%
McNary	High	2,102	17	9	26	2,200	97%

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
Forest Ridge	Elementary	Eligible for School Transportation
Whiteaker	Middle	Eligible for School Transportation
McNary	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	15	\$68,445	\$1,026,675
Middle	8	\$83,363	\$666,904
High	9	\$98,280	\$884,520
TOTAL			\$2,578,099

Table 6

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

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