

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 informacion, por favor llame
503-588-6173*

DECISION OF THE PLANNING COMMISSION

**CLASS 3 DESIGN REVIEW / CLASS 3 SITE PLANNING REVIEW / CLASS 2
ADJUSTMENT / CLASS 2 DRIVEWAY APPROACH PERMIT CASE NO.: DR-
SPR-ADJ-DAP19-01**

APPLICATION NO. : 19-105142-DR, 19-105143-RP, 19-105145-ZO, 19-105147-ZO

NOTICE OF DECISION DATE: April 17, 2019

SUMMARY: A consolidated application for a Design Review, Site Plan Review, Driveway Approach Permit, and Class 2 Adjustment to allow for the development of a proposed triplex on property located at 2425 Market Street NE.

REQUEST: A consolidated application for a triplex, multi-family development. The application includes the following:

- 1) A Class 3 Design Review and Class 3 Site Plan Review for the proposed multi-family development;
- 2) A Class 2 Driveway Approach Permit to allow driveway access from the proposed development to 24th Street NE; and
- 3) A Class 2 Adjustment to reduce the required spacing between driveways onto 24th Street NE as they do not meet the spacing standard due to their proximity to Market Street, a Major Arterial.

The subject property totals approximately 0.27 acres in size, is zoned RS (Single Family Residential), is within the Compact Development Overlay Zone, and is located at 2425 Market Street NE (Marion County Assessor's Map and Tax Lot Number: 073W24BC01200).

APPLICANT: Gerald Horner

LOCATION: 2425 Market Street NE / 97301

CRITERIA: Class 3 Design Review: SRC 225.005(e)(2)
Class 3 Site Plan Review: SRC 220.005(f)(3)
Class 2 Adjustment: SRC 250.005(d)(2)
Class 2 Driveway Approach Permit: 804.025(d)

FINDINGS: The facts and findings are in the attached exhibit dated April 17, 2019.

DECISION: The Planning Commission **APPROVED** Class 3 Design Review / Class 3 Site Plan Review / Class 2 Adjustment / Class 2 Driveway Approach Permit Case No. DR-SPR-ADJ-DAP19-01 subject to the following conditions of approval:

CLASS 3 DESIGN REVIEW


Condition 1: The pedestrian paths located along each driveway leading to the dwelling units shall be visually distinct from the vehicle use area of the driveway through the use of differing materials.

CLASS 3 SITE PLAN REVIEW

- Condition 2:** At the time of building permit application, the applicant shall submit a revised site plan indicating the location of four bicycle parking spaces for the multifamily development. Bicycle parking may be provided in the garages for each dwelling unit.
- Condition 3:** The property is subject to a special setback equal to 48 feet from centerline on the development side of Market Street NE.
- Condition 4:** Prior to the issuance of building permits, the applicant shall obtain a Removal Agreement for that portion of proposed fence located within the special setback area pursuant to SRC 800.040(e).
- Condition 5:** Install a minimum of four new street trees to replace the existing trees proposed for removal along the property frontage.

VOTE:

Yes 9 No 0 Absent 0 Abstain 0



Chane Griggs, President
Salem Planning Commission

The rights granted by the attached decision must be exercised, or an extension granted, as follows or this approval shall be null and void:

Class 3 Design Review	<u>May 3, 2021</u>
Class 3 Site Plan Review	<u>May 3, 2023</u>
Class 2 Adjustment	<u>May 3, 2021</u>
Class 2 Driveway Approach Permit	<u>May 3, 2021</u>

Application Deemed Complete:	<u>February 25, 2019</u>
Public Hearing Date:	<u>March 19, 2019 and April 16, 2019</u>
Notice of Decision Mailing Date:	<u>April 17, 2019</u>
Decision Effective Date:	<u>May 3, 2019</u>
State Mandate Date:	<u>June 25, 2019</u>

Case Manager: Britany Randall, brandall@cityofsalem.net

This decision is final unless written appeal from an aggrieved party is filed with the City of Salem Planning Division, Room 305, 555 Liberty Street SE, Salem OR 97301, **no later than 5:00 p.m., Thursday, May 2, 2019.** Any person who presented evidence or testimony at the hearing may appeal the decision. The notice of appeal must contain the information required by SRC 300.1020 and must state where the decision failed to conform to the provisions of the applicable code section, SRC Chapter(s) 220, 225, 250 & 804. The appeal must be filed in duplicate with the City of Salem Planning Division. The appeal fee must be paid at the time of filing. If the appeal is untimely and/or lacks the proper fee, the appeal will be rejected. The City Council will review the appeal at a public hearing. After the hearing, the City Council may amend, rescind, or affirm the action, or refer the matter to staff for additional information.

The complete case file, including findings, conclusions and conditions of approval, if any, is available for review at the Planning Division office, Room 305, City Hall, 555 Liberty Street SE, during regular business hours.

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

CASE NO: DR-SPR-ADJ-DAP19-01– FACTS AND FINDINGS

APPLICATION: Consolidated Class 3 Design Review, Class 3 Site Plan Review, Class 2 Adjustment, & Class 2 Driveway Approach Permit

LOCATION: 2425 Market Street NE - 97301 (Marion County Assessor's Map and Tax Lot Number: 073W24BC01200)

SIZE: 0.27 acres

REQUEST: A consolidated application for a triplex, multi-family development. The application includes the following:

1) A Class 3 Design Review and Class 3 Site Plan Review for the proposed multi-family development;

2) A Class 2 Driveway Approach Permit to allow driveway access from the proposed development to 24th Street NE; and

3) A Class 2 Adjustment to reduce the required spacing between driveways onto 24th Street NE as they do not meet the spacing standard due to their proximity to Market Street, a Major Arterial.

APPLICANT/OWNER: Gerald (Jerry) Horner

APPROVAL CRITERIA: Class 3 Design Review: SRC 225.005(e)(2)

Class 3 Site Plan Review: SRC 220.005(f)(3)

Class 2 Adjustment: SRC 250.005(d)(2)

Class 2 Driveway Approach Permit: SRC 804.025(d)

ACTION: APPROVE, subject to the following conditions:

CLASS 3 DESIGN REVIEW

Condition 1: The pedestrian paths located along each driveway leading to the dwelling units shall be visually distinct from the vehicle use area of the driveway through the use of differing materials.

CLASS 3 SITE PLAN REVIEW

Condition 2: At the time of building permit application, the applicant shall submit a revised site plan indicating the location of four bicycle parking spaces for the multifamily development. Bicycle parking may be provided in the garages for each dwelling unit.

- Condition 3:** The property is subject to a special setback equal to 48 feet from centerline on the development side of Market Street NE.
- Condition 4:** Prior to the issuance of building permits, the applicant shall obtain a Removal Agreement for that portion of proposed fence located within the special setback area pursuant to SRC 800.040(e).
- Condition 5:** Install a minimum of four new street trees to replace the existing trees proposed for removal along the property frontage.

120-DAY REQUIREMENT

The application was deemed complete for processing on February 25, 2019. The State Mandated 120-day deadline to issue a final local decision for this consolidated application is June 25, 2019.

BACKGROUND

Gerald (Jerry) Horner, applicant and property owner, filed an application for a consolidated Class 3 Design Review, Class 3 Site Plan Review, Class 2 Adjustment, and Class 2 Driveway Approach Permit on February 13, 2019. After additional requested information was provided by the applicant, the application was deemed complete for processing on February 25, 2019. Notice of the public hearing on the proposed development was subsequently provided pursuant to SRC requirements on February 27, 2019. Notice was also posted on the subject property pursuant to SRC requirements by the applicant on March 5, 2019.

The public hearing before the City of Salem Planning Commission was conducted on March 19, 2019 at 5:30 p.m. in the Salem City Council Chambers, Civic Center Room 240, located at 555 Liberty Street SE. The record was held open for interested parties to submit additional written testimony and a second public hearing was conducted on April 16, 2019.

PROPOSAL

The applicant has submitted Design Review, Site Plan Review, Adjustment and Driveway Approach Permit applications for development of a triplex located at 2425 Market Street NE.

FACTS AND FINDINGS

1. Salem Area Comprehensive Plan (SACP) designation

The subject property is designated "Single Family Residential" on the Salem Area Comprehensive Plan map. The subject property is within the Urban Growth Boundary and is inside the Urban Service Area.

2. Zoning and Surrounding Land Uses

The subject property is zoned RS (Single Family Residential) and is located within the Compact Development Overlay Zone. The zoning of surrounding properties is as follows:

North: RS (Single Family Residential)

South: Across Market Street NE, RS (Single Family Residential) within the Compact Development Overlay Zone

East: RS (Single Family Residential) within the Compact Development Overlay Zone

West: Across 24th Street NE, RS (Single Family Residential) within the Compact Development Overlay Zone, and RS (Single Family Residential)

3. Site Analysis

The subject property is approximately 0.27 acres in size and abuts Market Street NE to the south, which is designated as a major arterial street within the Salem TSP (Transportation System Plan). The subject property also has frontage onto 24th Street NE to the west which is designated as a collector street within the Salem TSP.

4. Neighborhood and Citizen Comments

The subject property is located within the boundaries of the Northeast Neighbors (NEN) neighborhood association. Additionally, the subject property is adjacent to the boundary of Lansing Neighborhood Association to the east and North East Salem Community Association (NESCA) to the south. Notice was sent to all three neighborhood associations pursuant to SRC requirements. As of the date of completion of the staff report, one written comment was received from NESCA in support of the proposed development.

All property owners and tenants within 250 feet of the subject property were mailed notice of the proposal. Notice of public hearing was also posted on the subject property. As of the date of completion of the staff report, no comments had been received from neighbors. However, the record was held open for the submission of additional written testimony and during that time, eight neighbors submitted a form letter asking for the Planning Commission to deny the applicant's request for an adjustment to driveway spacing. They recommended the applicant choose to build a single family dwelling or a duplex with a shared driveway instead.

Finding: The subject property has approximately 127 feet of frontage onto 24th Street NE. Because of the length of the frontage, it is impossible for any driveway

leading to the property to meet the spacing standard and an adjustment is need for driveway access to the site.

5. City Department and Public Agency Comments

The Building and Safety Division reviewed the proposal and indicated that they have no comments.

The Fire Department reviewed the proposal and provided comments indicating that Fire will provide comment for items such as fire department access and water supply at the time of building permit plan review. Fire also noted that it appears access and water supply are existing.

The Public Works Department has reviewed the proposal and provided a memo included in the staff report.

6. Public Agency and Private Service Provider Comments

Notice of the proposal was provided to public agencies and to public & private service providers. As of the date of completing the staff report, the following comment was received:

Portland General Electric (PGE) reviewed the proposal and provided comments stating development cost per current tariff and service requirements.

7. Analysis of Class 3 Design Review Criteria

Salem Revised Code (SRC) 225.005(e)(2) sets forth the criteria that must be met before approval can be granted to an application for Class 3 Design Review. Pursuant to SRC 225.005(e)(2) an application for a Class 3 Design Review shall be approved if all of the applicable design review guidelines are met.

The design review guidelines applicable to development within the Compact Development Overlay Zone are established under SRC 631.025. The proposal is for a triplex which is a multi-family development. SRC 702.010 provides that multiple family developments shall comply with all of the applicable design review guidelines set forth in SRC Chapter 702. Therefore, the design review guidelines of SRC Chapter 702 for multi-family development are also applicable to the proposal. The following subsections are organized with the Compact Development Overlay Zone design review guidelines and the Multiple Family design review guidelines shown in ***bold italic***, followed by findings evaluating the proposal for conformance with the design review guidelines. Lack of compliance with the design review guidelines is grounds for denial of the Class 3 Design Review application, or for the issuance of conditions to ensure the design review guidelines are met.

A. Compact Development Overlay Zone Design Review Guidelines

▪ **Building Setbacks (SRC 631.025(a)(1)(A)):**

- (i) Buildings shall be setback from the abutting properties in a manner that provides an appropriate transition which encourages compatibility with the neighborhood.***

Finding: The surrounding properties are zoned RS (Single Family Residential), on three sides (east, west, and south) the properties are also within the compact development overlay zone. The abutting property to the north is zoned RS and is not within the Compact Development Overlay Zone. The northern property is developed with a single family home. As shown on the applicant's proposed site plan, the setbacks from the northerly property line far exceed what is required for a single family or two family dwelling within the RS zone. The applicant is proposing to set the triplex back more than 10 feet to the northerly property line. Additionally, the applicant is proposing to install a 6-foot tall residential fence and a landscaping buffer along the north line to reduce the impact to the single family dwellings to the north.

To the east of the subject property is a property zoned RS and within the Compact Development Overlay Zone. The applicant is proposing large rear setbacks with the closest measurement at approximately 30 feet. The large setback provides for ample private open space for each of the three units and acts as an additional buffer to the property to the east which is developed with a single family dwelling.

The subject property abuts Market Street NE on its southerly property line. The Public Works Department has identified an 18-foot special setback abutting Market Street NE, which the applicant indicates on the proposed site plan. In addition to the 18-foot special setback, the applicant has proposed an additional 20-foot minimum setback which is the requirement for buildings abutting collector or arterial streets within the RS zone. At the time Market Street NE is improved, the development will still comply with the setback requirements abutting a major arterial street.

The subject property abuts 24th Street NE on its westerly property line. The applicant is proposing a minimum setback of 20 feet to the garages for Units 2 and 3, and a 25-foot setback to the garage for Unit 1.

The Planning Commission finds that as proposed, the development is setback from all abutting properties in a manner that is consistent with the surrounding neighborhood and provides for an appropriate transition from the mix of single family uses to multiple family uses. The addition of landscaping buffers and sight obscuring residential fences help to minimize impacts of a higher density development to abutting properties.

▪ **Building location, size, and orientation (SRC 631.025(a)(2)(A)):**

(i) A majority of the dwelling units shall be constructed within close proximity to the street right-of-way.

Finding: The proposed dwelling units have a similar characteristic to townhomes which suits the character of the surrounding neighborhoods. Each of the dwelling units is proposed to have a single-car garage and a second off-street parking space will be provided on the driveway leading from 24th Street NE to the garage.

The Planning Commission finds that as proposed, the setback of the development to the public right-of-way matches the characteristics of the surrounding developments with all of the proposed dwelling units being proposed within close proximity of the street right-of-way. Additionally, the setbacks provide for the required off-street parking spaces to be utilized by future residence.

(ii) Buildings shall be located to reinforce the residential character of the neighborhood.

Finding: As described above, the location of the proposed development within the subject site is proposed in a manner which the Planning Commission finds fits the residential character of the neighborhood. Additionally, the applicant proposes landscaping and residential fences for each of the units as well as garages and small porches over each entryway.

The Planning Commission that as proposed, the development fits with the residential character of the neighborhood, meeting this guideline.

(iii) Where possible, dwelling unit entries shall be visible from the street and shall incorporate weather protection into their design.

Finding: The proposed site plan, provided by the applicant, depicts all three units will have entries facing the right-of-way for 24th Street NE. Each of the entryways will have a covered porch as shown on both the site plan and elevation drawings for the proposed triplex.

The Planning Commission finds that as proposed, the applicant has met this design guideline.

(iv) The appearance of building bulk shall be minimized by:

***(aa) Establishing a building offset interval along building facades;
and***

(bb) Dispersing windows throughout building facades.

Finding: The site plan provided by the applicant shows that proposed Unit 1 will be offset by 4 and a half feet from proposed Units 2 and 3. The applicant provided elevation drawings which show in more detail proposed dormers, porches, changes in siding materials and windows dispersed throughout the building to minimize bulk.

The Planning Commission finds that as proposed, the applicant has met this design guideline.

▪ **Open Space (SRC 631.025(b)(1)(A)):**

(i) Individual private open space shall be provided for each dwelling unit.

Finding: As depicted on the applicant's site plan, each of the three dwelling units will have private open spaces within the rear yard of each unit. The private open spaces will be separated by a 6-foot tall sight obscuring cedar fence and enhanced with a variety of landscape materials including shrubs, grass, and trees.

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

Finding: Each dwelling unit is two stories in height. The private open spaces for each dwelling unit is located in the rear yard and is accessible through a sliding glass door from the first floor of each dwelling unit.

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

Finding: The development includes three dwelling units. In accordance with Table 702-1 Common Open Space Area Size and Dimensions, multiple family developments with fewer than five units are not required to provide common open space. The proposal is for a development with only three dwelling units and does not propose common open space. Therefore, this design standard does not apply to the proposed development.

▪ **Parking, Access, and Circulation (SRC 631.025(c)(1)(A)):**

(i) Parking areas and driveways shall be located and designed to minimize impacts to abutting properties and promote human scale within the development.

Finding: The applicant is proposing a triplex which is designed to fit with the residential character of the surrounding neighborhood. Parking for each of the dwelling units will be provided by a single-car garages serving each unit and on the driveways leading to the three garages. Because the proposed development includes a parking area that is residential in nature, rather than a parking lot, and the applicant is proposing a variety of landscape treatments including grasses, shrubs, and trees, and the parking areas include pedestrian pathways, the Planning Commission finds that this design standard has been met.

▪ **Landscaping (SRC 631.025(d)(1)(A)):**

(i) ***Landscaping shall be provided to buffer the development from abutting uses.***

Finding: The subject site is surrounded by residentially zoned lands with residential developments. The proposed multiple family development is allowable because the property is within the Compact Development Overlay Zone. Taking into consideration the impact of a multiple family development on surrounding single family uses, the applicant has proposed a 10-foot setback to northerly (side) property line and a minimum 30-foot setback to the easterly (rear) property line. Additionally, the applicant is proposing to install three trees and screening along the northerly property line to buffer the development from the abutting use. The site is proposed to be enhanced with a variety of landscape materials including several species of bushes and trees, and open lawn spaces. The Planning Commission finds that the combination of landscape materials and the proposed 6-foot sight obscuring cedar fence will provide an adequate buffer from the abutting uses.

(ii) ***A variety of trees and other plant materials shall be distributed throughout the site and located adjacent to buildings and parking areas.***

Finding: As shown on the applicant's landscape plan, several varieties of shrubs and trees are proposed to be provided on the development site. The landscape plan shows the entrances to each of the tree dwelling units will be enhanced with landscaping. The development is proposed to be buffered from the rights-of-way through the use of a variety of trees and large setbacks. Additionally, the applicant is proposing to install a 6-foot tall sight obscuring fence along the side and rear yards of the proposed development. The Planning Commission finds that as proposed, this design standard is met.

(iii) ***Trees shall be planted within the street right-of-way to enhance the residential character of the development.***

Finding: Proposed Condition 5 includes a requirement for the replanting of street trees. Additionally, the applicant's landscaping plan proposes to install trees within the street right-of-way for both 24th Street NE and Market Street NE. The Planning Commission finds that with the applicant's proposal and the proposed condition of approval, this design standard is met.

▪ **Crime Prevention Through Environmental Design (SRC 631.025(e)(1)(A)):**

(i) ***Developments shall be designed in a manner that considers crime prevention and resident safety.***

Finding: The applicant's proposed design and written statement have addressed crime prevention. The entrances for each of the dwelling units face the public right-of-way for 24th Street NE and each entrance is proposed to be illuminated with a porch light. Additionally, the landscaping at the front entrances is proposed to comprise of a variety of shrubs and grasses which will allow each resident to see clearly from the entrance of the dwelling unit to the street. The floorplans and building elevations provided by the applicant include windows in all habitable rooms, except bathrooms, that look out to the public rights-of-way, private open spaces, and onto each entrance/driveway. The Planning Commission finds that as proposed, the design includes crime prevention and resident safety.

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

Finding: The development proposal does not include common open spaces. As shown on the applicant's proposed site plan, a 6-foot tall sight obscuring cedar fence is proposed along the side and rear yard of the triplex. The parking spaces are proposed to abut 24th Street NE. The landscape within the front yard abutting the right-of-way and parking areas is of a scale which will allow clear visual surveillance of the parking areas and dwelling unit entryways. The Planning Commission finds that as proposed, this design standard is met.

B. Multiple Family Design Review Guidelines

▪ 702.015(b)(1) – Common Open Space

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

Finding: In accordance with Table 702-1 Common Open Space Area Size and Dimensions, multiple family developments with fewer than five units are not required to provide common open space. The proposal is for a development with only three dwelling units and does not propose common open space.

▪ **702.015(c)(1) – Children’s Play Areas and Adult Recreation Areas**

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

Finding: In accordance with Table 702-2 Outdoor Children’s Play Areas and Adult Recreation Areas, multiple family developments with 19 or fewer units are not required to provide children’s play areas or adult recreation areas. The proposal is for a development with only three dwelling units and does not propose children’s play areas or adult recreation areas.

▪ **702.015(d)(1) – Private Open Space**

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

Finding: As depicted on the applicant’s site plan, each dwelling unit will have private open space in the rear yard.

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

Finding: The private open space for each unit can be accessed from a sliding glass door on the first floor of each unit.

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

Finding: The proposed development is not required to have common open space. The open spaces are proposed to be separated from each other by sight obscuring fences to provide privacy for each dwelling unit and screening from adjacent properties.

▪ **702.020(b)(1) – General Landscaping**

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

Finding: The applicant’s preliminary landscape plan indicates 13 trees of four different varieties will be provided throughout the development site including three trees placed along the northerly property line to provide

additional buffer to the adjacent single family development.

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

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

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

Finding: The existing conditions plan indicates that the subject site is void of any existing trees.

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

Finding: The subject property is within the RS zone and Compact Development Overlay Zone. The property to the north is zoned RS. To buffer from the northerly property, the applicant is proposing a 10-foot minimum setback to the property line as well as a 6-foot tall sight obscuring residential fence, and three trees along the property line as a buffer.

▪ **702.020(c)(1) – Street Frontage**

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

Finding: The preliminary landscaping plan shows street trees to be planted within the public right-of-way of both 24th Street NE and within the Special Setback of Market Street NE.

▪ **702.020(d)(1) – Building Exteriors**

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

Finding: The landscape plan provided by the applicant depicts a variety of lawn and shrubs at the entryway of each dwelling unit.

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

Finding: A majority of the proposed triplex will be screened from the public right-of-way for Market Street NE. However, the applicant is

proposing a variety of shrubs, trees, lawn, bark, and screening which combined will soften the visual impact of the triplex and tie it in with the residential developments on surrounding properties.

▪ **702.020(e)(1) – Privacy**

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

Finding: A combination of large setbacks, landscaping, and a 6-foot tall sight obscuring fence are proposed to buffer this multi-family development from abutting properties to the north and east. These elements are shown on both the proposed site plan and the proposed landscape plan that were provided by the applicant.

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

Finding: The preliminary landscape plan indicates that trees and shrub beds will be provided throughout the site. The applicant also proposes a 6-foot tall residential fence to separate the private open spaces for each of the dwelling units.

▪ **702.020(f)(1) – Parking Areas**

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

Finding: The applicant is not proposing a common parking lot for the triplex. Parking will be provided within a single-car garage for each dwelling unit and on the driveways leading to each of the units to equal two off-street parking spaces for each of the dwelling units. The landscaping plan provided by the applicant shows a variety of trees provided throughout the site.

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

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

Finding: The applicant indicates that the new building has windows provided in habitable rooms and windows that face the rights-of-way and open space areas.

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

Finding: The development does not include common open space or common parking areas. The landscaping indicated at the entry of each dwelling unit consists of grass and shrubs of a lot profile to allow for visual surveillance from the entry of each dwelling unit.

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

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

Finding: As noted in the findings above, the development does not include a common parking lot for the triplex. Each unit will have parking with a private garage and on the driveways leading to the garages.

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

Finding: The applicant proposed striping for pedestrian access along each of the proposed driveways to facilitate for safe pedestrian access from the entries of each dwelling unit, through the driveway, and to the public sidewalk. To ensure both the safety of pedestrians is considered and the residential character of the neighborhood, the Planning Commission imposes the following condition of approval:

Condition 1: The pedestrian paths located along each driveway leading to the dwelling units shall be visually distinct from the vehicle use area of the driveway through the use of differing materials.

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

Finding: Parking for each dwelling unit is provided within private single-car garages and on the driveways leading to each garage.

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

Finding: As noted in the findings above, the development does not include a common parking lot for the triplex. Each unit will have parking with a private garage and on the driveways leading to the garages.

▪ **702.030(c)(1) – Site Access**

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

Finding: The development site is served by two driveways onto 24th Street NE. Three pedestrian connections, leading from the entries of each dwelling unit, are proposed to the public sidewalk system on 24th Street NE.

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

Finding: The applicant is proposing a striped pedestrian pathway beside the vehicle use areas on each of the driveways leading to the dwelling unit entrances. To ensure the development fits in with the residential character of the surrounding neighborhood, the Planning Commission imposes the following condition of approval:

Condition 1: The pedestrian paths located along each driveway leading to the dwelling units shall be visually distinct from the vehicle use area of the driveway through the use of differing materials.

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

Finding: The subject property has frontage on both Market Street NE, which is classified as a major arterial, and 24th Street NE, which is classified as a collector. Both of the driveways for the development are proposed from 24th Street NE, the street with the lowest classification abutting the subject property.

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

Finding: The applicant is proposing to consolidate the driveway access leading to Units 2 and 3. It's not practicable to have only one driveway serving all three dwelling units due to the use of garages and individual entryways.

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

Finding: The proposed parking areas will be provided through the use of single-car garages and on driveways leading to the garages. The parking is designed with residential characteristics which is consistent with the surrounding residential developments. The garages are setback a minimum of 20 feet from the right-of-way for 24th Street NE.

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

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

Finding: The development site is relatively flat and does not contain any areas of mapped landslide hazards.

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

Finding: The proposed two story building complies with height and setback requirements of the underlying zone. In addition, the articulation of the building, including covered entryways break up the mass of the development reinforcing human scale.

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

Finding: Building offsets are provided in the design of the triplex. No dimension exceeds more than 150 feet in length.

▪ **702.035(c)(1) – Compatibility**

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

Finding: Horizontal and vertical building offsets are provided in the design for the proposed triplex, as depicted on both the site plan and building elevations provided by the applicant. No dimension exceeds more than 150 feet in length. The proposed building setback and building height comply with the guidelines for multi-family development, the compact development overlay zone, and the underlying RS (Single Family Residential) zone.

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

Finding: The proposed building complies with height and setback requirements of the RS zone. The building height and setbacks proposed provide a separation and transitional area between existing buildings on abutting sites.

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

Finding: The proposed two story building provides offsets, varied roof elevations and contrasting facade materials are provided in the design for the triplex.

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

Finding: The proposed dwelling units have a similar characteristic to townhomes which suits the character of the surrounding neighborhoods. Each of the dwelling units is proposed to have a single-car garage and a

second off-street parking space will be provided on the driveway leading from 24th Street NE to the garage.

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

Finding: Each of the three dwelling units has a covered entryway which is defined and articulated from the façade of the rest of the building.

▪ **702.035(d)(1) – Building Articulation**

(A) The appearance of building bulk shall be minimized by:

(i) Establishing a building offset interval along building facades; and

Finding: The proposed new building provides offsets. Additionally, articulation is achieved through different roof pitches and the use of dormers, as shown on the applicant's elevation plans.

(ii) Dispersing windows throughout building facades.

Finding: The design standards require windows to be provided in all habitable rooms, other than bathrooms, that face required setbacks, common open areas, and parking areas.

The proposed plans indicate that windows will be provided in habitable space which faces private open spaces and public rights-of-way. The building elevations show windows dispersed throughout the building façade.

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

Finding: Each unit of the triplex has its own entryway, the development does not include a common entryway. Each private entrance is articulated through the use of landscaping and covered porches as well as lighting at the front doors.

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

Finding: The design standards require that the horizontal length of roof shall not exceed 100 feet without providing a change of elevation of at least 4 feet. The proposed design does not include a horizontal roof length exceeding 100 feet, in compliance with the corresponding design standard.

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

- (A) Facilities shall be provided to allow recycling opportunities for tenants that are as conveniently located as the trash receptacles, and that are in compliance with any applicable federal, state, or local laws.**

Finding: The site plan does not provide for a common recycling area for the proposed triplex. The applicant's written statement indicates that each dwelling resident will manage their own trash and recycling services and that space will be made available in each garage for the storage of both trash and recycling receptacles.

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

Finding: The site plan does not provide for a common recycling area for the proposed triplex. The applicant's written statement indicates that each dwelling resident will manage their own trash and recycling services and that space will be made available in each garage for the storage of both trash and recycling receptacles.

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

Finding: The site plan does not provide for a common recycling area for the proposed triplex. The applicant's written statement indicates that each dwelling resident will manage their own trash and recycling services and that space will be made available in each garage for the storage of both trash and recycling receptacles.

8. Analysis of Class 3 Site Plan Review Approval Criteria

Site plan review is required for any development that requires a building permit, unless the development is identified as being exempt from site plan review under SRC 220.005(a)(2). Class 3 Site Plan Review is required for development proposals that involve a la Site plan review is required for any development that requires a building permit, unless the development is identified as being exempt from site plan review under SRC 220.005(a)(2). Class 3 Site Plan Review is required for development proposals that involve a land use decision or limited land use decision as defined under ORS 197.015. Because the proposed development involves a Class 3 Design Review, Class 2 Adjustment and Class 2 Driveway Approach Permit, the proposed site plan review must be processed as a Class 3 Site Plan Review.

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.

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

Finding: The proposed development is for a triplex which includes an approximate total livable area of 6,130 square feet that will be split between three dwelling units which are proposed to be two stories in height (approximately 22 feet in height) and proposed site improvements including landscaping, screening, and driveways to serve the proposed multi-family development.

The subject property is designated "Single Family Residential" on the Salem Area Comprehensive Plan Map and zoned RS (Single Family Residential) within the Compact Development Overlay Zone. The allowed uses and applicable development standards of the RS zone are set forth under SRC Chapter 511. The requirements of the Compact Development Overlay Zone are set forth under SRC Chapter 631.

The proposed development conforms to SRC Chapter 511, 631, and all other applicable development standards of the Salem Revised Code as follows:

SRC CHAPTER 511 (RS ZONE) & CHAPTER 631 (COMPACT DEVELOPMENT OVERLAY ZONE)

SRC 511.005(a) & SRC 631.010 - Allowed Uses:

The subject property is proposed to be developed with a multi-family development consisting of three dwelling units.

Because the property is located within the Compact Development Overlay Zone, the multi-family development is allowed on the subject site but must comply with the development standard applicable in the underlying RS zone, development standards within the Compact Development Overlay Zone, and the Multiple Family Design Review Guidelines.

SRC 511.010(a) - Lot Standards:

The subject property is currently comprised of a single parcel approximately 0.27 acres in size, or 11,950 square feet. Within the RS zone, the minimum lot size for uses other than single family, two family, or nonprofit shelters is 6,000 square feet. However, the Compact Development Overlay Zone requires a minimum of 3,000 square feet per dwelling unit for multiple family uses. The proposal includes three dwelling units requiring a minimum of 9,000 square feet. Currently the property is approximately 11,950 square feet in size. However, it is subject to a special setback for Market Street along its southerly property line. After the future dedication of right-of-way, the property will be approximately 10,160 square feet which will still meet the minimum lot size for the proposed triplex within the Compact Development Overlay Zone and the underlying RS zone.

Lot standards within the RS zone are established under SRC 511.010(a), Table 511-2. Within the RS zone, all uses are required to have a minimum lot width of 40 feet, uses other than single family and two family are required to have a minimum lot depth of 80 feet, and uses other than single family are required to have a minimum street frontage of 40 feet. Within the Compact Development Overlay Zone, all uses are required to have a minimum lot width of 20 feet, a minimum lot depth of 65 feet, unless the lot has double frontage, and a minimum street frontage of 20 feet. As currently configured, the subject property exceeds the minimum standards for lot width, depth, and street frontage requirements for both the Compact Development Overlay Zone and the underlying RS zone.

SRC 511.010(b) - Setbacks:

Setback requirements for buildings and accessory structures within the RS zone are established under SRC 511.010(b), Table 511-3.

Additional setback requirements are also established under the development standards of the Compact Development Overlay Zone pursuant to SRC 631.015 and the design review guidelines of the Compact Development Overlay Zone pursuant to SRC 631.025(a)(1). The setbacks established in the overlay zone are in addition to the setbacks established in the underlying zone. Findings establishing how the proposed development conforms to the applicable design review guidelines of the Compact Development Overlay Zone are established under Section 9 of this report.

Based on the requirements of SRC 511.010(b), Table 511-3, and SRC Chapter 631.015, the buildings, accessory structures, and off-street parking and vehicle use areas included within the development are required to have the following setbacks:

Setback Requirements: SRC Chapter 511 establishes the following setback standards for development within an RS (Single Family) zone:

Front Yards and Yards Adjacent to Streets:

- Minimum 12 feet (minimum 20 feet when adjacent to a street designated 'Collector', 'Arterial', or 'Parkway')
- Minimum 20 feet for garages

Rear Yards:

- Minimum 14 feet (for any portion of a main building not more than one story in height); or
- Minimum 20 feet (for any portion of a main building greater than one story in height)

Interior Side Yards:

- Minimum 5 feet
- Minimum 10 feet (Infill Lot)

As established in section 9 of this report, the setbacks to the proposed triplex building meet or exceed the minimum requirements of the applicable sections of the SRC and comply with the design review guidelines for both the Compact Development Overlay Zone and the Multiple Family Design Review Guidelines.

SRC 524.010(c) - Lot Coverage:

Lot coverage requirements within the RS zone are established under SRC 511.010(c), Table 511-4. Within the RS zone there is a maximum lot coverage requirement of 35 percent for uses other than single family, two family, or nonprofit shelters. However, the Compact Development Overlay Zone establishes a maximum 60 percent lot coverage requirement of 60 percent for single family, two family, and multiple family uses. As indicated in the applicant's narrative, the proposed triplex will cover approximately 25.3 percent of the subject property, prior to the dedication along Market Street NE. At the time of dedication of market Street, the lot coverage will increase to approximately 29 percent, which still meets the maximum requirement.

SRC 524.010(c) - Height:

Height requirements for buildings and accessory structures within the RS zone are established under SRC 511.010(c), Table 511-4. Within the RS zone, the maximum height restriction is 50 feet for uses other than single family and two family, accessory structures are limited to 15 feet in height. The Compact Development Overlay Zone establishes a maximum height for new buildings of 35 feet for single family, two family, and multiple family uses. The proposed triplex is approximately 22 feet in height, which is well within the height restriction for the Compact Development Overlay Zone.

SRC CHAPTER 806 (OFF-STREET PARKING, LOADING, & DRIVEWAYS)

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

Off-Street Parking:

Minimum Off-Street Vehicle Parking. Minimum off-street vehicle parking requirements are established under SRC Chapter 806, Table 806-1. The minimum off-street parking requirement for the proposed development is as follows:

Multiple Family Uses	2 spaces per dwelling unit	Applicable to multiple family consisting of three dwelling units

Maximum Off-Street Vehicle Parking. Maximum off-street vehicle parking requirements are established under SRC Chapter 806, Table 806-2. The maximum number of allowed parking spaces is based upon the minimum number of spaces required for the proposed development. If the minimum number spaces required equals 20 spaces or less, the maximum allowed parking is 2.5 times the minimum number of spaces required. If the minimum number of spaces required equals more

than 20 spaces, the maximum allowed parking is 1.75 times the minimum number of spaces required.

Based on the above identified minimum and maximum off-street parking requirements, the proposed the unit, multiple family development, requires the following off-street parking:

Use	Minimum Spaces Req.	Maximum Spaces	Spaces Provided
Multiple family	3 units		
Total:	6	15	6

As shown on the site plan for the proposed development, each unit will have a single-car garage. The second required parking space will be provided on the driveway leading to the garage which is allowable pursuant to SRC Chapter 806.

Bicycle Parking:

Minimum Bicycle Parking. Minimum bicycle parking requirements are established under SRC Chapter 806, Table 806-8. The minimum bicycle parking requirement for the proposed development is as follows:

Multiple family	The greater of the following 4 or 0.1 spaces per unit	
-----------------	---	--

Based on the above identified minimum bicycle parking requirements, the proposed multiple family development requires 4 bicycle parking spaces. The applicant did not identify bicycle parking on the site plan. To ensure this standard is met, the Planning Commission imposes the following condition of approval:

Condition 2: At the time of building permit application, the applicant shall submit a revised site plan indicating the location of four bicycle parking spaces for the multifamily development. Bicycle parking may be provided in the garages for each dwelling unit.

As conditioned, this requirement is met.

Loading:

Minimum loading requirements are established under SRC Chapter 806, Table 806-9. For multiple family developments with 0 to 49 dwelling units, no off-street loading is required to be provided. The development proposal includes three dwelling units, therefore no off-street loading spaces are required.

SRC CHAPTER 808 (PRESERVATION OF TREES & VEGETATION)

The City's tree preservation ordinance (SRC Chapter 808) protects Heritage Trees, Significant Trees (including Oregon White Oaks with diameter-at-breast-height of 24 inches or greater), trees and native vegetation in riparian corridors, and trees on lots and parcels greater than 20,000 square feet. The tree preservation ordinance defines "tree" as, "any living woody plant that grows to 15 feet or more in height, typically with one main stem called a trunk, which is 10 inches or more dbh, and possesses an upright arrangement of branches and leaves."

The subject property is void of any trees including significant trees, heritage trees, or riparian trees.

SRC CHAPTER 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 wetlands laws are also administered by the DSL and Army Corps, and potential impacts to jurisdictional wetlands are addressed through application and enforcement of appropriate mitigation measures.

According to the Salem-Keizer Local Wetlands Inventory (LWI), the subject property does not contain any mapped wetlands or hydric (*wetland-type*) soils.

SRC CHAPTER 810 (LANDSLIDE HAZARDS)

According to the City's adopted landslide hazard susceptibility maps, the development site \ does not contain any areas of mapped landslide hazards.

- (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 existing configuration of Market Street NE does not appear to meet current standards for its classification of street per the Salem TSP. However, the proposal generates less than 20 new average daily vehicle trips; therefore, no right-of-way dedication or street improvements are required in conjunction with this three-unit multiple family development (SRC 803.040(d)). The proposed development is subject to a special setback equal to 48-feet from centerline on the development side of Market Street NE. To ensure the special setback is met, the Planning

Commission imposes the following condition of approval:

Condition 3: The property is subject to a special setback equal to 48 feet from centerline on the development side of Market Street NE.

The applicant is proposing a 6-foot tall cedar fence which will extend into the future right-of-way along the frontage of Market Street NE. Pursuant to SRC 800.040(e), the applicant shall obtain a Removal Agreement for that portion of fence located within the special setback area. To ensure the Removal Agreement is obtained, the Planning Commission imposes the following condition of approval:

Condition 4: Prior to the issuance of building permits, the applicant shall obtain a Removal Agreement for that portion of proposed fence located within the special setback area pursuant to SRC 800.040(e).

Existing street trees are located in the vicinity of the proposed driveways. The applicant has provided an Alternatives Analysis pursuant to SAR 109-500 Section 2.4. The analysis proposes removal of two existing street trees and installation of four new trees along the property frontage based on the need for vehicular access to serve the three dwelling units. To ensure street trees are installed along the street frontage, the Planning Commission imposes the following condition of approval:

Condition 5: Install a minimum of four new street trees to replace the existing trees proposed for removal along the property frontage.

With the imposition of the conditions of approval, this proposal meets the approval criteria pursuant to SRC 86.090(a)(8).

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

Finding: The driveway access onto 24th Avenue NE provides for safe turning movements into and out of the property. The applicant has proposed driveways leading from 24th Street NE as this is the lowest classification street abutting the

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

Finding: The Public Works Department has reviewed the applicant's preliminary utility plan for this site. The water, sewer, and storm infrastructure are available within surrounding streets/areas and appear to be adequate to serve the proposed development. The applicant shall be required to design and construct a storm drainage system at the time of development. The application shall provide an evaluation of the connection to the approved point of discharge for new areas of impervious surface per SRC 71.075. –OR– The applicant shall be required to design and construct a storm drainage system at the time of development. The application shall provide an evaluation of the connection to the approved point of discharge for

new areas of impervious surface per SRC 71.075. The applicant's engineer submitted a statement demonstrating compliance with SRC Chapter 71 because the project involves less than 10,000 square feet of new or replaced impervious surface.

The applicant shall design and construct all utilities (sewer, water, and storm drainage) according to the PWDS (Public Works Design Standards) and to the satisfaction of the Public Works Director. The applicant is advised that a sewer monitoring manhole may be required, and the trash area shall be designed in compliance with Public Works Standards.

9. Analysis of Class 2 Adjustment Approval Criteria

Salem Revised Code (SRC) 250.005(d)(2) sets forth the following criteria that must be met before approval can be granted to an application for a Class 2 Adjustment. The following subsections are organized with approval criteria shown in ***bold italic***, followed by findings evaluating the proposed development's conformance with the criteria. Lack of compliance with the following criteria is grounds for denial of the Class 2 Adjustment application, or for the issuance of certain conditions to ensure the criteria are met.

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

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

Finding: The proposal includes a Class 2 Adjustment. The Class 2 Adjustment requests approval to reduce the minimum required driveway spacing onto a Collector street. The subject property does not have adequate frontage to meet the spacing requirement of 200 feet from the intersection with a Major Arterial (SRC 804.030(c)). The development is proposing two new driveways to serve three new dwellings. The proposed driveway configuration meets the adjustment criteria by maximizing the distance from the intersection to allow for turning movements and traffic safety equal to what would be accomplished by meeting the development standard.

(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 zoned RS (Single Family Residential) within the Compact Development Overlay Zone. The adjustment is requested for driveway spacing. The character of the proposed development is residential in nature including the driveways leading to the garages for each dwelling unit. To minimize the impacts on the surrounding residential uses, the applicant is proposing a shared driveway leading to Units 2 and 3. This criterion is met.

(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: The applicant is not seeking more than one adjustment. This criterion is not applicable.

10. Analysis of Class 2 Driveway Approval Permit Criteria

SRC 804.025(d) states that a Class 2 Driveway Approach Permit shall be granted if the following criterion are met:

Criterion 1:

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

Finding: With the approved adjustment for spacing on a Collector street, the proposed driveways meet the standards for SRC Chapter 804 and Public Works Design Standards (PWDS).

Criterion 2:

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

Finding: The minimal street frontage width onto 24th Street NE prohibit the applicant from locating the proposed driveways at the minimum distance from the intersection, as addressed in the approval criteria for the requested Class 2 Adjustment. Existing street trees are located in the vicinity of the proposed driveways. The applicant has provided an Alternatives Analysis pursuant to SAR (Salem Administrative Rules) 109-500 Section 2.4. The analysis demonstrates that tree removal meets the approval criteria; therefore, no site conditions prevent placing the driveway approach in the proposed location.

Criterion 3:

The number of driveway approaches onto an arterial are minimized.

Finding: The applicant has proposed to locate both proposed driveways onto 24th Street NE, a Collector street. Therefore, no driveway approaches are proposed onto Market Street NE, an Arterial Street.

Criterion 4:

The proposed driveway approach, where possible:

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

Finding: The applicant has proposed a shared driveway for Units 2 and 3 of the triplex. Additionally, both driveway approaches are proposed on the Collector Street (24th Street NE), the lowest classification street abutting the property.

Criterion 5:

The proposed driveway approach meets vision clearance standards.

Finding: The Public Works Department reviewed the proposed driveway approaches for conformance with SRC Chapter 805 and determined that as proposed, the development meets the PWDS vision clearance standards.

Criterion 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, our 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.

Criterion 7:

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

Finding: The Public Works Department reviewed the proposed driveway approach for conformance with the requirements of SRC Chapter 804 and determined that the proposed driveway approach does not appear to have any adverse impacts to adjacent properties or streets. This approval criterion is met.

Criterion 8:

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

Finding: The property is located on the corner of a Major Arterial street (Market Street NE) and a Collector street (24th Street NE). The applicant is proposing access to the lowest classification of street and is requesting an adjustment to the spacing requirements of SRC 804.030(c). By taking access from the lowest classification of street and proposing only two driveways to serve three dwellings, the development is minimizing the impact to the functionality of adjacent streets and intersections.

Criterion 9:

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

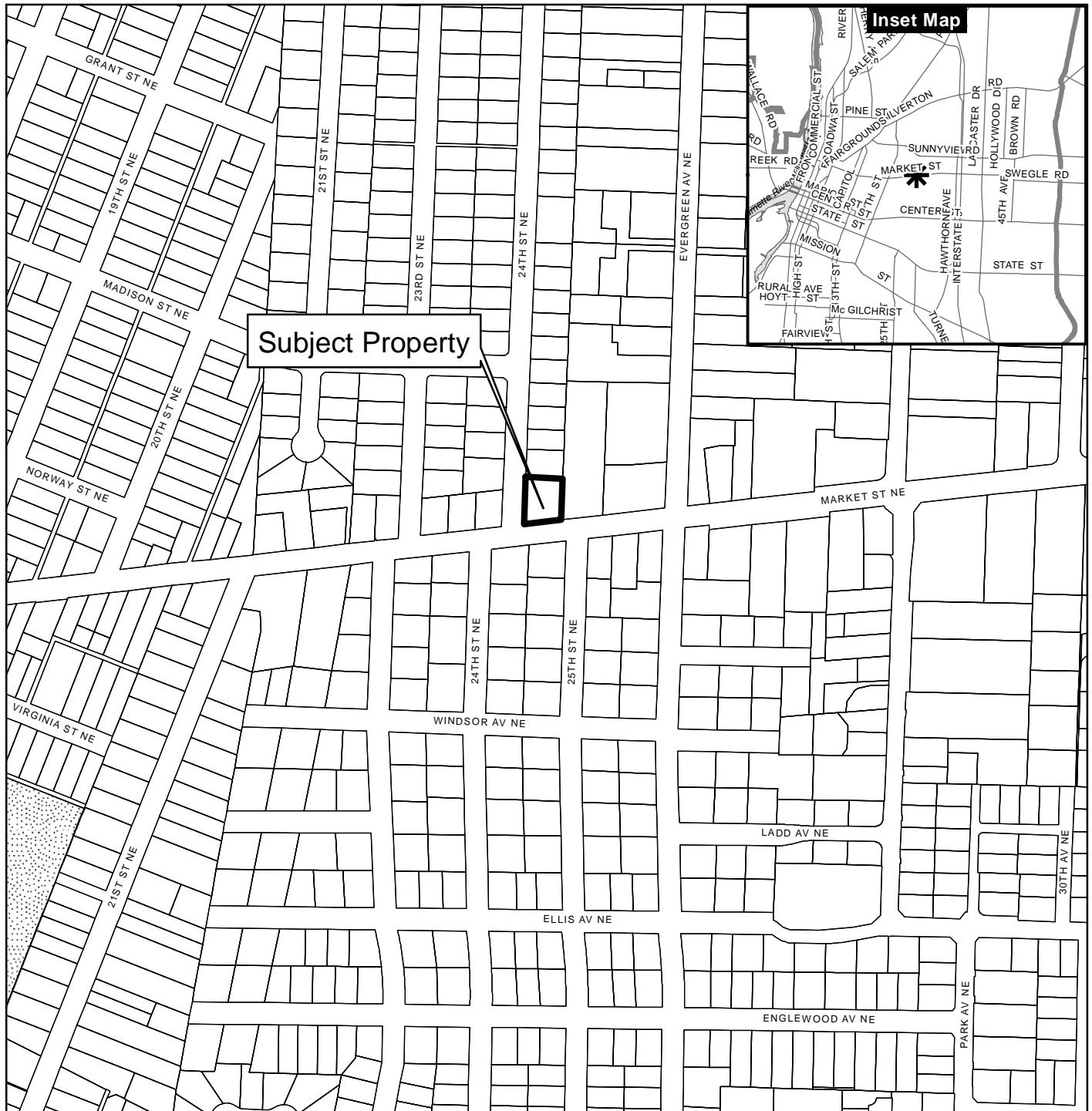
Finding: The proposed development is surrounded by residentially zoned property. The proposed development abuts a Collector street and a Major Arterial street. By taking access from the lowest classification of street abutting the subject property, the driveway balances the adverse impacts to residentially zoned property and will not have an effect on the functionality of the adjacent streets.

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

Attachments: A. Vicinity Map
B. Site Plan Map

Vicinity Map

2425 Market Street NE



Legend

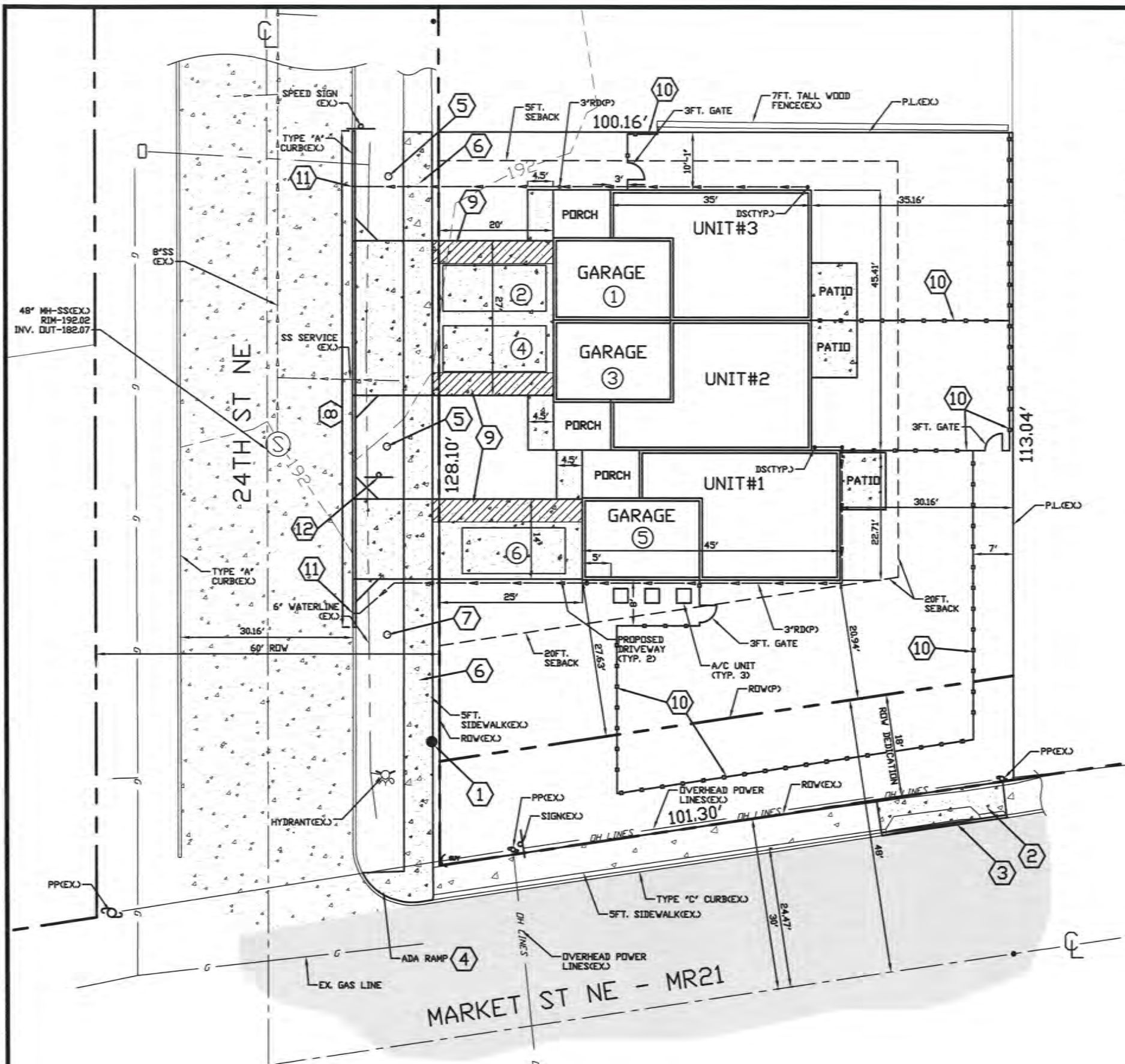
- Taxlots
- Urban Growth Boundary
- City Limits
- Outside Salem City Limits
- Historic District
- Schools
- Parks

0 100 200 400 Feet



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.



PROPOSED SITE PLAN

SCALE: 1"=10' 22' X 34'
SCALE: 1"=20' 11' X 17'

FOR SITE PLAN REVIEW
NOT FOR CONSTRUCTION

SHEET NOTES:

- PROJECT BENCHMARK ELEVATION 193.54', PK NAIL IN SIDEWALK.
- REMOVE EXISTING DRIVEWAY AND SIDEWALK AND CONSTRUCT NEW SIDEWALK IN ACCORDANCE WITH COSSD#306.
- CONSTRUCT NEW 6" TALL TYPE "C" CURB IN ACCORDANCE WITH COSSD#303A.
- REMOVE EXISTING ADA RAMP AND CONSTRUCT NEW ADA RAMP TO MEET CURRENT STANDARDS. DESIGN WILL BE WITH PERMIT PLANS.
- NEW STREET TREE.
- REPLACE EXISTING 24TH STREET 5FT. WIDE SIDEWALK.
- RETAIN EXISTING STREET TREE.
- CONSTRUCT NEW TYPE "C" CURB. SEE COSSD#303A.
- 4FT. PEDESTRIAN ACCESS TO PUBLIC STREET.
- CONSTRUCT NEW 8FT. TALL CEDAR FENCE.
- ROUTE 3" ROOF DRAIN THROUGH NEW 6" CONCRETE CURB. ROOF DRAINS SHALL BE SCH40 PVC SOLVENT GLUE JOINTS.
- NEIGHBORHOOD WATCH SIGN TO REMAIN.

DRAWING LIST:

- C1 TENTATIVE SITE PLAN
- C2 EXISTING CONDITIONS, SYMBOLS AND ABBREVIATIONS
- C3 TENTATIVE UTILITY PLAN
- A1 FIRST AND SECOND FLOOR PLANS
- A2 FRONT AND REAR EXTERIOR ELEVATIONS
- A3 LEFT AND RIGHT EXTERIOR ELEVATIONS
- L1 LANDSCAPE PLAN

DEVELOPER

JERRY HORNER
P.O. BOX 9032
SALEM, OR 97305
503-304-0905

SITE DATA:

SECTION - 248C
TOWNSHIP - 7 SOUTH
RANGE - 3 WEST
COUNTY - MARION
TOTAL ACREAGE - 12,078 SQ. FT.(0.277 ACRE)

LEGEND

- 8FT. TALL FENCE
- INDICATES PARKING STALL
- EXISTING CONCRETE
- PROPOSED CONCRETE



VICINITY MAP



REV.	DATE	BY	DESCRIPTION
0	12-31-18	GPH	ISSUED FOR SITE PLAN REVIEW

ENGINEER:
WILLAMETTE ENGINEERING INC.
P.O. BOX 9032
SALEM, OREGON 97305
PH: 503-304-0905
FAX: 503-304-9512

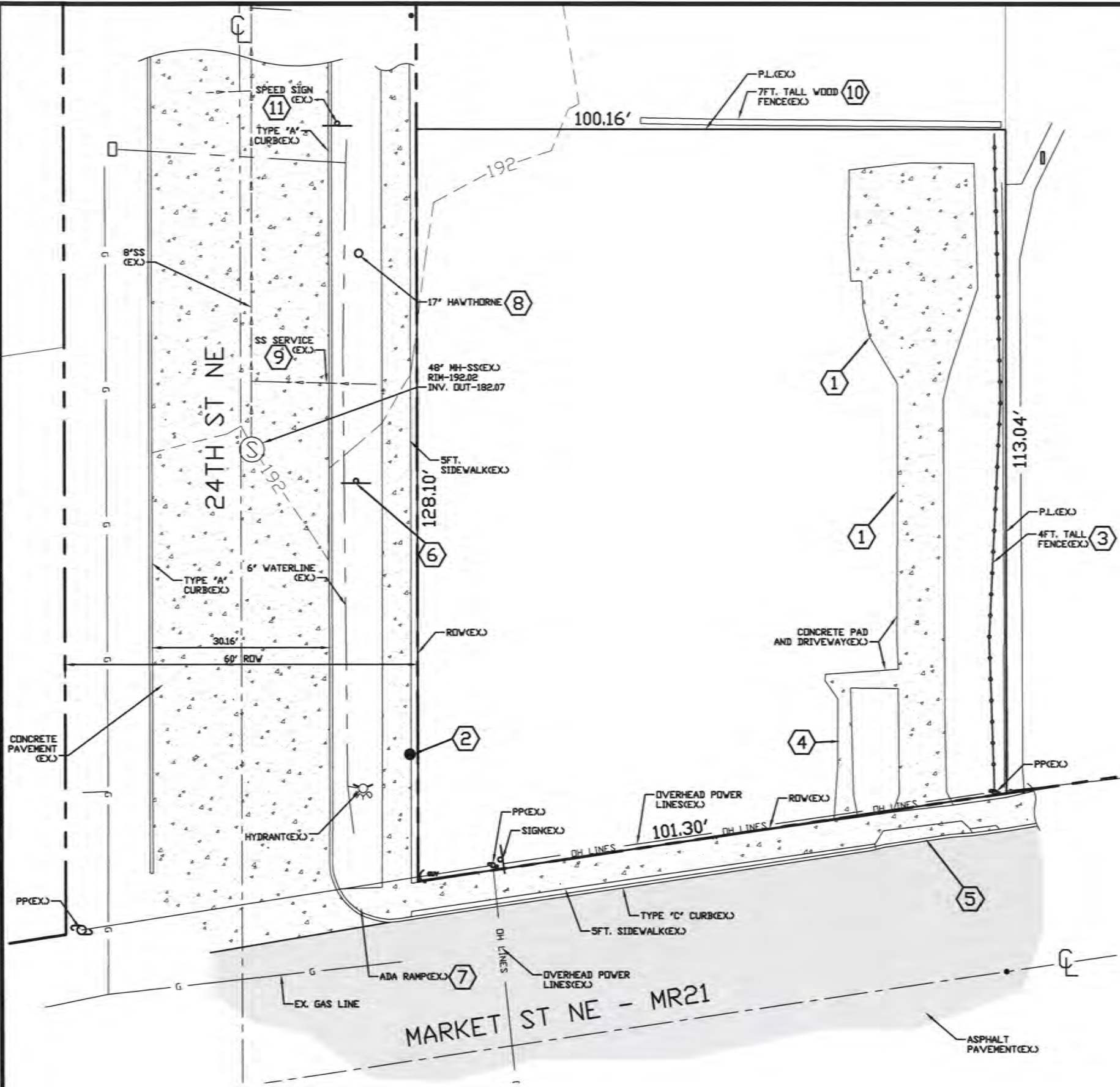
SITE PLAN

TRIPLEX DEVELOPMENT SITE PLAN REVIEW

1710, 1714, 1718 24TH ST. NE
SALEM, OR 97301

DESIGNED BY	GPH
DRAWN BY	MCF
CHECKED BY	12-31-18
DATE	2018-12-31
PROJECT NO.	2018-1236

C10



FOR SITE PLAN REVIEW
NOT FOR CONSTRUCTION

- ABBREVIATIONS:**
- | | |
|---|--------------------------|
| AC - ASPHALTIC CONCRETE | INT - INTERSECTION |
| AD - ALGEBRAIC DIFFERENCE | INV - INVERT |
| ALCSP - ALUMINIZED CORRUGATED STEEL PIPE | K - DESIGN CONSTANT |
| ASSY - ASSEMBLY | L - LENGTHLINE |
| BVCE - BEGINNING V.C. ELEVATION | LP - LIGHT POLE |
| BVCS - BEGIN V.C. STATION | MTS - NOT TO SCALE |
| BO - BLOW OFF | MC - MARION COUNTY |
| BFV - BUTTERFLY VALVE | MH - MANHOLE |
| CB - CATCH BASIN | M - METER |
| CHDPE - CORRUGATED HIGH DENSITY POLYPROPYLENE | MJ - MECHANICAL JOINT |
| CL - CENTERLINE | ML - MECHANICAL JOINT |
| CMP - CORRUGATED METAL PIPE | P - PROPOSED |
| CO - CLEANOUT | PED - PEDESTAL |
| CONC - CONCRETE | PVC - POLYVINYL CHLORIDE |
| COSSD - CITY OF SALEM STANDARD DRAINAGE | PP - POWER POLE |
| COSSD - CITY OF SEASIDE STANDARD DRAINAGE | PL - PROPERTY LINE |
| CUL - CULVERT | R - RADIUS |
| DI - DUCTILE IRON | RD - ROAD DRAIN |
| DS - DOWN SPOUT | ROW - RIGHT-OF-WAY |
| DWG - DRAWING | SS - SANITARY SEWER |
| E - EXISTING | S - SLOPE |
| ED - EXISTING GROUND/GRADE | SCH - SCHEDULE |
| EP - EDGE OF PAVEMENT | ST - STREET |
| ELEC - ELECTRIC | STD - STANDARD |
| EL - ELEVATION | SD - STORM DRAIN |
| ER - ENTERING RADIUS | SVC - SERVICE |
| EVCE - ENDING V.C. ELEVATION | TC - TOP OF CURB |
| EVCS - ENDING V.C. STATION | TEL - TELEPHONE |
| EX - EXISTING | TYP - TYPICAL |
| FT - FEET | VC - VERTICAL CURVE |
| FF - FINISH FLOOR | WM - WATER MAIN |
| FG - FINISH GRADE | PC - POINT OF CURVE |
| PH - FIRE HYDRANT | PT - POINT OF TANGENT |
| PM - FORCE MAIN | PERF - PERFORATED |
| | OR BK - GRADE BREAK |

- SYMBOLS:**
- | | |
|---------------------------------|--------------------------------|
| ○ BLOW OFF ASSY. EXISTING | ⊙ STREET LIGHT EXISTING |
| ○ BLOW OFF ASSY. PROPOSED | ⊙ STREET LIGHT PROPOSED |
| ■ CATCH BASIN EXISTING | □ 3/4"-1" WATER METER EXISTING |
| ■ CATCH BASIN PROPOSED | □ 3/4"-1" WATER METER PROPOSED |
| ■ CATCH BASIN CLEANOUT EXISTING | ⊙ UTILITY/POWER POLE |
| ■ CATCH BASIN CLEANOUT PROPOSED | --- CENTER LINE |
| ○ CLEANOUT EXISTING | --- EASEMENT LINE |
| ○ CLEANOUT PROPOSED | --- ELECTRICAL LINE |
| ⊙ FIRE HYDRANT EXISTING | --- GAS MAIN |
| ⊙ FIRE HYDRANT PROPOSED | --- GS - SANITARY SEWER |
| ⊙ GATE VALVE EXISTING | --- SD - STORM DRAIN |
| ⊙ GATE VALVE PROPOSED | --- E - TELEPHONE |
| ⊙ GAS VALVE | --- WM - WATER MAIN |
| ⊙ MANHOLE STORM DRAIN EXISTING | ▽ THRUST BLOCK |
| ⊙ MANHOLE STORM DRAIN PROPOSED | GV - GATE VALVE |
| ⊙ MANHOLE SAN SEWER EXISTING | |
| ⊙ MANHOLE SAN SEWER PROPOSED | |
| ▷ REDUCER/INCREASER | |

- SHEET NOTES:**
1. CONCRETE DRIVEWAY AND PAD TO BE REMOVED.
 2. PROJECT BENCHMARK ELEVATION 193.54', PK NAIL IN SIDEWALK.
 3. 4FT. TALL FENCE TO BE REMOVED.
 4. EXISTING SIDEWALK TO BE REMOVED.
 5. EXISTING DRIVEWAY ACCESS TO BE REMOVED.
 6. NEIGHBORHOOD WATCH SIGN TO BE RELOCATED.
 7. EXISTING ADA RAMP TO BE REPLACED WITH UPGRADED ADA RAMP.
 8. EXISTING TREE TO BE REMOVED.
 9. EXISTING SANITARY SEWER SERVICE ABANDONED IN PLACE WHEN NEW SERVICE IS CONSTRUCTED.
 10. NEIGHBOR FENCE TO REMAIN AND BECOME REQUIRED BUFFER FENCE.
 11. SPEED SIGN TO REMAIN.



EXISTING SITE CONDITIONS
SCALE: 1"=10' 22" X 34'
SCALE: 1"=20' 11" X 17'

REV.	DATE	BY	DESCRIPTION
0	12-31-18	GPH	ISSUED FOR SITE PLAN REVIEW

ENGINEER:
WILLAMETTE ENGINEERING INC.
P.O. BOX 9032
SALEM, OREGON 97305
PH: 503-304-0905
FAX: 503-304-9512

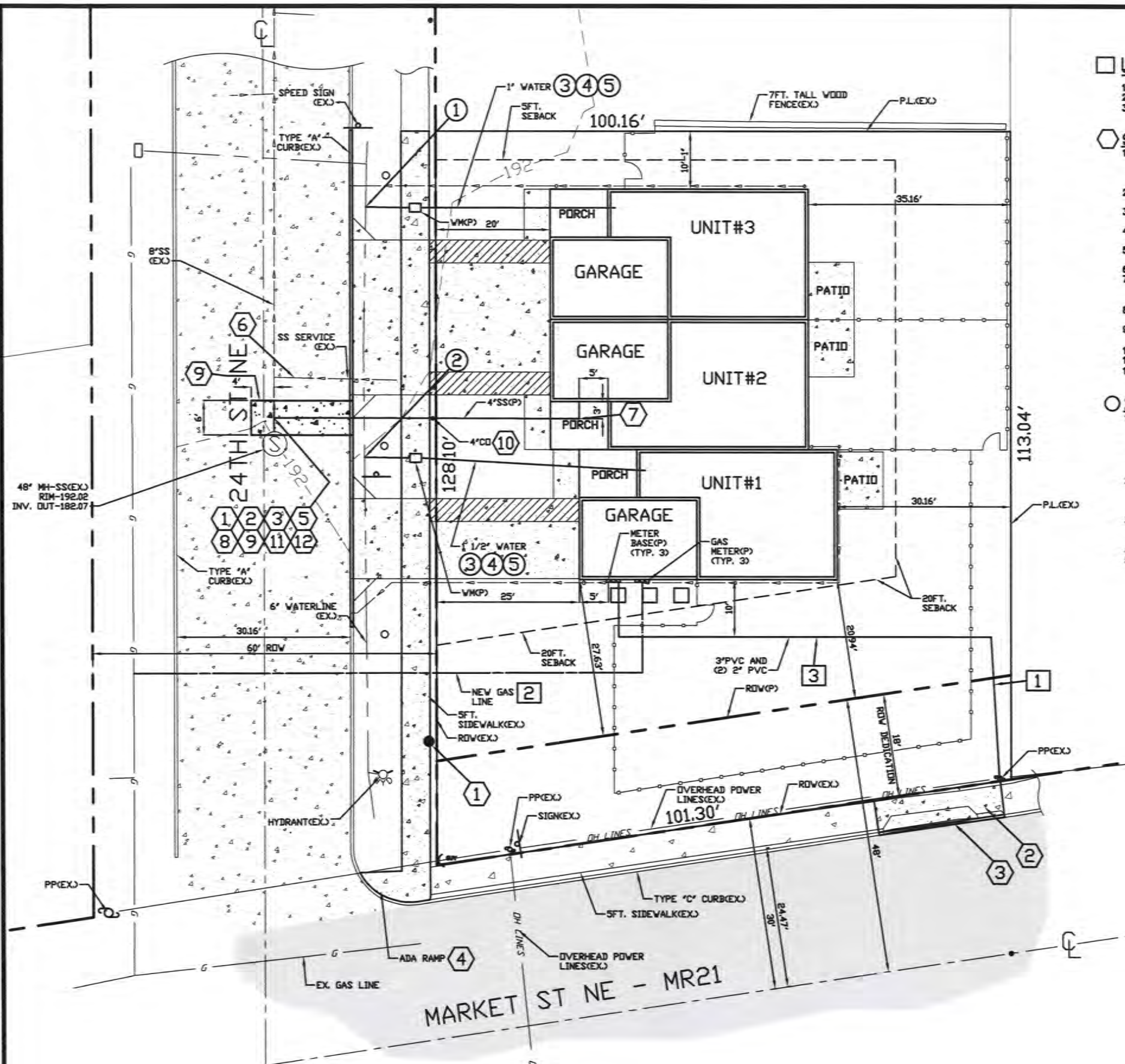
**EXISTING
CONDITIONS
AND DEMOLITION PLAN**

**TRIPLEX DEVELOPMENT
SITE PLAN REVIEW**

1710, 1714, 1718 24TH ST.
SALEM, OR 97301

REVISIONS BY: GPH
DRAWN BY: MCF
DATE: 12-31-18
JOB NO: 2018-136
DRAWN BY: GPH

C20



UTILITY SHEET NOTES:

1. CONSTRUCT 3\" SCH40 ELECTRICAL PVC FROM POWER POLE TO METER BASES.
2. NEW GAS LINE INSTALLED BY NW NATURAL GAS.
3. INCLUDE (2) 2\" CONDUITS FOR TELEPHONE AND CABLE TV.

SANITARY SEWER NOTES:

1. SEWER TESTING PER CITY OF SALEM. THE CONTRACTOR SHALL PERFORM THE FOLLOWING TESTS IN ACCORDANCE WITH CITY OF SALEM CONSTRUCTION SPECIFICATIONS. FORMS ARE AVAILABLE AT CITY OF SALEM PUBLIC WORKS DEPT. OR FROM THE DESIGN ENGINEER.
 - A. LEAKAGE AIR TEST
2. SANITARY SEWER LATERALS ARE TO BE LAID AT 1/4\" PER FOOT SLOPE OR 2% GRADE MINIMUM, UNLESS SHOWN STEEPER ON PLANS.
3. ALL SANITARY SEWER SERVICE LINES BACKFILL IN STREET, UNDER SIDEWALKS, CURBS, AND ENTRY SIDEWALKS SHALL BE COMPACTED CRUSHED ROCK PER CITY OF SALEM TRENCH DETAIL #801.
4. ALL SANITARY SEWER BEYOND RIGHT OF WAY AND ON PRIVATE PROPERTY SHALL BE SCHEDULE 40 SOLVENT GLUE JOINTS, GREEN IN COLOR.
5. CONTRACTOR TO EXCAVATE AND SAFELY SHORE EXCAVATION FOR CITY OF SALEM PUBLIC WORKS STAFF TO INSTALL THE THREE NEW SEWER SERVICES.
6. THERE IS AN EXISTING SEWER SERVICE IN THE STREET AND IT SHALL BE ABANDONED IN PLACE.
7. MARK END WITH A WITH WHITE 2 X 4 WRED TO THE SERVICE. EXTEND 2 X 4 FOUR FEET ABOVE FINISHED GRADE AND DOWN TO END OF SERVICE PIPE. INSTALL 12 GAUGE WIRE FROM SERVICE END TO 8\" MAIN. END PIPE WITH GLUED END CAP.
8. SANITARY SERVICE PIPE BORINGS SHALL BE 18\" FROM MANHOLE. SERVICE TAPS TO THE MAINLINE WILL BE INSTALLED BY CITY OF SALEM STAFF.
9. AFTER COMPLETION OF THE SANITARY SERVICES, THE CONTRACTOR SHALL REPAIR STREET PAVEMENT SECTION IN ACCORDANCE WITH COSSD#309.
10. CONSTRUCT CLEANOUT. SEE DETAIL COSSD#106.
11. SEND COMPLETED TEST AND INSPECTION REPORTS TO ENGINEER.
12. CONSTRUCT NEW 4\" SANITARY SEWER SERVICE IN ACCORDANCE WITH COSSD#106.

DOMESTIC WATER NOTES:

1. (1) NEW WATER 1\" METER AND 1\" SERVICE INSTALLED BY CITY OF SALEM PUBLIC WORKS STAFF AT TIME OF TRI-PLEX CONSTRUCTION. THIS METER IS FOR UNITS 1 (HOUSE #1718) AND 2 (HOUSE #1714). IT REPLACES THE ORIGINAL HOUSE METER FROM YEARS PAST.
2. (1) NEW 1\" WATER METER AND 1\" SERVICE INSTALLED BY CITY OF SALEM PUBLIC WORKS STAFF AT TIME OF TRI-PLEX CONSTRUCTION. THIS METER IS FOR UNIT 3 (HOUSE #1710) AND THE FIRE SPRINKLER SYSTEM.
3. INSTALL #12 GREEN COPPER WIRE(FROM WATER METER TO THE BUILDING CRAWL SPACE) WITH EACH NON-METALIC WATER LINE. USE ELECTRICAL WIRE TIE TO STRAP TRACE WIRE TO PIPE.
4. WATER PIPE SHALL BE SCH40 PVC. SOLVENT GLUE JOINTS.
5. SEND COMPLETED TEST AND INSPECTION REPORTS TO ENGINEER.

PROPOSED UTILITY PLAN

SCALE: 1\"=10' 22' X 34'
SCALE: 1\"=20' 11' X 17'

FOR SITE PLAN REVIEW
NOT FOR CONSTRUCTION

REV.	DATE	BY	DESCRIPTION
0	12-31-18	GPH	ISSUED FOR SITE PLAN REVIEW



TRIPLEX DEVELOPMENT
SITE PLAN REVIEW

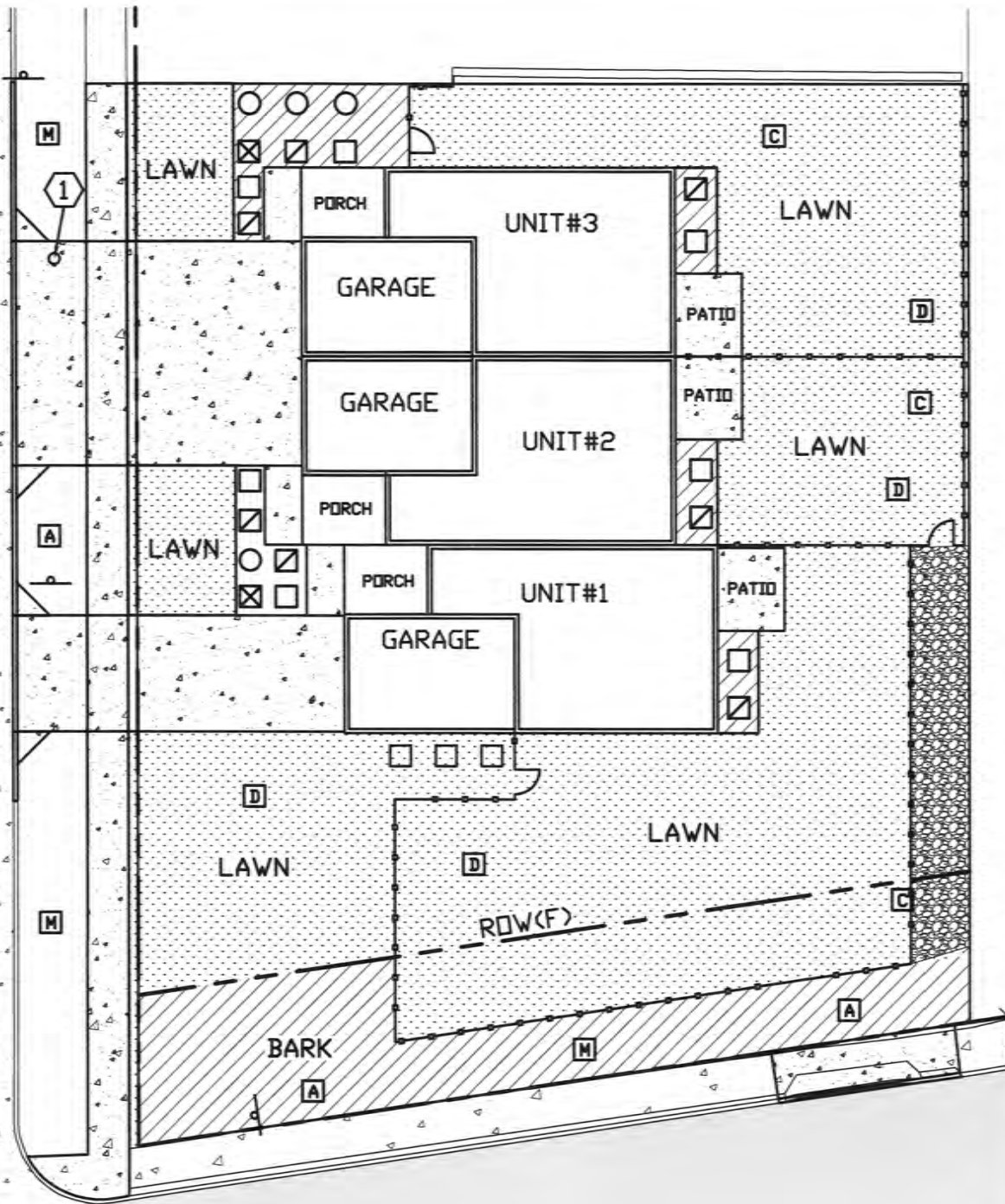
1710, 1714, 1718 24TH ST. NE
SALEM, OR 97301

UTILITY, WATER AND
SEWER PLAN

ENGINEER:
WILLAMETTE ENGINEERING INC.
P.O. BOX 9032
SALEM, OREGON 97305
PH: 503-304-0905
FAX: 503-304-9512

C3 0

24TH ST NE



MARKET ST NE - MR21

LANDSCAPE NOTES:

1. STREET TREE TO BE REMOVED.



PROPOSED LANDSCAPE PLAN

SCALE: 1"=10' 22' X 34'
SCALE: 1"=20' 11' X 17'

SHRUBS:

QUANTITY	SYMBOL	DESCRIPTION	SIZE
7	□	ROSA 'DOUBLE KNOCK OUT'	3 GALLON
7	☒	SPIRAEA X BUN 'ANTHONY WATERER'	2 GALLON
2	☒	ANTHONY WATERER SPIREA	1 GALLON
4	○	BOXWOOD	1 GALLON

TREES:

QUANTITY	SYMBOL	DESCRIPTION	SIZE
3	Ⓜ	ACER PLATANOIDES 'OLMSTED'	1 1/2 GALLON
3	Ⓐ	OLMSTED NORWAY MAPLE	1 1/2 GALLON
3	Ⓒ	FRAXINUS LATIFOLIA	1 1/2 GALLON
4	Ⓓ	PRUNUS SERRULATE 'AMANDAGAVA'	1 1/2 GALLON
		A JAPANESE FLOWERING CHERRY	
		KOUSA BOXWOOD	1 1/2 GALLON



REV.	DATE	BY	DESCRIPTION
0	01-01-19	GPH	ISSUED FOR SITE PLAN REVIEW
A	02-12-19	GPH	REVISED THE UNIT 2 FENCE ACCESS AND LANE

LANDSCAPE PLAN

TRIPLEX DEVELOPMENT SITE PLAN REVIEW

1710, 1714, 1718 24TH STREET NE
SALEM, OREGON 97301

ENGINEER:
WILLAMETTE ENGINEERING INC.
P.O. BOX 9032
SALEM, OREGON 97305
PH: 503-304-0905
FAX: 503-304-9512

C4 A

FOR SITE PLAN REVIEW
NOT FOR CONSTRUCTION



FRONT ELEVATION

SCALE: 1/4" = 1'-0" - 22"x34" PAPER
SCALE: 1/8" = 1'-0" - 11"x17" PAPER



REAR ELEVATION

SCALE: 1/4" = 1'-0" - 22"x34" PAPER
SCALE: 1/8" = 1'-0" - 11"x17" PAPER



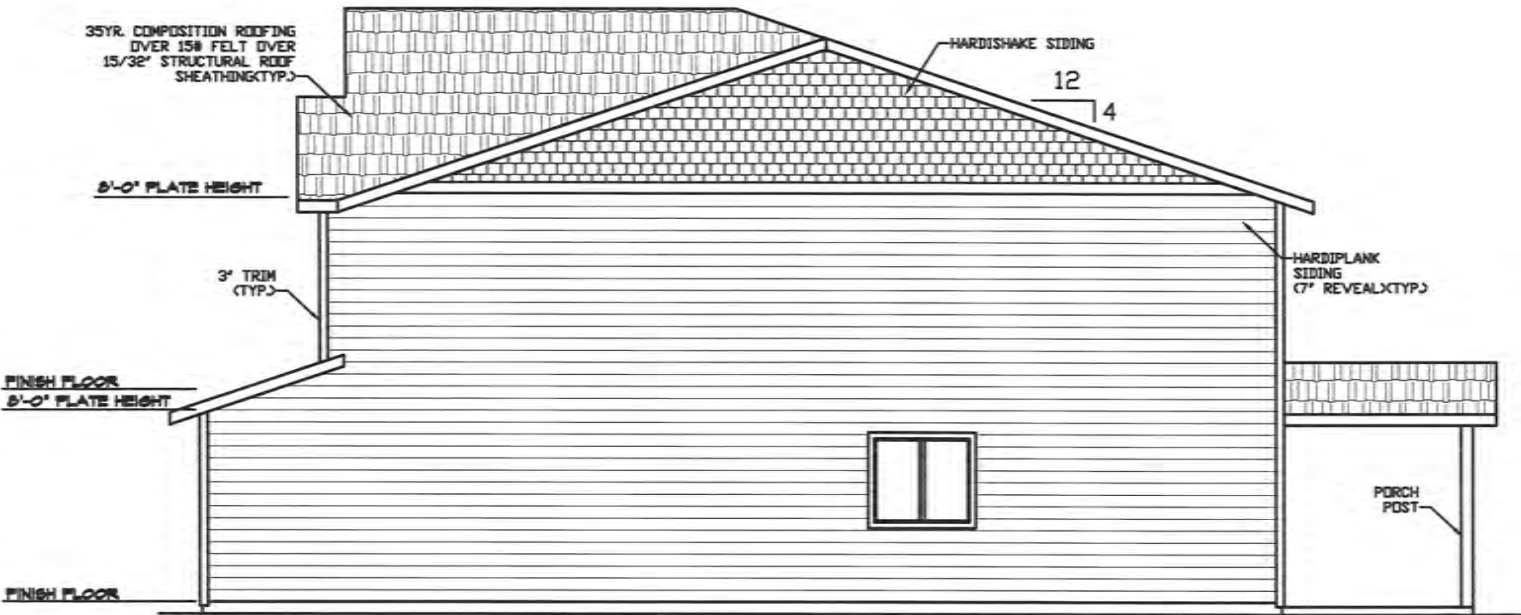
REV.	DATE	BY	DESCRIPTION
0	02-04-19	GPH	EDITED FOR SITE PLAN REVIEW

ENGINEER:
WILLAMETTE ENGINEERING INC.
P.O. BOX 9032
SALEM, OREGON 97305
PH: 503-304-0905
FAX: 503-304-9512

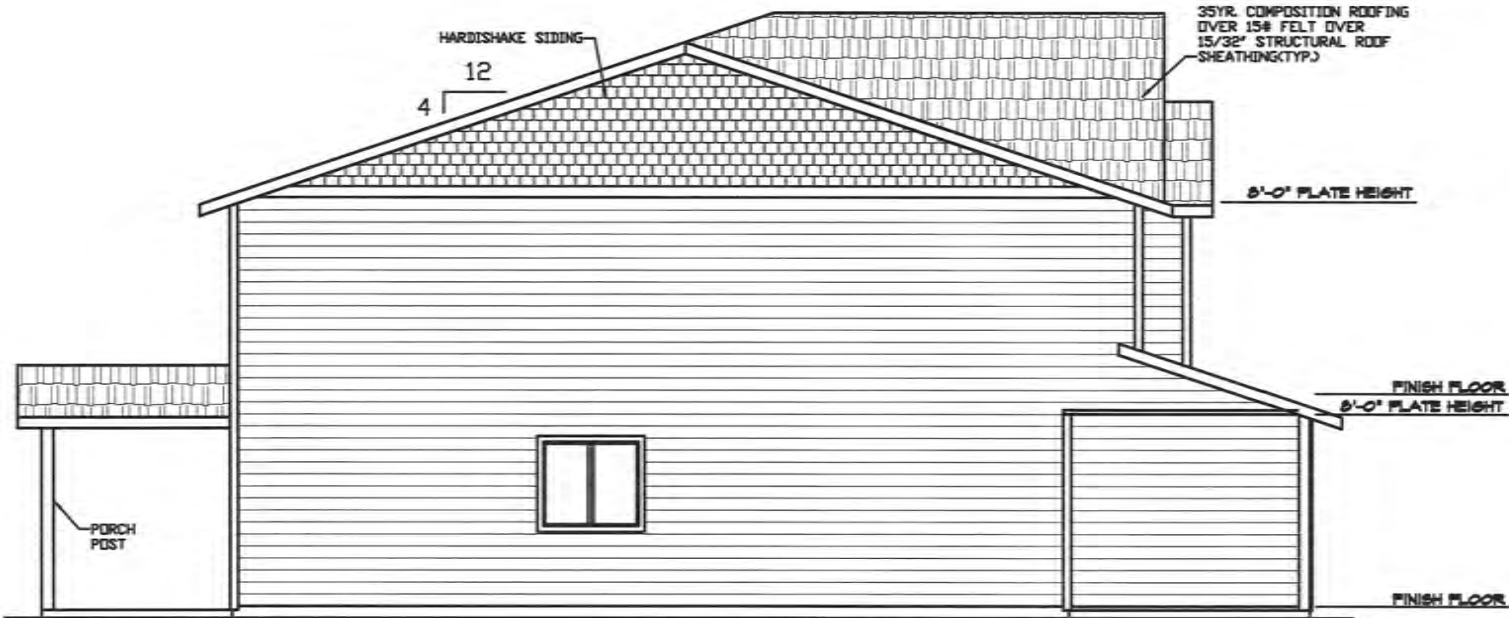
TRIPLEX FRONT AND
REAR ELEVATIONS

TRIPLEX DEVELOPMENT
SITE PLAN REVIEW

1710, 1714, 1718 24TH ST. NE
SALEM, OR 97301



RIGHT ELEVATION
SCALE: 1/4" = 1'-0" - 22"x34" PAPER
SCALE: 1/8" = 1'-0" - 11"x17" PAPER



LEFT ELEVATION
SCALE: 1/4" = 1'-0" - 22"x34" PAPER
SCALE: 1/8" = 1'-0" - 11"x17" PAPER



REV.	DATE	BY	DESCRIPTION
0	02-04-19	GPH	EDITED FOR SITE PLAN REVIEW

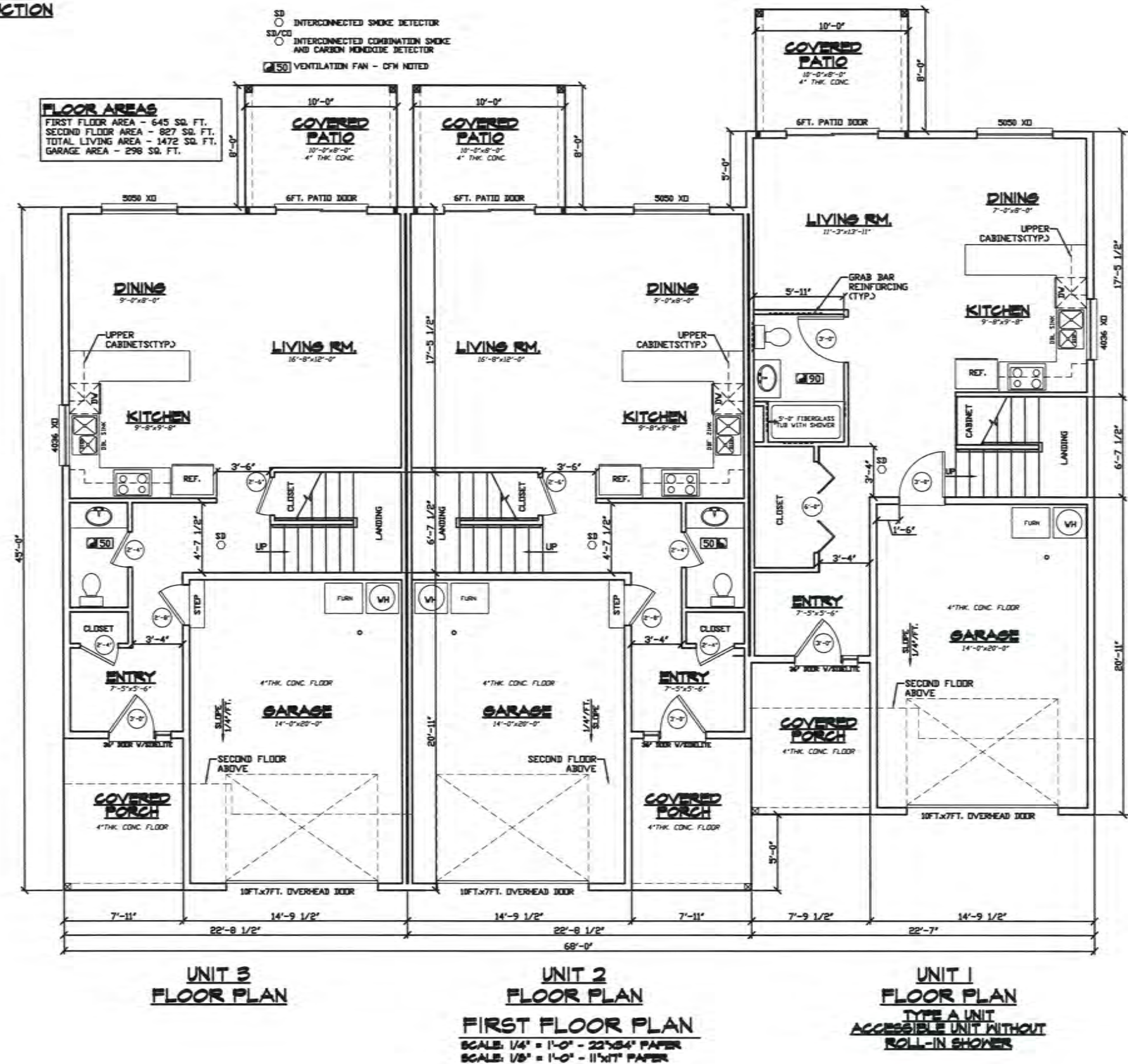
ENGINEER:
WILLAMETTE ENGINEERING INC.
P.O. BOX 9032
SALEM, OREGON 97305
PH: 503-304-0905
FAX: 503-304-9512

TRIPLEX LEFT AND
RIGHT ELEVATIONS

TRIPLEX DEVELOPMENT
SITE PLAN REVIEW
1710, 1714, 1718 24TH ST. NE
SALEM, OR 97301

DESIGNED BY	GPH
DRAWN BY	MCF
DATE	12-01-18
SHEET NO.	2018-136
PROJECT NO.	
SCALE	

FOR SITE PLAN REVIEW
NOT FOR CONSTRUCTION



REGISTERED PROFESSIONAL
ENGINEER
13,685PE
Gerald Horner
OREGON
JULY 16, 1987
GERALD P. HORNER
EXPIRES: June 30, 2019

REV.	DATE	BY	DESCRIPTION
0	02-04-19	GPH	EDITED FOR SITE PLAN REVIEW

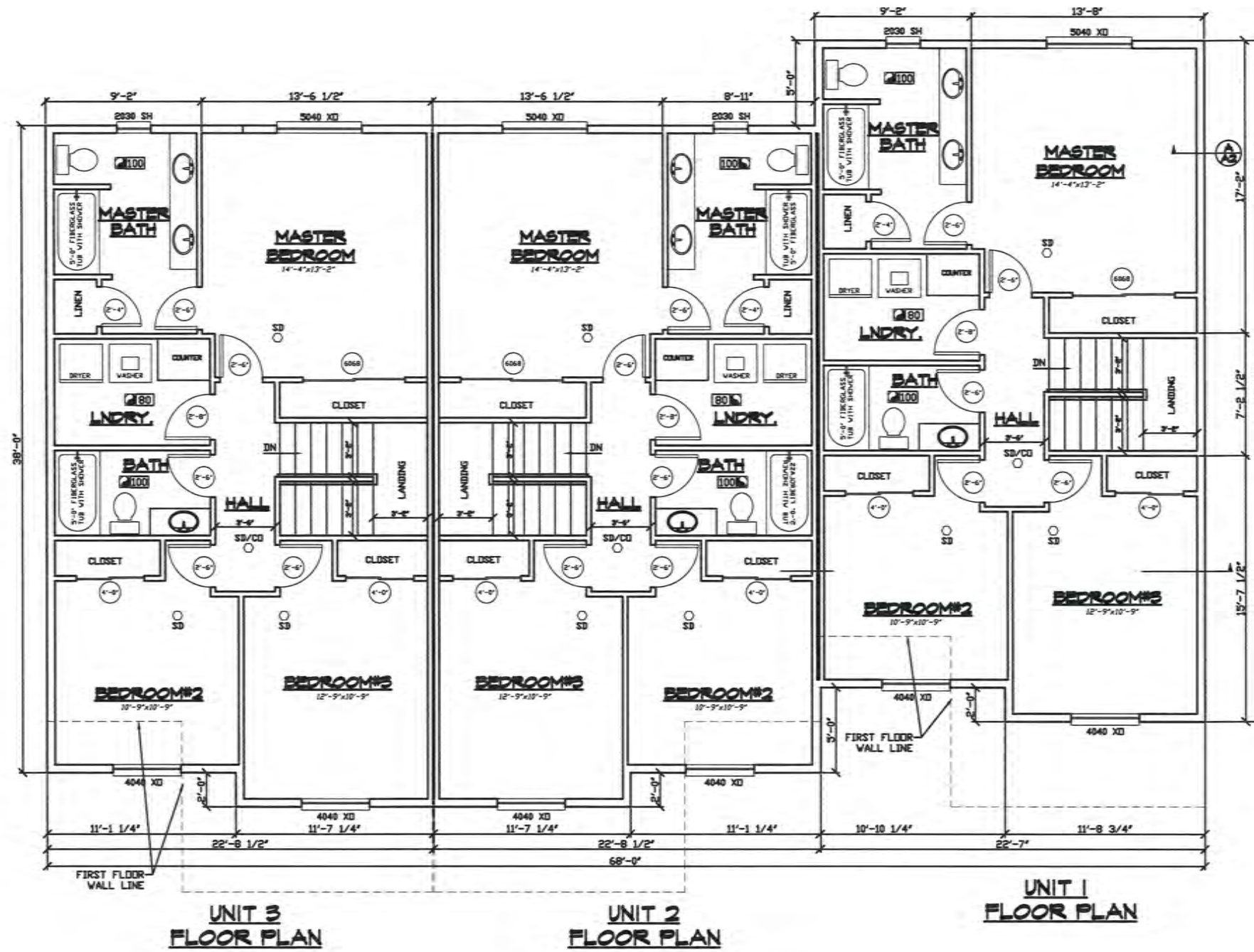
FIRST FLOOR PLAN

**TRIPLEX DEVELOPMENT
SITE PLAN REVIEW**

ENGINEER:
WILLAMETTE ENGINEERING INC.
P.O. BOX 9032
SALEM, OREGON 97305
PH: 503-304-0905
FAX: 503-304-9512

710, 1714, 1718 24TH ST. NE
SALEM, OR 97301

FOR SITE PLAN REVIEW
NOT FOR CONSTRUCTION



SECOND FLOOR PLAN
SCALE: 1/4" = 1'-0" - 22"x34" PAPER
SCALE: 1/8" = 1'-0" - 11"x17" PAPER



REV.	DATE	BY	DESCRIPTION
0	02-04-19	GPH	ISSUED FOR SITE PLAN REVIEW

ENGINEER:
WILLAMETTE ENGINEERING INC.
P.O. BOX 9032
SALEM, OREGON 97305
PH: 503-304-0905
FAX: 503-304-9512

SECOND FLOOR PLAN

TRIPLEX DEVELOPMENT
SITE PLAN REVIEW
1710, 1714, 1718 24TH ST. NE
SALEM, OR 97301