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503-588-6173*

## DECISION OF THE PLANNING COMMISSION

**CLASS 3 DESIGN REVIEW / CLASS 3 SITE PLAN REVIEW / CLASS 2  
ADJUSTMENT / CLASS 2 DRIVEWAY APPROACH PERMIT CASE NO. DR-SPR-  
ADJ-DAP19-08**

**APPLICATION NO.: 19-113486-DR / 19-110645-RP/ 19-110655-ZO / 19-115633-  
ZO**

**NOTICE OF DECISION DATE: OCTOBER 2, 2019**

**SUMMARY:** Proposed redevelopment and expansion of Northwest Human Services including demolition of several existing structures, two new building additions, and a new main parking lot.

**REQUEST:** A Class 3 Design Review and Class 3 Site Plan Review application for the expansion of an existing outpatient medical services use, with a Class 2 Driveway Approach Permit for a new driveway on Gerth Street NW, and a Class 2 Adjustment request to:

- 1) Reduce the minimum off-street parking requirement for the use from 156 spaces to 150 spaces, a 3.8 percent reduction.
- 2) To allow the maximum building setback of 10 feet to be exceeded in some locations.
- 3) To reduce the vehicle use area setback to interior property lines from 5 feet to 0 feet.
- 4) To reduce the landscaping requirement for the development site from 15 percent to 13 percent.

For property approximately 2.4 acres in size, zoned ESMU (Edgewater/Second Street Mixed-Use Corridor) and located at the 1200 Block of Edgewater Street NW - 97304 (Polk County Assessors Map and Tax Lot numbers: 073W28AB / 05200, 05300, 05700, 05900, and 06200).

**APPLICANT:** Samuel Thomas of Lenity Architecture, Inc., on behalf of Paul Logan of Northwest Human Services, Inc.

**LOCATION:** 1200 Block of Edgewater St NW

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

**FINDINGS:** The findings are in the attached Decision dated October 2, 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-DAP19-08 subject to the following conditions of approval:

**NOTICE OF DECISION**

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

**CITY OF Salem**  
AT YOUR SERVICE

**Condition 1:** Prior to building permit issuance, where a proposed building crosses over existing property lines, either (1) pursuant to SRC 205.065, a property boundary verification shall be recorded, or (2) the property lines shall be adjusted or removed.

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

**Condition 3:** Prior to final occupancy, the commercial parking expansion project across 2<sup>nd</sup> Street NW shall be complete.

**Condition 4:** Convey land for dedication to equal a half-width right-of-way of 36 feet on the development side of Edgewater Street NW, and a property-line radius in accordance with PWDS. If the existing building is located within the area being dedicated as right-of-way, the applicant shall enter into an agreement with the City to dedicate the right-of-way at a later time when the criteria for termination of non-conforming development is met in SRC 270.010(d).

**Condition 5:** Existing street trees shall be protected. Any dead or dying street trees shall be replaced with new trees meeting the requirements of SRC Chapter 86. Street trees shall be provided to the maximum extent feasible along all property frontages, and where existing driveways are proposed to be closed, pursuant to SRC 86.015(e).

**Condition 6:** Re-construct curb and sidewalk, and re-stripe on-street parking along Edgewater Street NW, 2<sup>nd</sup> Street NW, and Gerth Avenue NW pursuant to Public Works Design Standards.


**Condition 7:** 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.

**Condition 8:** A minimum of 768 plant units shall be incorporated into the landscape design.

**Condition 9:** The adjusted development standards, as approved in this zoning adjustment, shall only apply to the specific development proposal shown in the attached site plan. Any future development, beyond what is shown in the attached site plan, shall conform to all applicable development standards of the UDC, unless adjusted through a future land use action.

**VOTE:**

Yes 7                      No 0                      Absent 0                      Abstain 1 (Elzinga)

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

The rights granted by the attached Site Plan Review decision must be exercised, or an extension granted, by October 18, 2023 or this approval shall be null and void. The rights granted by the attached decision for all other case types must be exercised, or an extension granted, by October 18, 2021 or this approval shall be null and void.

Application Deemed Complete:	<u>September 3, 2019</u>
Public Hearing Date:	<u>October 1, 2019</u>
Notice of Decision Mailing Date:	<u>October 2, 2019</u>
Decision Effective Date:	<u>October 18, 2019</u>
State Mandate Date:	<u>January 1, 2020</u>

Case Manager: Aaron Panko, [APanko@cityofsalem.net](mailto:APanko@cityofsalem.net), 503-540-2356

This decision is final unless written appeal from an aggrieved party is filed with the City of Salem Planning Division, Room 305, 555 Liberty Street SE, Salem OR 97301, no later than 5:00 p.m., Thursday, October 17, 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 Chapters 225, 220, 250, and 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>

## **FACTS & FINDINGS**

### **CLASS 3 DESIGN REVIEW / CLASS 3 SITE PLAN REVIEW / CLASS 2 ADJUSTMENT / CLASS 2 DRIVEWAY APPROACH PERMIT CASE NO. DR-SPR-ADJ-DAP19-08**

**OCTOBER 2, 2019**

#### **PROCEDURAL FINDINGS**

1. On May 2, 2019, Sam Thomas, Lenity Architecture, on behalf of the applicant and property owner, Northwest Human Services, represented by Paul Logan, filed an application for a Class 3 Site Plan Review and Class 2 Adjustment for a proposed redevelopment and expansion of Northwest Human Services including demolition of several existing structures, two new building additions, and a new main parking lot for the subject property. A Class 3 Design Review application was submitted on June 12, 2019 and a Class 2 Driveway Approach Permit was submitted on July 10, 2019.
2. After additional requested information was provided by the applicant, the application was deemed complete for processing on September 3, 2019. Notice of the public hearing on the proposed development was subsequently provided pursuant to SRC requirements on September 11, 2019. Notice was also posted on the subject property pursuant to SRC requirements by the applicant on September 19, 2019.
3. The public hearing on the requested Class 3 Design Review, Class 3 Site Plan Review, Class 2 Adjustment, and Class 2 Driveway Approach Permit applications was held on October 1, 2019. The state-mandated 120-day local decision deadline for the consolidated applications is January 1, 2020.

## **PROPOSAL**

The applicant has submitted Class 3 Design Review, Class 3 Site Plan Review, Class 2 Adjustment, and Class 2 Driveway Approach Permit applications for a proposed redevelopment and expansion of Northwest Human Services, including demolition of several existing structures, two new building additions, and a new main parking lot for property located at 1200 Block of Edgewater Street NW – 97304 (Attachment A).

## **APPLICANT'S PLANS AND STATEMENT**

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

## **SUMMARY OF RECORD**

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



## **SUBSTANTIVE FINDINGS**

### **1. Salem Area Comprehensive Plan (SACP)**

The Salem Area Comprehensive Plan (SACP) map designation for the subject property is "Mixed-Use". The subject property is within the Urban Growth Boundary and is within the Urban Service Area.

### **2. Zoning**

The subject property is zoned ESMU (Edgewater/Second Street Mixed-Use Corridor Zone). Outpatient medical services uses are permitted in the ESMU zone.

Zoning designations for surrounding properties is as follows:

North: Across 2<sup>nd</sup> Street NW, ESMU (Edgewater/Second Street Mixed-Use Corridor Zone) – Single Family Dwellings, Storage/parking for Northwest Human Services;

South: Across Edgewater Street NW, ESMU (Edgewater/Second Street Mixed-Use Corridor Zone) – Open space, pedestrian pathway;

East: Across Gerth Avenue NW, ESMU (Edgewater/Second Street Mixed-Use Corridor Zone) – Car wash, residential uses;

West: Across Kingwood Avenue NW, ESMU (Edgewater/Second Street Mixed-Use Corridor Zone) – Eating and drinking establishment, child care.

### **3. Neighborhood Association Comments**

The subject property is located within the West Salem Neighborhood Association (WSNA). Notice was provided to WSNA. No comments were received from WSNA.

### **4. Public Comments**

No written public comments were received prior to the public hearing. One written comment was received prior to the hearing in support of the proposal. Testimony was received at the Public Hearing from one surrounding property owner objecting to the proposed development.

### **5. City Department Comments**

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

The Fire Department reviewed the proposed and indicated that Fire Department access and water supply will be evaluated at the time of building permit plan review.

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

## **6. Public Agency & Private Service Provider Comments**

Salem Electric has reviewed the proposal and commented that they will provide electric service according to the rates and policies at the time of construction.

## **7. CLASS 3 DESIGN REVIEW APPROVAL CRITERIA**

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

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

SRC 535.015 provides that design review according to the design review guidelines or the design review standards set forth in SRC 535.020 is required for all development within the ESMU zone. Because the project does not comply with all applicable design standards in SRC 535.020, the applicant has requested a Class 3 Design Review based on the design guidelines.

### **SRC 535.020 - Design Review Guidelines and Standards**

#### *535.020(a)(1) – Building Orientation and Design*

- (A) Buildings facing Edgewater Street or Second Street shall create safe, pleasant, and active pedestrian environments.

**Finding:** Pedestrian plaza areas open to the public and including amenities such as benches and pedestrian scale lighting will be provided along Edgewater Street NW and 2<sup>nd</sup> Street NW. Entrances to the building will be provided on Edgewater Street NW and 2<sup>nd</sup> Street, canopies will be provided at building entryways. The proposal creates pleasant and active pedestrian environments.

- (B) Ground floor building facades facing Edgewater Street and Second Street shall include transparent windows to ensure that the ground floor promotes a sense of interaction between activities in the building and activities in the public realm.

**Finding:** Transparent windows will be provided along ground floor facades facing Edgewater Street NW and 2<sup>nd</sup> Street NW.

- (C) Buildings shall be human scale and avoid long monotonous exterior walls. To minimize the appearance of bulk and divide overall building mass, building offsets and building articulation shall be provided throughout building facades.

**Finding:** The applicant indicates that the proposed 1 and 2 story building addition includes varying building heights, and that to reduce mass and provide visual interest the proposed building design includes articulation and offsets at intervals of 75 feet or less.

- (D) Weather protection, in the form of awnings or canopies appropriate to the design of the building, shall be provided along ground floor building facades adjacent to

sidewalks or pedestrian connections in order to create a comfortable and inviting pedestrian environment.

**Finding:** Canopies are provided along pedestrian walkways and building entrances.

*535.020(b)(1) – Landscaping for Open Sales Areas*

(A) Landscaping shall be utilized to provide adequate screening of open sales areas.

**Finding:** The proposed development does not include open sales areas, this guideline is not applicable to the proposed development.

*535.020(c)(1) – Design and Location of Off-Street Parking.*

(A) Parking structures located adjacent to Edgewater Street shall include space for ground floor commercial uses along their Edgewater Street frontage in order to create a safe, pleasant, and active pedestrian environment.

**Finding:** The proposed development does not include a parking structure, this guideline is not applicable to the proposal.

(B) Where possible, access to parking serving activities along Edgewater Street shall be provided from a local street or an alley.

**Finding:** The development proposal will include removal of two existing driveways on Edgewater Street NW, one existing driveway will remain. Primary access to the new off-street parking area will be provided by Second Street NW and Gerth Street NW, both designated as local streets.

## **8. CLASS 3 SITE PLAN REVIEW APPROVAL CRITERIA**

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

Criterion 1:

The application meets all applicable standards of the UDC.

**Finding:** The proposal includes redevelopment and expansion of an existing outpatient medical services use (Northwest Human Services), including demolition of several existing structures, two new building additions, and a new main parking lot. The following is a summary of the use and development standards applicable to the proposal.

### **Development Standards – ESMU Zone (SRC Chapter 535):**

*SRC 535.005(a) - Uses:*

Except as otherwise provided in Chapter 535, the permitted, special, conditional and prohibited uses in the ESMU zone are set forth in Table 535-1.

**Finding:** The proposed redevelopment includes an expansion of an existing outpatient medical services use. Outpatient medical services is listed as a permitted use in the ESMU zone per Table 535-1.

*SRC 535.010(a) – Continued Development:*

Buildings and structures existing within the ESMU zone on June 13, 2018, but which would otherwise be made non-conforming development by this chapter, are hereby deemed continued development.

SRC 535.010(a)(2)(F) Substantial additions or redevelopment. Additions to buildings that enlarge an existing building façade area facing a public street right-of-way by more than 60 percent shall meet all applicable development standards and design review guidelines or standards in this chapter. Continued development that is rebuilt following damage or destruction shall meet all applicable development standards and design review guidelines or standards in this chapter.

**Finding:** The proposed development alters and enlarges the existing building façade area by more than 60 percent and is considered a substantial addition. The proposed development is required to comply with all applicable development standards and design review guidelines of this chapter.

*SRC 535.010(b) – Grade separated street frontage:*

Portions of property street frontage that are separated from the grade of the street with a road ramp above the grade of the property line abutting the street are exempt from setbacks abutting a street, building frontage standards, off-street parking location standards, and design review guidelines and standards for building location, orientation, and design.

**Finding:** The property street frontage is not separated from the grade of abutting streets with an above grade road ramp, therefore this standard is not applicable.

*SRC 535.010(c) – Lot standards:*

Lots within the ESMU zone shall conform to the standards set forth in Table 535-2. There are no minimum lot area or dimension requirements in the ESMU zone, the minimum street frontage requirement for all uses is 16 feet.

**Finding:** The combined size for the subject property is approximately 2.4 acres in size. The subject property has frontage along Edgewater Street NW, Kingwood Avenue NW, 2<sup>nd</sup> Street NW and Gerth Avenue NW that exceeds the minimum 16 foot standard.

*SRC 535.010(d) – Setbacks:*

Setbacks within the ESMU zone shall be provided as set forth in Tables 535-3 and 535-4.

**North:** Adjacent to the north is right-of-way for 2<sup>nd</sup> Street NW. There is a 0-foot building setback required abutting a street. A setback greater than 0 feet, up to a maximum setback of 10 feet, is permitted if the space is used for pedestrian amenities. Vehicle use areas require a minimum 6-10 foot setback per SRC 806.

**Finding:** The proposed building addition is setback from 2<sup>nd</sup> Street by more than 10 feet, the applicant has requested an Adjustment to the setback requirement adjacent to a street. The proposed off-street parking area is setback 6 feet from 2<sup>nd</sup> Street NW. The applicant indicates that a 36" tall wall will be provided in conjunction with the 6-foot setback consistent with SRC 806.035(c)(2)(D).

**South:** Adjacent to the south is right-of-way for Edgewater Street NW. There is a 0-foot building setback required abutting a street. A setback greater than 0 feet, up to a maximum setback of 10 feet, is permitted if the space is used for pedestrian amenities. Vehicle use areas require a minimum 6-10 foot setback per SRC 806.

**Finding:** The proposed building addition is setback from Edgewater Street by more than 10 feet, the applicant has requested an Adjustment to the setback requirement adjacent to a street. The proposed off-street parking area is setback a minimum of 10 feet from Edgewater Street NW.

**East:** Adjacent to the east is right-of-way for Gerth Avenue NW. There is a 0-foot building setback required abutting a street. A setback greater than 0 feet, up to a maximum setback of 10 feet, is permitted if the space is used for pedestrian amenities. Vehicle use areas require a minimum 6-10 foot setback per SRC 806.

**Finding:** The proposed building addition is setback from Gerth Street NW by more than 10 feet, the applicant has requested an Adjustment to the setback requirement adjacent to a street. The proposed off-street parking area is setback 6 feet from Gerth Street NW. The applicant indicates that a 36" tall wall will be provided in conjunction with the 6-foot setback consistent with SRC 806.035(c)(2)(D).

**West:** Adjacent to the west is right-of-way for Kingwood Avenue NW. There is a 0-foot building setback required abutting a street. A setback greater than 0 feet, up to a maximum setback of 10 feet, is permitted if the space is used for pedestrian amenities. Vehicle use areas require a minimum 6-10 foot setback per SRC 806.

**Finding:** The proposed building is setback approximately 49 feet from Kingwood Avenue NW, the applicant has requested an Adjustment to the setback requirement adjacent to a street. The new proposed off-street parking area is setback 10 feet from Kingwood Avenue NW.

*SRC 535.010(e) - Lot Coverage, Height:*

There is no maximum lot coverage requirement in the ESMU zone. The maximum building height allowance for all uses is 50 feet. The minimum building frontage requirement is 50 percent for development sites along Edgewater and Second Street.

**Finding:** The site plan indicates that the proposed lot coverage is approximately 37,611 square feet, for a lot coverage of approximately 36 percent, there is no minimum of maximum lot coverage requirement. The proposed building is two stories in height, and will have a maximum building height less than the 50 foot maximum height allowance.

The subject property has approximately 405 feet of frontage along Edgewater Street NW, existing and proposed building frontage along Edgewater is approximately 295 feet, or 73 percent, exceeding the minimum requirement. The applicant has requested an Adjustment to increase the maximum building setback adjacent to 2<sup>nd</sup> Street NW, the building frontage provided along 2<sup>nd</sup> Street NW otherwise complies with this standard.

*SRC 535.010(f) – Landscaping:*

- (1) Setbacks. Required setbacks shall be landscaped. Landscaping shall conform to the standards set forth in SRC Chapter 807.
- (2) Vehicle use areas. Vehicle use areas shall be landscaped as provided under SRC Chapter 806 and SRC Chapter 807.
- (3) Development site. A minimum of 15 percent of the development site shall be landscaped. Landscaping shall meet the Type A standard set forth in SRC Chapter 807. Other required landscaping under the UDC, such as landscaping required for setbacks or vehicle use areas, may count towards meeting this requirement.

**Finding:** The subject property is approximately 102,296 square feet in size. A minimum of 15,344 square feet of landscaping is required for the development site ( $102,296 \times 0.15 = 15,344.4$ ). The applicant has requested an Adjustment to reduce the landscaping requirement for the development site from 15 percent to 13 percent, findings for the Adjustment are included in Section 8 of these findings.

*SRC 535.010(g) – Pedestrian access:*

- (1) A pedestrian connection shall be provided from the public sidewalk to the primary building entrance.
- (2) A pedestrian connection through the parking area to the primary building entrance shall be provided when that parking area contains more than 12 parking spaces.
- (3) On development sites with multiple buildings, pedestrian connections shall be provided to connect the buildings. Pedestrian connections shall be the most practical, direct route.
- (4) Pedestrian connections shall be paved, a minimum of five feet in width, and defined by visual contrast or tactile finish texture.
- (5) Wheel stops or extended curbs shall be provided along required pedestrian connections to prevent the encroachment of vehicles onto pedestrian connections.

**Finding:** Pedestrian connections are provided from building entrances to surrounding public sidewalks through the proposed off-street parking area. A pedestrian connection is provided between the outpatient medical services building and the existing retail building at the southeast corner of the subject property.

*SRC 535.010(h) – Project Enhancements. All development shall include four or more project enhancements found in this section. The applicant has identified the following four project enhancements:*

*(h)(1) – Closure of one driveway approach on Edgewater Street.*

**Finding:** The subject property currently has three driveway approaches onto Edgewater Street NW. Two of the existing driveway approaches will be closed and removed with the proposed redevelopment plan.

*(h)(4) – Pedestrian connections that are:*

*(A) Constructed with pavers, scored or colored cement, and/or stamped asphalt;  
(C) Defined with landscaping or building features such as canopies, awnings, or arcades.*

**Finding:** Proposed pedestrian connections throughout the development site will be constructed with pavers, scored or colored cement, and/or stamped asphalt. In addition, canopies and awnings will be added to existing and proposed buildings providing weather protection along existing and proposed pedestrian connections.

*(h)(6) – Provision of one or more of the following pedestrian-oriented design features on property adjacent to Edgewater Street or Second Street:*

*(A) Pedestrian scale lighting not more than 16 feet in height; or  
(B) Plazas or other outdoor spaces open to the public.*

**Finding:** A new plaza area open to the public will be provided along Edgewater Street NW.

*(h)(8) – Installation of landscaping and irrigation using a plan designed by an Oregon landscape architect.*

**Finding:** The proposed site plan indicates that landscaping and irrigation for the development site will be prepared by an Oregon Landscape Architect. Landscape plans are not required to be submitted at the time of site plan review. Compliance with this project enhancement will be verified at the time of building permit application.

*(h)(12) – Construction of one or more buildings at least two stories in height.*

**Finding:** The proposed development includes construction of a new two-story building addition.

*(h)(15) – Use of native plant materials to meet minimum landscaping requirements.*

**Finding:** The proposed site plan indicates that native plant materials will be used to meet minimum landscaping requirements. Landscape plans are not required to be submitted at the time of site plan review. Compliance with this project enhancement will be verified at the time of building permit application.

*SRC 535.010(i) – Dwelling Unit Density:*

Dwelling unit density within the ESMU zone shall conform to the standards set forth in Table 535-6.

**Finding:** The proposal does not include single family, two family or multi-family residential uses, and does not include a mixed-use building, therefore, the dwelling unit density standard does not apply to the proposed development.

*SRC 535.010(j) – Off-Street Parking:*

(1) *Locations of parking.* 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:** New off-street surface parking areas are provided either behind or beside existing and proposed buildings, except where the applicant has requested a zoning adjustment to increase the maximum building setback.

(2) *Parking for existing buildings.* Except for new single family, two family, or multiple family uses, there is no minimum off-street parking requirement for development sites with buildings in existence as of June 13, 2018, and located between Rosemont Avenue and Wallace Road, provided there is no increase in building square footage and any existing parking is not reduced, except as necessary to comply with state and federal law, including the Americans with Disabilities Act.

**Finding:** The proposal includes an addition increasing the square footage of an existing outpatient medical services use, the minimum off-street parking requirements of SRC Chapter 806 apply to the proposed development.

(3) *Minimum number of spaces required.* Within the ESMU zone, the minimum number of off-street parking spaces required for dwelling units in a multiple family development shall be one per dwelling unit.

**Finding:** No residential dwelling units are proposed.

*SRC 535.010(k) – Screening:*

Concertina or barbed wire fencing shall not be located within 60 feet of the street right-of-way, unless such fencing is obstructed by a building or structure.

**Finding:** The proposal does not include concertina or barbed wire fencing.

**General Development Standards SRC 800**

SRC 800.015 provides that every building or structure shall be entirely located on a lot. Where two or more lots are under single ownership to accommodate a single development, the entire combined area shall be considered as a single lot for purposes of the UDC. However, the Building Code does not allow buildings to cross over existing property lines. The site plan indicates that the proposed building crosses over existing property lines. SRC 205.065(a) provides that the property boundary verification process may be used whereby the outside boundary of two or more contiguous units of land held under the same ownership may be established as the property line for purposes of application of the Building Code.



**Condition 1:** Prior to building permit issuance, where a proposed building crosses over existing property lines, either (1) pursuant to SRC 205.065, a property boundary verification shall be recorded, or (2) the property lines shall be adjusted or removed.

*SRC 800.055(a) – Applicability.*

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

**Finding:** The site plan indicates that a new solid waste enclosure with receptacles greater than 1 cubic yard in size is proposed.

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

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

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

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

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

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

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

**Finding:** It does not appear that a roof is proposed for the solid waste 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 solid waste service area is completely enclosure and screened from view from surrounding streets.

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

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

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

**Finding:** The width of the proposed front opening for the enclosure is approximately 28 feet, exceeding the minimum standard.

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

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

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

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

**Finding:** The proposed gates can swing to 90 degrees in compliance with this provision.

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

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

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

**Off-Street Parking, Loading, and Driveways SRC 806**

*SRC 806.005 - Off-Street Parking; When Required.*

Off-street parking shall be provided and maintained for any intensification, expansion, or enlargement of a use or activity.

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

Required off-street parking shall be located on the same development site as the use or activity it serves; or, within commercial and mixed-use zones, required off-street parking may be located within 500 feet of the development site containing the use or activity it serves.

**Finding:** 114 of the required off-street parking spaces are provided on the same development site as the use or activity it serves, an additional 36 off-street parking spaces will be provided across 2<sup>nd</sup> Street NW, within 500 feet of the main campus.

*SRC 806.015 - Amount of Off-Street Parking.*

- a) *Minimum Required Off-Street Parking.* The minimum number of off-street parking spaces required for an outpatient medical services use is one space per 350 square feet of floor area. Retail sales and services requires a minimum of one space per 250 square feet of floor area.
- b) *Compact Parking.* Up to 75 percent of the minimum off-street parking spaces required under this Chapter may be compact parking spaces.
- c) *Carpool and Vanpool Parking.* New developments with 60 or more required off-street parking spaces, and falling within the Public Services and Industrial use classifications, and the Business and Professional Services use category, shall designate a minimum of 5 percent of their total off-street parking spaces for carpool or vanpool parking.
- d) *Maximum Off-Street Parking.* Unless otherwise provided in the SRC, off-street parking shall not exceed the amounts set forth in Table 806-2.

**Finding:** The proposed outpatient medical services building is approximately 50,766 square feet in size, requiring a minimum of 145 off-street parking spaces ( $50,766 / 350 = 145$ ), the existing retail sales and services use is approximately 2,670 square feet in size, requiring a minimum of 11 spaces ( $2,670 / 250 = 10.7$ ) for a total minimum requirement of 156 spaces.

A maximum of 117 spaces may be compact spaces ( $156 \times 0.75 = 117$ ). The proposed site plan designates 60 off-street parking spaces as compact parking.

The proposed outpatient medical services use falls under the Health Services use category, carpool and vanpool parking spaces are not required for the proposed development.

The maximum off-street parking allowance for the proposed development is 273 spaces ( $156 \times 1.75 = 273$ ).

The applicant's summary table indicates that there are 114 off-street parking spaces proposed on the main site, and an additional 36 off-street parking spaces available across 2<sup>nd</sup> Street after completion of a separate parking area expansion request. The total number of combined spaces on the main site and the site across 2<sup>nd</sup> Street is 150, less than the minimum 156 spaces required. The applicant has requested an Adjustment to reduce the off-street parking requirement for the proposed development, findings for the Adjustment are included in Section 8 of this report.

**Condition 3:** Prior to final occupancy, the commercial parking expansion project across 2<sup>nd</sup> Street NW shall be complete.

*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:

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

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

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

**Finding:** The proposed off-street parking area complies with all applicable setback requirements.

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

Where an off-street parking or vehicular use area is located adjacent to a building or structure, the off-street parking or vehicle use area shall be setback from the

exterior wall of the building or structure by a minimum 5-foot-wide landscape strip or by a minimum 5-foot-wide paved pedestrian walkway.

**Finding:** The proposed off-street parking area complies with the minimum perimeter setback requirements of this section.

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

**Finding:** Off-street parking areas less than 50,000 square feet in size require a minimum interior landscaping requirement of 5 percent. The proposed site plan indicates that the off-street parking area is approximately 33,442 square feet in size, requiring a minimum of 1,672 square feet of interior parking lot landscaping ( $33,442 \times 0.05 = 1,672.1$ ). Approximately 1,991 square feet of interior parking lot landscaping is proposed (approximately 5.95 percent), exceeding the minimum requirement.

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

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

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

**Finding:** The proposed off-street parking area is developed consistent with the additional standards for grade, surfacing, and drainage. Bumper guards or wheel barriers are required for the proposed surface parking spaces to prevent vehicle overhang into required setback areas. Compact parking spaces shall be clearly marked indicating the spaces are reserved for compact parking only. The striping, and lighting will meet the standards of SRC 806.

The subject property does not abut a residential use, therefore the parking area screening standard of SRC 806.035(m) does not apply.

## **Bicycle Parking**

*SRC 806.045 - General Applicability.*

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

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

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

*SRC 806.055 - Amount of Bicycle Parking.*

Outpatient medical services uses are required to have the greater of 4 bicycle spaces or a minimum of one bicycle space per 3,500 square feet of floor area. Retail sales uses require the greater of 4 bicycle spaces or a minimum of one bicycle parking space per 10,000 square feet of floor area.

**Finding:** The proposed development includes 50,766 square feet of outpatient medical services floor area, and 1,717 square feet of retail sales floor area. A minimum of 15 bicycle spaces are required for the outpatient medical services use ( $50,766 / 3,500 = 14.5$ ), and a minimum of 4 spaces are required for the retail sales use. The proposed site plan indicates that 16 spaces are provided for the outpatient medical services use and four bicycle parking stalls will be provided for the retail sales use.

*SRC 806.060 – Bicycle Parking Development Standards*

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

- a) Location. Bicycle parking areas shall be located within a convenient distance of, and shall be clearly visible from, the primary building entrance. In no event shall bicycle parking areas be located more than 50 feet from the primary building entrance.
- b) Access. Bicycle parking areas shall have direct and accessible access to the public right-of-way and the primary building entrance.
- c) Dimensions. Bicycle parking spaces shall be a minimum of 6 feet by 2 feet, and shall be served by a minimum 4-foot-wide access aisle.
- d) Bicycle Racks. Where bicycle parking is provided in racks, the racks may be floor, wall, or ceiling racks. Bicycle racks shall accommodate the bicyclist's own locking device.

**Finding:** The proposed bicycle parking spaces are within 50 feet of the main entry for the buildings. Dimensions and design of the bicycle parking spaces will be reviewed at the time of Building Permit.

**Off-Street Loading Areas**

*SRC 806.065 - General Applicability.*

Off-street loading areas shall be provided and maintained for any intensification, expansion, or enlargement of a use or activity.

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

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

*SRC 806.075 - Amount of Off-Street Loading.*

Outpatient medical services uses between 5,000 square feet and 60,000 square feet in size require a minimum of one off-street loading space meeting the minimum off-street loading area dimensions of Table 806-9.

**Finding:** The proposed expansion does not increase the number of required off-street loading spaces for the existing outpatient medical services use, no additional off-street loading spaces are required for the proposed development.

## Landscaping

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

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

**Finding:** The proposed site plan indicates that approximately 13,346 square feet of landscaping is provided for the development site. However, as conditioned a minimum of 768 plant units are required for the proposed development. Of the required plant units, a minimum of 307 plant units shall be a combination of mature trees, shade tree, evergreen/conifer trees, or ornamental trees ( $768 \times 0.4 = 307.2$ ).

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

## Natural Resources

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

There are no protected trees identified on the subject property.

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

The Salem-Keizer Local Wetland Inventory does not show wetland areas mapped on the property. The applicant should contact the Oregon Department of State Lands to verify if any permits are required for development or construction in the vicinity of the mapped wetland area(s).

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

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

Criterion 2:

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

**Finding:** Edgewater Street NW is fully-urbanized but lacks adequate right-of-way along the property frontage. The applicant shall convey land for dedication to equal a half-width right-of-way of 36 feet on the development side of Edgewater Street NW, and a property-line radius in accordance with PWDS. If the existing building is located within the area being dedicated as right-of-way, the applicant shall enter into an agreement with the City to dedicate the right-of-way at a later time when the criteria for termination of non-conforming development is met in SRC 270.010(d).

**Condition 4:** Convey land for dedication to equal a half-width right-of-way of 36 feet on the development side of Edgewater Street NW, and a property-line radius in accordance with PWDS. If the existing building is located within the area being dedicated as right-of-way, the applicant shall enter into an agreement with the City to dedicate the right-of-way at a later time when the criteria for termination of non-conforming development is met in SRC 270.010(d).

Kingwood Street NW, 2<sup>nd</sup> Street NW, and Gerth Avenue NW all meet the right-of-way width and pavement width standards per the Salem TSP along the frontages of the property. No additional right-of-way or street improvements are required along these frontages except as needed for the closure of existing driveways and street trees as required by SRC 86.015(e).

**Condition 5:** Existing street trees shall be protected. Any dead or dying street trees shall be replaced with new trees meeting the requirements of SRC Chapter 86. Street trees shall be provided to the maximum extent feasible along all property frontages, and where existing driveways are proposed to be closed, pursuant to SRC 86.015(e).

The application proposes to close two existing driveways along Edgewater Street NW, one existing driveway along 2<sup>nd</sup> Street NW, and relocate an existing driveway along Gerth Avenue NW. The removal and relocation of existing driveways will require re-construction of curb and sidewalk along those frontages and allows for additional on-street parking. The applicant shall re-construct curb and sidewalk, and re-stripe on-street parking along Edgewater Street NW, 2<sup>nd</sup> Street NW, and Gerth Avenue NW pursuant to PWDS.

Criterion 3:

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



**Finding:** The application proposes to close two existing driveways along Edgewater Street NW, one existing driveway along 2<sup>nd</sup> Street NW, and relocate an existing driveway along Gerth Avenue NW. The remaining existing driveways along Edgewater Street NW, Kingwood Street NW, and 2<sup>nd</sup> Street NW provide for safe turning movements into and out of the property. The proposed relocation of the driveway access onto Gerth Avenue NW is addressed in the Class 2 Driveway Approach Permit findings below.

The removal and relocation of existing driveways will require re-construction of curb and sidewalk along those frontages and allows for additional on-street parking. The applicant shall re-construct curb and sidewalk, and re-stripe on-street parking along Edgewater Street NW, 2<sup>nd</sup> Street NW, and Gerth Avenue NW pursuant to PWDS.

**Condition 6:** Re-construct curb and sidewalk, and re-stripe on-street parking along Edgewater Street NW, 2<sup>nd</sup> Street NW, and Gerth Avenue NW pursuant to Public Works Design Standards.

Criterion 4:

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

**Finding:** The Public Works Department has reviewed the applicant's preliminary plan for this site. The water, sewer, and storm infrastructure are available within surrounding streets/areas and is adequate to serve the proposed development. The applicant's engineer submitted a statement demonstrating compliance with Stormwater PWDS Appendix 004-E(4)(b) and SRC Chapter 71. The preliminary stormwater design demonstrates the use of green stormwater infrastructure to the maximum extent feasible. The applicant shall design and construct all utilities (sewer, water, and storm drainage) according to PWDS and to the satisfaction of the Public Works Director.

**Condition 7:** 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.

**9. CLASS 2 ADJUSTMENT APPROVAL CRITERIA**

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

Criterion 1:

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

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

**Finding:** The applicant is requesting multiple Class 2 Adjustments to:

- 1) Reduce the minimum off-street parking requirement for the use from 156 spaces to 150 spaces, a 3.8 percent reduction.
- 2) Allow the maximum building setback of 10 feet to be exceeded in some locations.
- 3) Reduce the vehicle use area setback to interior property lines from 5 feet to 0 feet.
- 4) Reduce the landscaping requirement for the development site from 15 percent to 13 percent.

*Adjustment to reduce the minimum off-street parking requirement:*

At final completion, a minimum of 156 off-street parking spaces will be required for the proposed development. The applicant is requesting an Adjustment to reduce the minimum off-street parking requirement by six spaces (3.8 percent). The applicant indicates that the proposed redevelopment will increase capacity for medical, dental, and mental health services that are provided by Northwest Human Services, and that in order to achieve a desired building footprint, a small reduction to the number of parking spaces is needed.

The proposed site plan indicates that 114 off-street parking spaces will be provided on main campus property, and that an additional 36 parking spaces will be provided across 2<sup>nd</sup> Street NW.

On-street parking is available at each of the abutting streets. In addition, Cherriots provides transit service via route 17, which includes a stop at Kingwood and Edgewater Street. On-street parking and transit services available to the property reduce the need to provide off-street parking, therefore, the purpose of the standard is equally or better met.

*Adjustment to allow the maximum building setback of 10 feet to be exceeded in some locations:*

SRC Chapter 535, Table 535-3, requires buildings adjacent to a street to have a 0 foot setback. This setback may be increased up to a maximum of 10 feet if the space between the building and the property line is used for pedestrian amenities (plazas, sidewalk extensions, outdoor seating areas, and street furnishings).

The subject property is approximately 2.4 acres in size and includes an entire block, with street frontage on all four sides. Strick compliance with the building setback would require a building to be placed around the entire perimeter of the property, approximately 1,300 linear feet, not an efficient design or use of space.

The proposed building addition will be oriented towards Edgewater Street NW, which is the primary building frontage for the subject property, with the building exceeding the 10-foot setback standard in a few small locations. The building setback is exceeded adjacent to Kingwood Street NW, 2<sup>nd</sup> Street NW and Gerth Street NW. Off-street parking and pedestrian amenities will be provided in the areas between the abutting streets and the proposed building in these locations.

The proposed building addition allows for an efficient use of the site area; therefore, the purpose of the standard is equally or better met.

*Adjustment to reduce the vehicle use area setback to interior property lines:*

The subject property consists of Lots 1-18, in Block 3, of the Kingwood Park Subdivision recorded in 1910. SRC Chapter 535, Table 535-4 does not require a minimum building setback adjacent to the interior property lines, however, there is a minimum 5-foot setback required for vehicle use areas adjacent to interior property lines.

The applicant indicates that the multiple contiguous lots are under common ownership and will be accommodating a single development. Vehicle use areas will need to encroach into the interior lot line setback in order to provide a functionally integrated parking lot design to serve the proposed use; therefore, the purpose of the standard is equally or better met.

*Adjustment to reduce the landscaping requirement for the development site.*

The subject property is approximately 102,296 square feet in size, requiring a minimum of 15,355 square feet of landscaping for the development site. The applicant is requesting to reduce the landscaping requirement for the development site from 15 percent to 13 percent.

The proposed site plan indicates that 13,346 square feet of landscaping and open space area will be provided, approximately 13 percent of the development site. However, approximately 2,475 square feet of additional pedestrian oriented open space areas, including a large pedestrian plaza at the primary entrance, are incorporated into the site design. If the pedestrian plaza areas are included in the 15 percent landscaping requirement, the proposed development would exceed the minimum requirement.

Planning Commission finds that a condition of approval requiring a minimum of 768 plant units shall be incorporated into the landscape design, the same number of plant units that would be required if the full amount of landscape area had been provided ( $15,355 / 20 = 767.8$ ). As conditioned, the purpose of the standard is equally or better met.

**Condition 8:** A minimum of 768 plant units shall be incorporated into the landscape design.

Criterion 2:

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

**Finding:** The subject property is not located within a residential zone; therefore, this criterion is not applicable.

Criterion 3:

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

**Finding:** Four separate 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 SRC Chapter 806, unless adjusted through a future land use action.

**Condition 9:** The adjusted development standards, as approved in this zoning adjustment, shall only apply to the specific development proposal shown in the attached site plan. Any future development, beyond what is shown in the attached site plan, shall conform to all applicable development standards of the UDC, unless adjusted through a future land use action.

Criterion 2:

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

**Finding:** The subject property is located within a residential zone. The proposed one foot reduction to the vehicle use area setback adjacent to buildings or structures will have minimum impact on the livability or appearance of the residential area. Minimum building and vehicle use area setbacks will be maintained adjacent to the abutting residential property to the west.

Criterion 3:

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

**Finding:** Only one adjustment has been requested to reduce the minimum vehicle use area setback adjacent to buildings and structures, therefore this standard is not applicable.

**10. CLASS 2 DRIVEWAY APPROACH PERMIT APPROVAL CRITERIA**

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

## **DRIVEWAY APPROACH PERMIT – Gerth Street NW**

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

### Criterion 1:

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

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

### Criterion 2:

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

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

### Criterion 3:

The number of driveway approaches onto an arterial are minimized.

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

### Criterion 4:

The proposed driveway approach, where possible:

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

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

### Criterion 5:

The proposed driveway approach meets vision clearance standards.

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

### Criterion 6:

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

**Finding:** 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.

Criterion 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.

Criterion 8:

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

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

Criterion 9:

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

**Finding:** The proposed driveway approach is not located in the vicinity of a residentially zoned area. The driveway will not have an effect on the functionality of the adjacent streets.

**CONCLUSION**

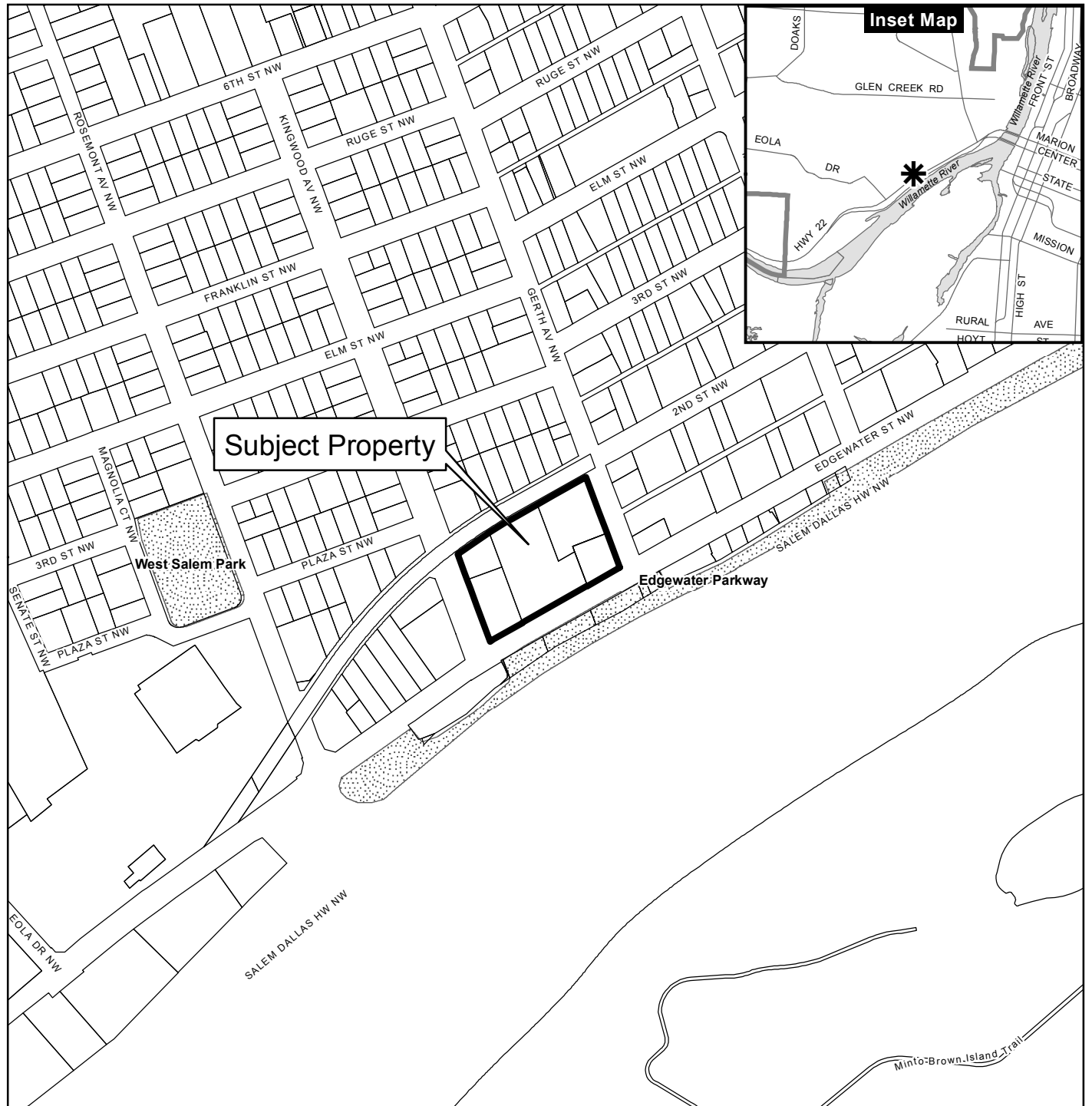
Based on the facts and findings presented herein, the Planning Commission concludes that the proposed Class 3 Design Review, Class 3 Site Plan Review, and Class 2 Adjustment, as conditioned, satisfy the applicable criteria contained under SRC 225.005(e)(2), SRC 220.005(f)(3), SRC 250.005(d)(2), and SRC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

**Attachments:** A. Vicinity Map  
B. Proposed Site Plan and Building Elevations  
C. Applicant's Written Statement  
D. Public Works Memo

Prepared by Aaron Panko, Planner III

# Vicinity Map

## 1233 Edgewater Street NW



### Legend

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

Parks

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

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0 100 200 400 Feet



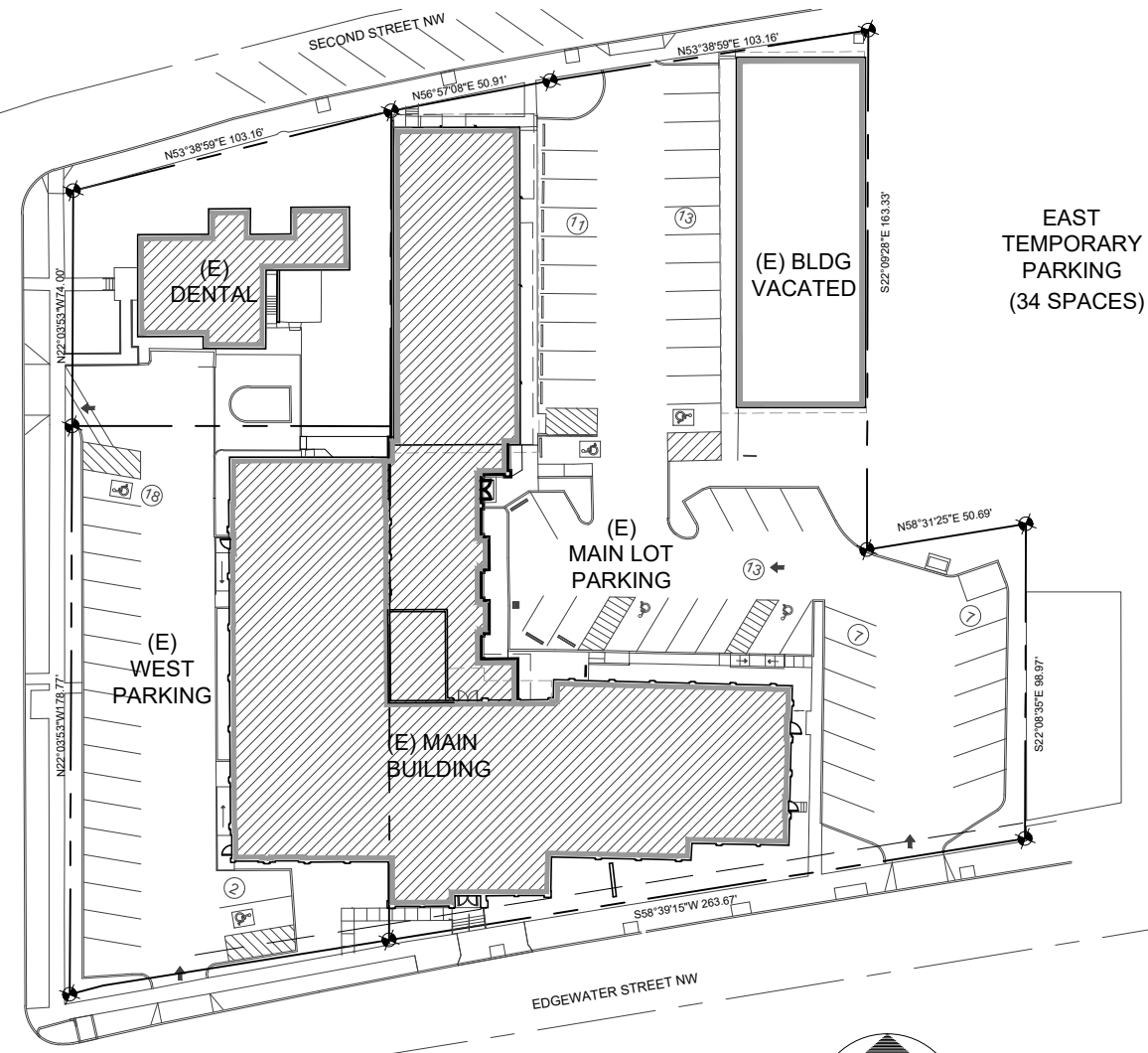


PARKING COUNT MATRIX FOR PROJECT PHASES

REFER TO SHEET "MP"  
MASTER PLAN FOR  
PROJECT PHASING

PROJECT PHASES	(E) MAIN BLDG Occupied S.F.	BUILDING PHASE 1B - DEMO	SINGLE STORY Addition	TWO STORY Addition	TOTAL BLDG SQ. FOOTAGE	REQUIRED Parking <sup>1</sup>	Parking West Lot	Parking Main Lot	Parking East lot	PROVIDED Total Parking	Delta Parking <sup>4</sup>
PHASE 1A - Construction	19,079	1639			20,718	70	20	42	34	96	26
PHASE 1B - Construction	19,079	DEMO			19,079	66	16	42	34	92	26
PHASE 1B - Occupancy	19,079		4962		24,041	80	24	42	34	100	20
PHASE 1C - Construction	15,029		4962		19,991	68	24	26	34	84	16
PHASE 1C - Occupancy	15,029		4962	30775	50,766	156	24	65	25	114	-42
PHASE 1D - Construction	15,029		4962	30775	50,766	156	24	65	25	114	-42
PHASE 1D - Completion	15,029		4962	30775	50,766	156	24	65	25	114	-42

FOOTNOTE:  
1. Required Parking equals 1 Space/ 350 s.f. of Medical Services. Count includes 11 spaces for existing retail building at 1 space / 250 square feet.  
2. Deficiency of parking for a duration of 1 to 2 weeks while final parking is completed in Phase D including 2nd street parking with 36 spaces dedicated for block #3. See Adjustment 2.  
3. Adjustment requested for final parking count to include 36 dedicated space to NWHS on Block 3. Deficiency of 6 spaces.  
4. Delta Parking is the difference of REQUIRED Parking and PROVIDED Parking. Negative numbers refers to number of space below the required amount. See associated footnotes.

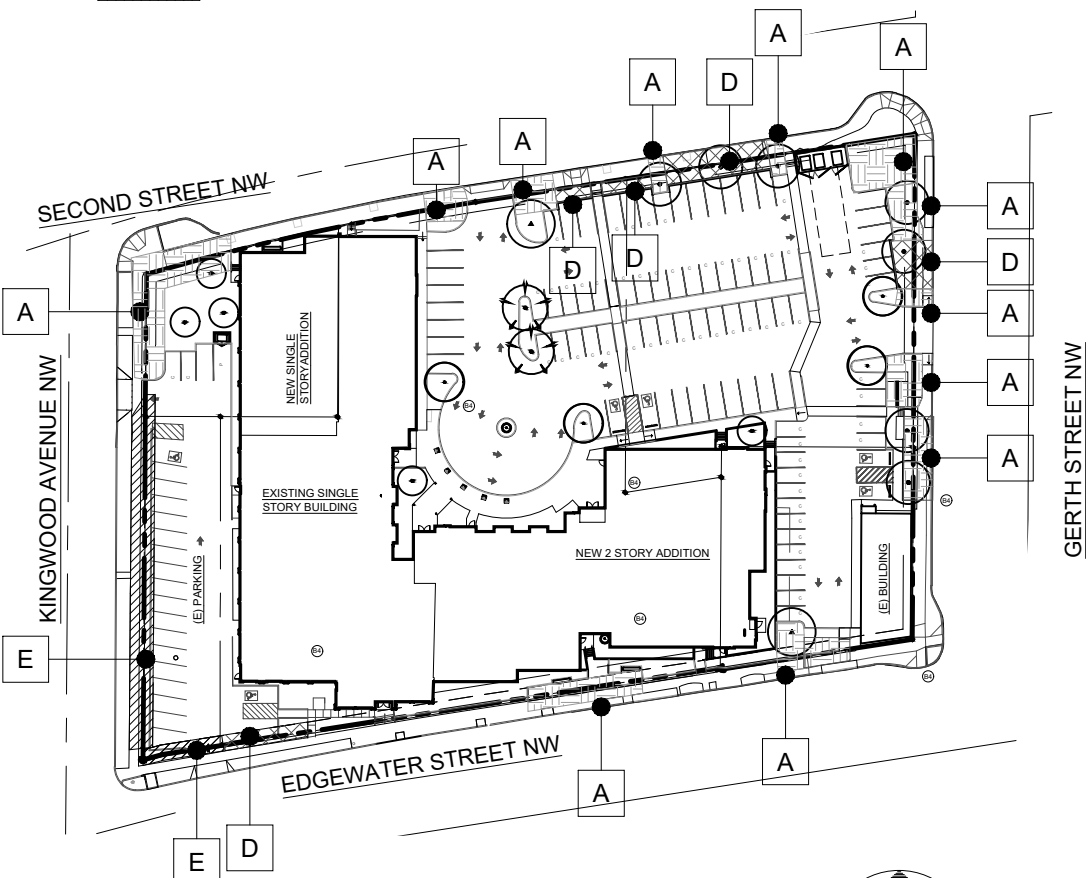


EXISTING SITE REFERENCE PLAN

60' = 1'-0"

LANDSCAPE SCREENING

A	METHOD A	10' MIN. LANDSCAPE STRIP OR BIOSWALE
D	METHOD D	6' MIN. LANDSCAPE STRIP WITH 3' HIGH MIN. CONCRETE WALL WITH THIN BRICK TO MATCH BUILDING
E	EXISTING	EXISTING, NO CHANGE



SITE BUFFER PLAN

100' = 1'-0"

SUBSTANTIAL ADDITIONS OR REDEVELOPMENT: ADDITIONS TO BUILDINGS THAT ENLARGE AN EXISTING BUILDING FACADE AREA FACING A PUBLIC STREET RIGHT-OF-WAY BY MORE THAN 60 PERCENT SHALL MEET ALL APPLICABLE DEVELOPMENT STANDARDS AND DESIGN REVIEW GUIDELINES OR STANDARDS IN THIS CHAPTER. CONTINUED DEVELOPMENT THAT IS REBUILT FOLLOWING DAMAGE OR DESTRUCTION SHALL MEET ALL APPLICABLE DEVELOPMENT STANDARDS AND DESIGN REVIEW GUIDELINES OR STANDARDS IN THIS CHAPTER.

METHODOLOGY:  
REVIEW GUIDELINES WITH ADJUSTMENTS

DRIVEWAY VISION CLEARANCE  
(10' X 50') AS SHOWN ON PLAN

LANDSCAPING

NEW CONCRETE PEDESTRIAN  
WALK WAY.

PEDESTRIAN CONNECTION W/  
VISUAL CONTRAST OR TACTILE  
FINISH TEXTURE

WATER DETENTION AREA

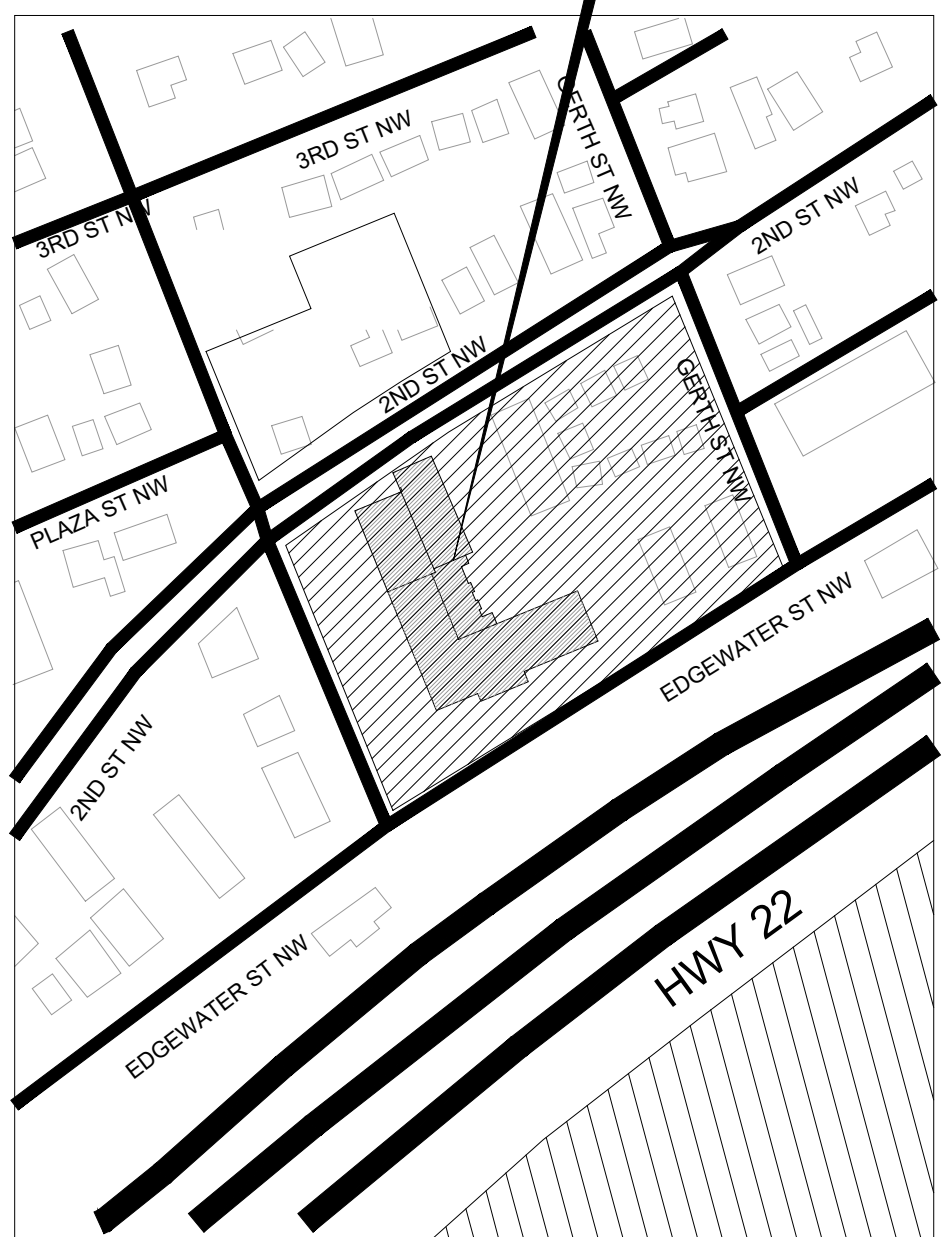
PROJECT ENHANCEMENT: SEC. 535.010 (h)

- P1 #1 PROJECT ENHANCEMENT: SEC. 535.010 (h)(1) CLOSURE OF ONE DRIVE APPROACH ON EDGEWATER STREET.
- P2 #2 PROJECT ENHANCEMENT: SEC. 535.010 (h)(4)(A&C) PEDESTRIAN CONNECT WITH PAVERS OR SCORED/COLORED CEMENT. DEFINED WITH CANOPES OR ARCADES
- P3 #3 PROJECT ENHANCEMENT: SEC. 535.010 (h)(6) PEDESTRIAN-ORIENTED DESIGN FEATURE
- P4 #4 PROJECT ENHANCEMENT: SEC. 535.010 (h)(8) INSTALLATION OF LANDSCAPING AND IRRIGATION USING A PLAN DESIGNED BY AN OREGON LANDSCAPE ARCHITECT.
- P5 #5 PROJECT ENHANCEMENT: SEC. 535.010 (h)(15) USE OF NATIVE PLANT MATERIALS TO MEET MINIMUM LANDSCAPING REQUIREMENTS.
- P6 #6 PROJECT ENHANCEMENT: SEC. 535.010 (h)(12) CONSTRUCTION OF ONE BUILDING AT LEAST TWO STORIES IN HEIGHT.

ADJUSTMENTS:

- A1 ADJUSTMENT: (NOT NEED PER PLANNING COMMENTS)
- A2 ADJUSTMENT: Sec. 806.015 -(a)MINIMUM OFF-STREET PARKING:  
*Minimum off-street parking (including the 2nd Street parking expansion) will not be met by 6 spaces. 150 space provide of the 156 spaces required. The developed site is faces 4 streets and adequate street parking is available to meet the functional parking need of the development.*
- A3 ADJUSTMENT: Sec. 535.10(d) BUILDING SET BACK OF 0 FEET WITH-10 FEET MAX WITH PEDESTRIAN ENHANCEMENT  
*New building adjacent to Edgewater, Gerth, Kingwood are greater than 0'. Some areas with pedestrian enhancements are greater than 10' - ADJUSTMENT REQUESTED.*
- A4 ADJUSTMENT: Sec. 535.10(d) VEHICLE USE AREAS SET BACK OF 5 FEET TO PROPERTY LINE.  
*Vehicle use at new areas within the existing interior property lines of Block 3 do not meet the 5' setback- ADJUSTMENT REQUESTED.*
- A5 ADJUSTMENT: Sec. 535.010(i)(3) DEVELOPMENT SITE LANDSCAPING. A minimum of 15% of the developed site.  
*13% landscaping achieved and +2% was used a pedestrian enhancements ADJUSTMENT REQUESTED.*

ATTACHMENT B  
Northwest Human  
Services



VICINITY MAP

NOT TO SCALE

PROJECT STATISTICS:

EXISTING ZONE: ESMU - EDGEWATER/SECOND STREET MIXED-USE CORRIDOR ZONE

PROJECT AREA:	
SITE AREA 2.4 ACRES	104,426 SQ. FT.
BUILDING AREA	35,994 SQ. FT. (34.4%)
1ST FLOOR:	14,872 SQ. FT.
2ND FLOOR:	50,766 SQ. FT.
EXISTING RETAIL BUILDING: (1211 EDGEWATER)	1,717 SQ. FT. (1.6%) NO CHANGES TO EXISTING BUILDING
BUILDING COVERAGE:	37,611 SQ. FT. (36.0%) NO MAX / MIN REQUIRED
OPEN SPACE:	13,346 SQ. FT. (12.6%)
DRIVEWAYS / PARKING:	42,630 SQ. FT. (40.6%)
WALKS / HARDSCAPE:	8,709 SQ. FT. (8.2%)
SPECIAL SETBACK:	2,130 SQ. FT. (2.6%)
TOTAL:	104,426 SQ. FT. (100%)

LANDSCAPING: (AREAS ADJUSTED TO SPECIAL SETBACK ON EDGEWATER ST.)

SITE AREA	104,426 SQ. FT.
SPECIAL SETBACK:	2,130 SQ. FT. (2.6%)
SITE AREA MINUS SPECIAL SETBACK:	102,296 SQ. FT. (97.4%)
LANDSCAPE / OPEN SPACE:	13,346 SQ. FT. (13.0%)
PEDESTRIAN PLAZA:	2,475 SQ. FT. (2.4%)
PROJECT ENHANCEMENT #2:	150 SQ. FT. (0.2%)
LANDSCAPE AREA:	15,971 SQ. FT. (15.6%) (ACTUAL)
TYPE 'A' LANDSCAPE PER SCR 807	(15%) (REQUIRED)

INTERIOR OFF-STREET PARKING AREA LANDSCAPING - SEC. 806-5  
PARKING AREA < 50,000 S.F. : 5% MIN. LANDSCAPE AREA REQUIRED

NEW PARKING AREA & MANUEVERING AREA\* 33,442 S.F.  
LANDSCAPE AREA REQUIRED= 1672 S.F. LANDSCAPE AREA REQUIRED  
LANDSCAPE AREA PROVIDED= 1991 S.F. (5.95%)

PARKING REQUIRED:  
MEDICAL SERVICES:  
(1 STALL PER 350 S.F.) 50,766/ 350 = 145 SPACES  
RETAIL:  
(1 STALL PER 250 S.F.) 2670/ 250 = 11 SPACES  
TOTAL: 156 SPACES

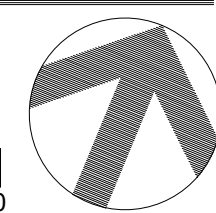
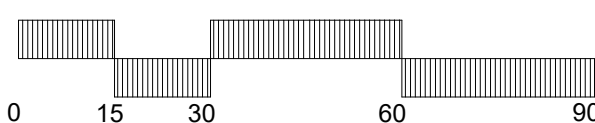
PARKING PROVIDED: (A) =PARKING COUNT ON PLAN  
MAIN SITE: 114 SPACES  
2ND STREET PARKING EXPANSION: 36 SPACES  
(SEPARATE REVIEW) TOTAL: 150 SPACES

BICYCLE PARKING REQUIRED: =PARKING COUNT ON PLAN  
MEDICAL SERVICES:  
(1 SPACE PER 3500 S.F.) 50,766/ 3500 = 15 SPACES  
RETAIL SERVICES:  
(1 SPACE PER 1000 S.F.) 1717/ 1000 = 2 SPACES (4 MIN.)

BICYCLE PARKING PROVIDED: (B) =PARKING COUNT ON PLAN  
MEDICAL SERVICES: 16 SPACES  
RETAIL SERVICES: 4 SPACES

SITE PLAN

30' = 1'-0"



CLASS III - SITE PLAN REVIEW  
A NEW BUILDING ADDITION  
AND REMODEL FOR  
NW HUMAN SERVICES

SITE PLAN

DATE  
07/22/19

REVISED DATE  
08/30/2019

SHEET  
S1

CLASS III SITE PLAN REVIEW

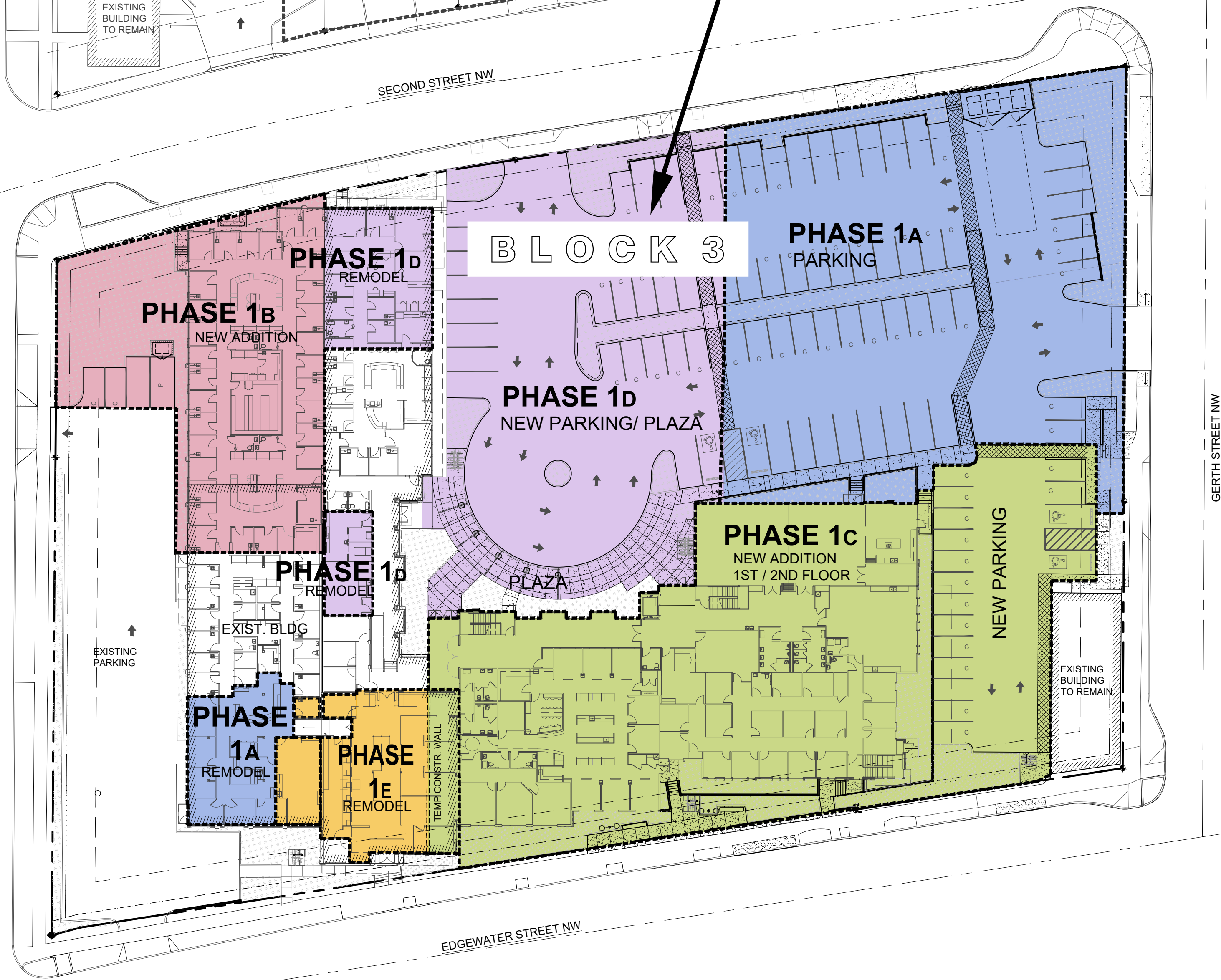
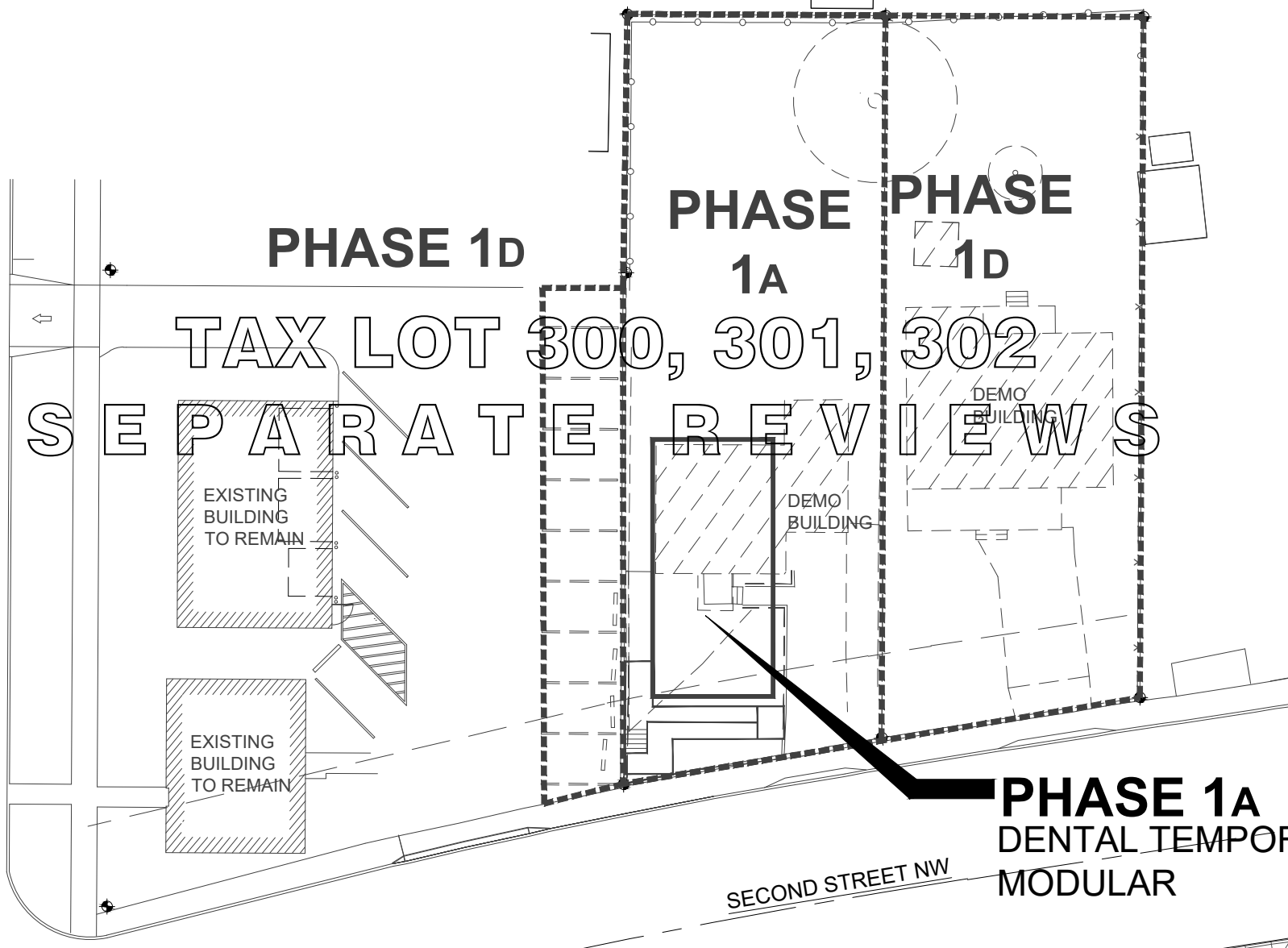
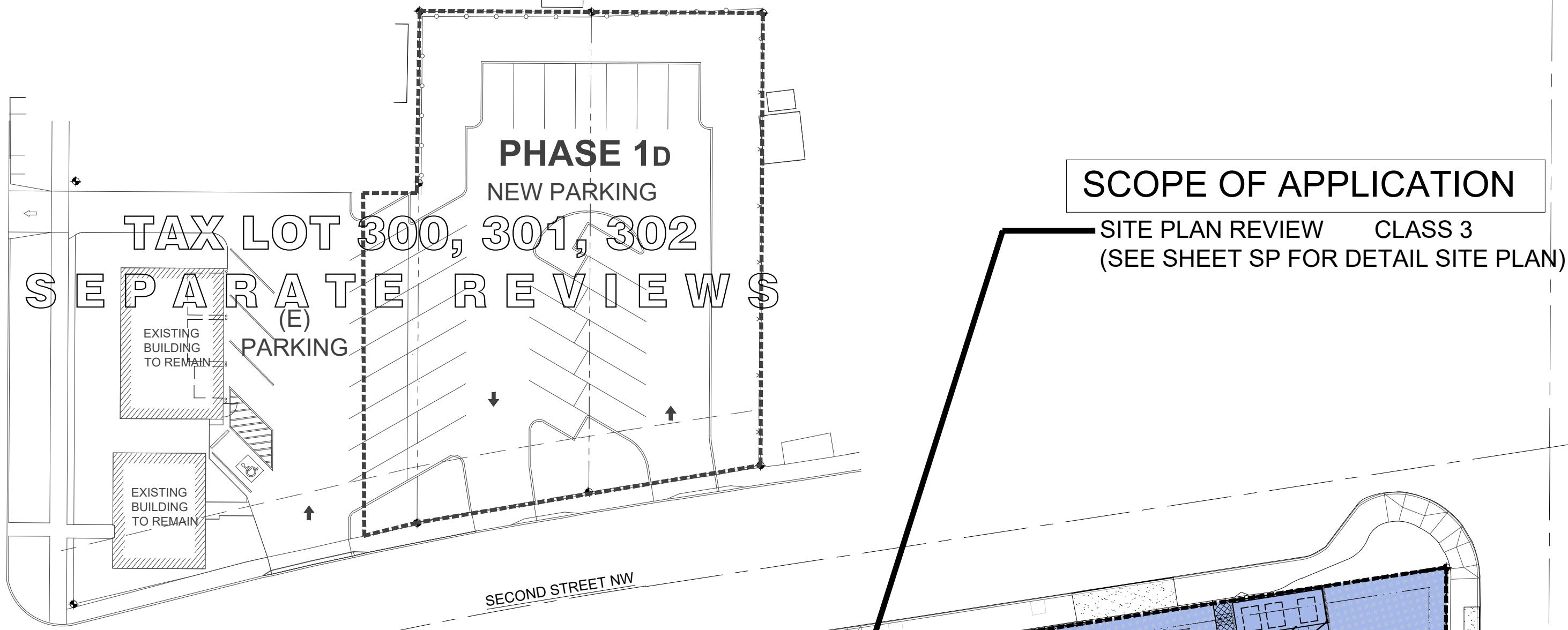


# SITE PLAN REVIEW FOR BLOCK 3 - NW HUMAN SERVICES

## MASTER PLAN PHASING

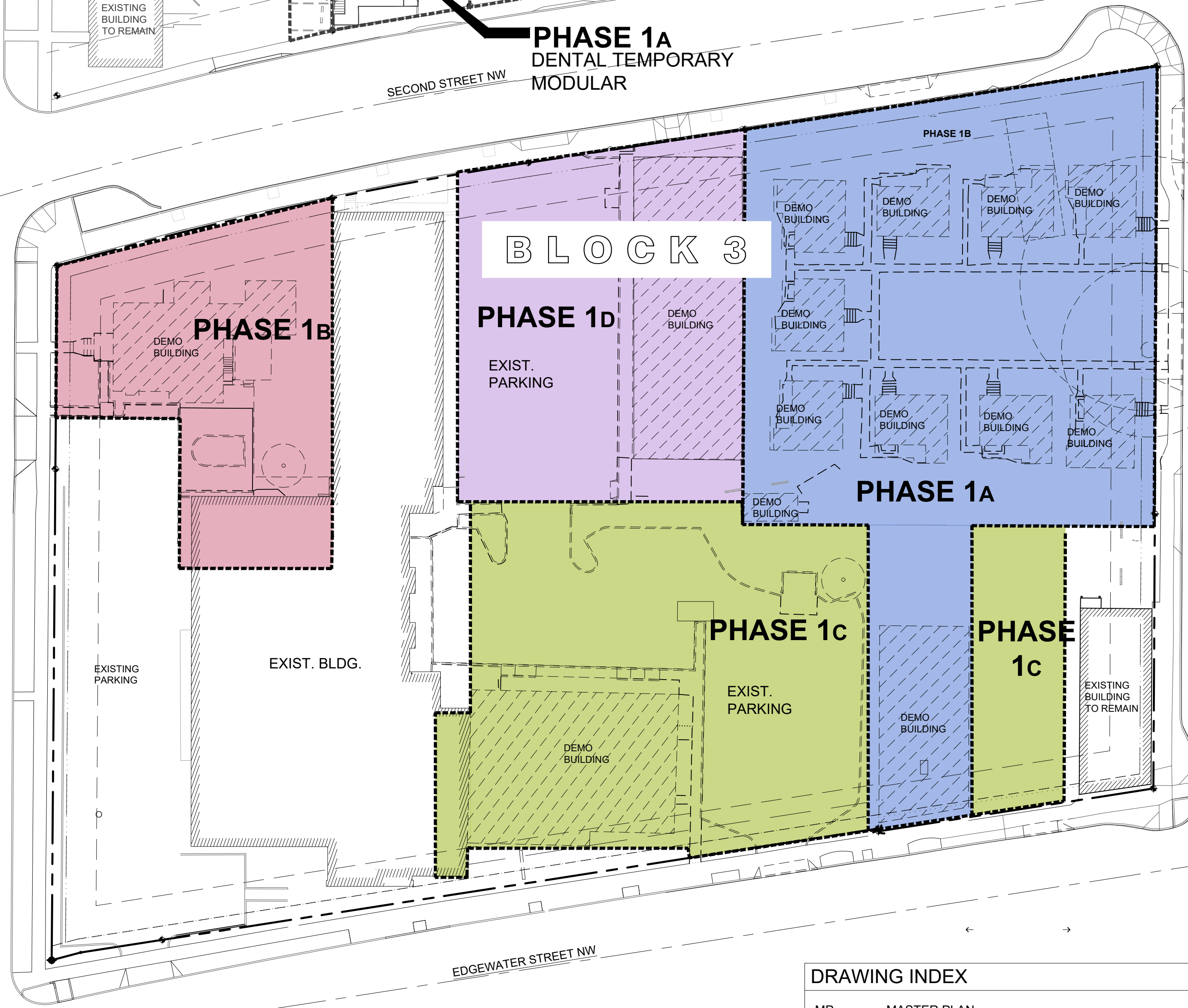
### PHASE 1:

- A SITE DEMOLITION - BUILDINGS / SITE PREP- NORTH EAST STAGING AREA. NEW PARKING AND SITE IMPROVEMENTS  
INTERIOR REMODEL- PSYCHIATRIC SERVICES
- B SITE DEMOLITION - BUILDINGS / SITE PREP- NORTHWEST NEW SINGLE STORY PRIMARY CARE BUILDING ADDITION -SITE IMPROVEMENTS
- C SITE DEMOLITION - BUILDINGS / SITE PREP- SOUTHEAST NEW TWO STORY BUILDING ADDITION  
NEW PARKING AND SITE IMPROVEMENTS- SOUTHEAST
- D SITE DEMOLITION - BUILDINGS / SITE PREP- 2ND ST. NORTH STAGING AREA. NEW PARKING AND SITE IMPROVEMENTS  
SITE DEMOLITION - BUILDING / SITE PREP-NORTH-CENTRAL PARKING IMPROVEMENT AND PLAZA  
INTERIOR REMODEL BLOOD DRAW / LAB / CONFERENCE ROOM  
INTERIOR REMODEL NORTH-EAST EXISTING CLINIC BUILDING
- E INTERIOR REMODEL LOBBY / WAITING



PHASING PLAN - CONSTRUCTION

SCALE: 1"= 30'-0"

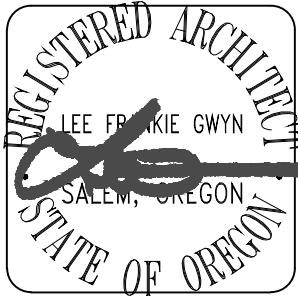


PHASING PLAN - SITE DEMOLITION

SCALE: 1"= 30'-0"

### DRAWING INDEX

MP	MASTER PLAN
SP	SITE PLAN
C1.0	GRADING PLAN
C1.1	GRADING PLAN
C2.0	UTILITY PLAN
C3.0	SURFACING PLAN
C3.1	SURFACING PLAN
C4.0	CONSTRUCTION NOTES
C4.1	CONSTRUCTION NOTES



CLASS III - SITE PLAN REVIEW  
A NEW BUILDING ADDITION  
AND REMODEL FOR  
NW HUMAN SERVICES  
1233 Edgewater St. NW, Salem, OR

MASTER PLAN

DATE  
07/22/19

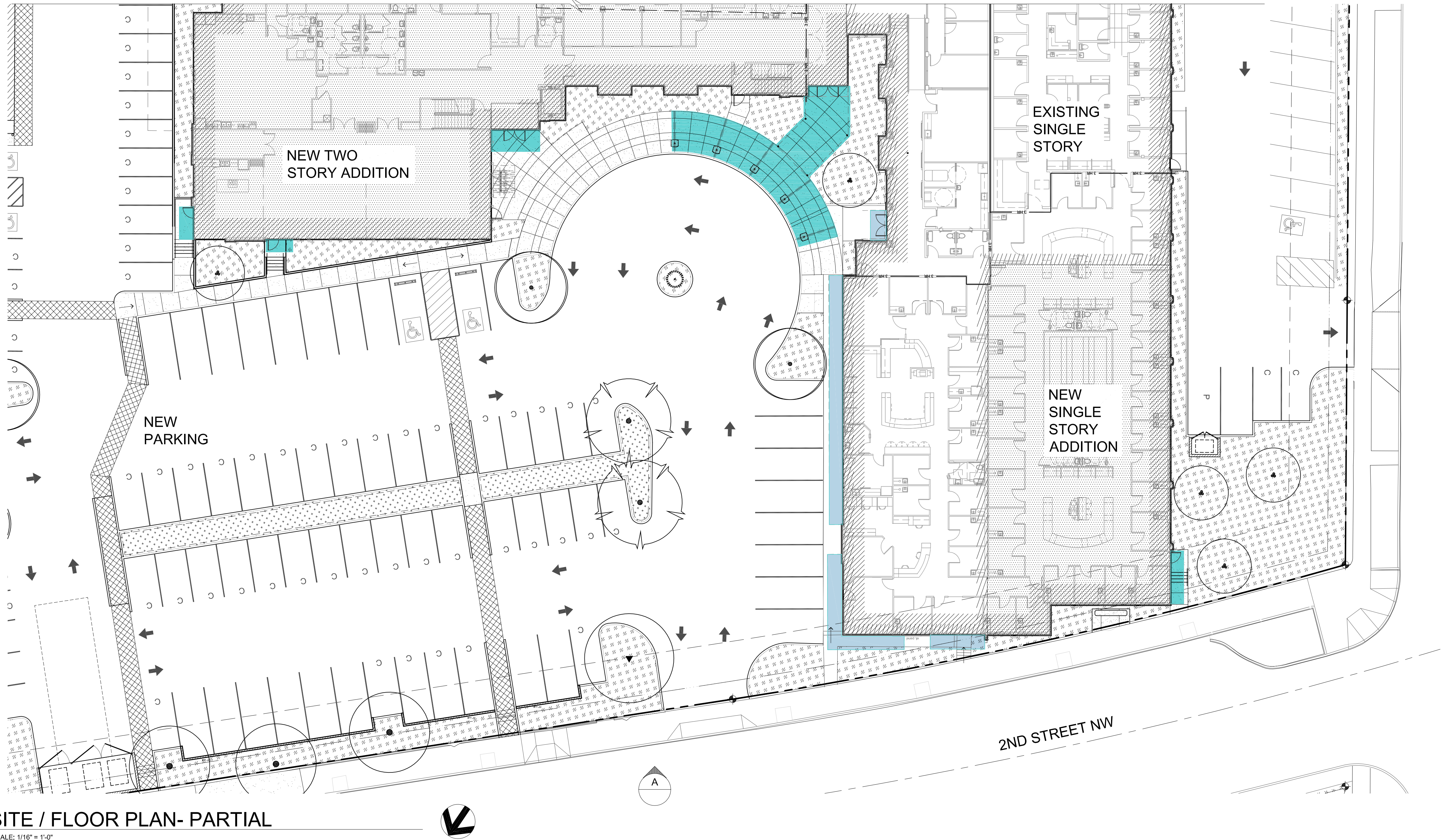
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08/30/2019

SHEET

MP

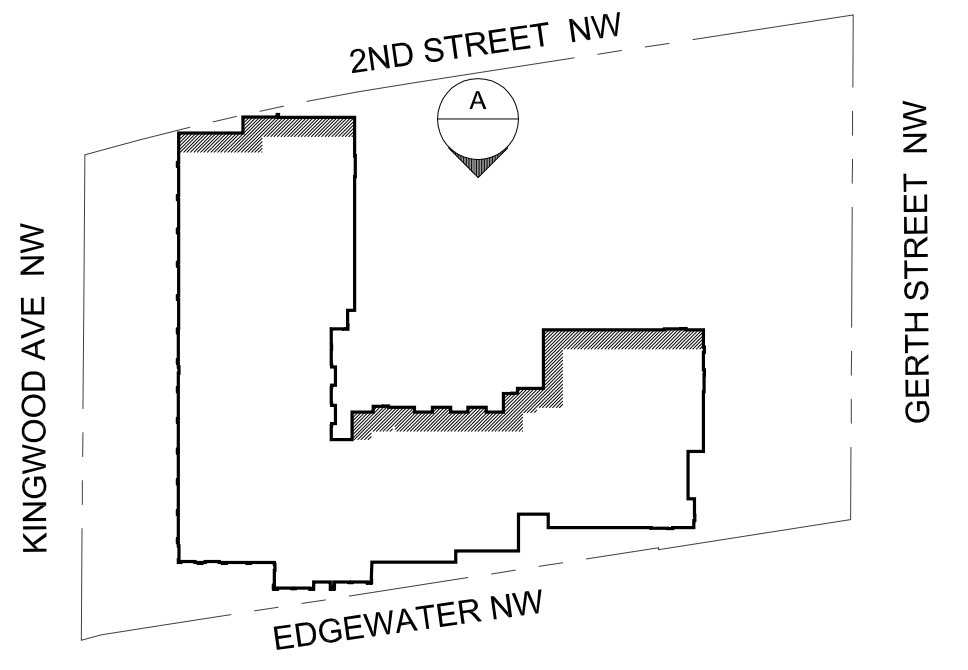
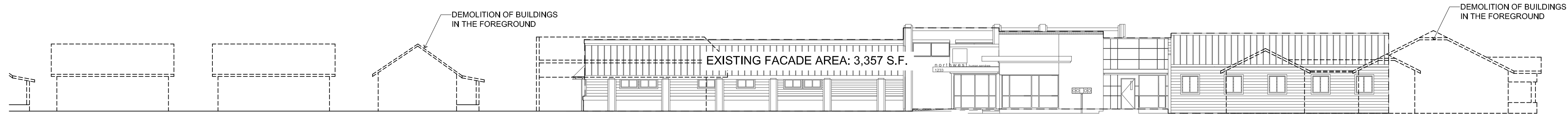
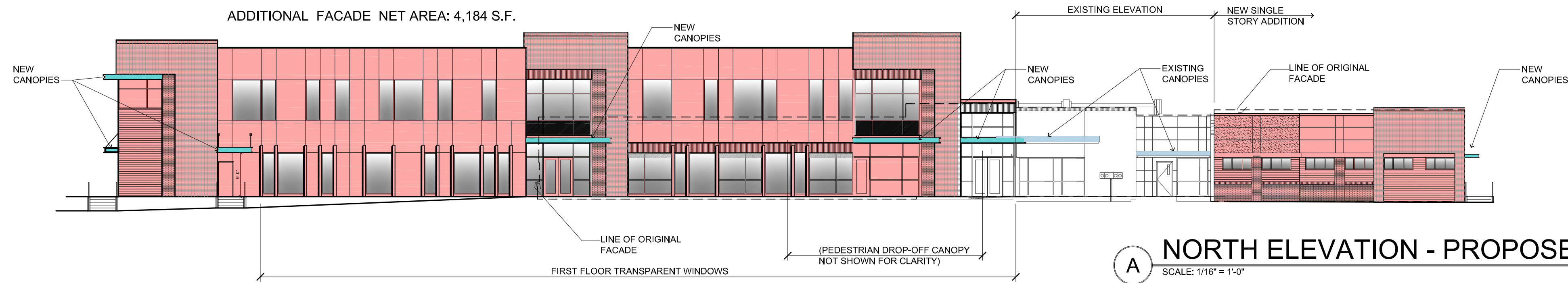
CLASS III SITE PLAN REVIEW





SITE / FLOOR PLAN- PARTIAL

SCALE: 1/16" = 1'-0"



KEY PLAN  
N.T.S.

**MATERIALS LEGEND**

- NEW BUILDING FACADE
- BRICK - STACK BOND
- BRICK - RUNNING BOND
- SIDING - ALURA WOOD PATTERN
- SIDING - CEMENT BOARD W/ REVEAL JOINTS
- NEW CANOPIES
- EXISTING CANOPIES

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**northwest**  
humanservices

**A NEW BUILDING ADDITION  
AND REMODEL FOR  
NW HUMAN SERVICES**  
1233 Edgewater St. NW, Salem, OR

**EXHIBIT "A"**  
**NORTH ELEVATION**  
**2ND STREET**

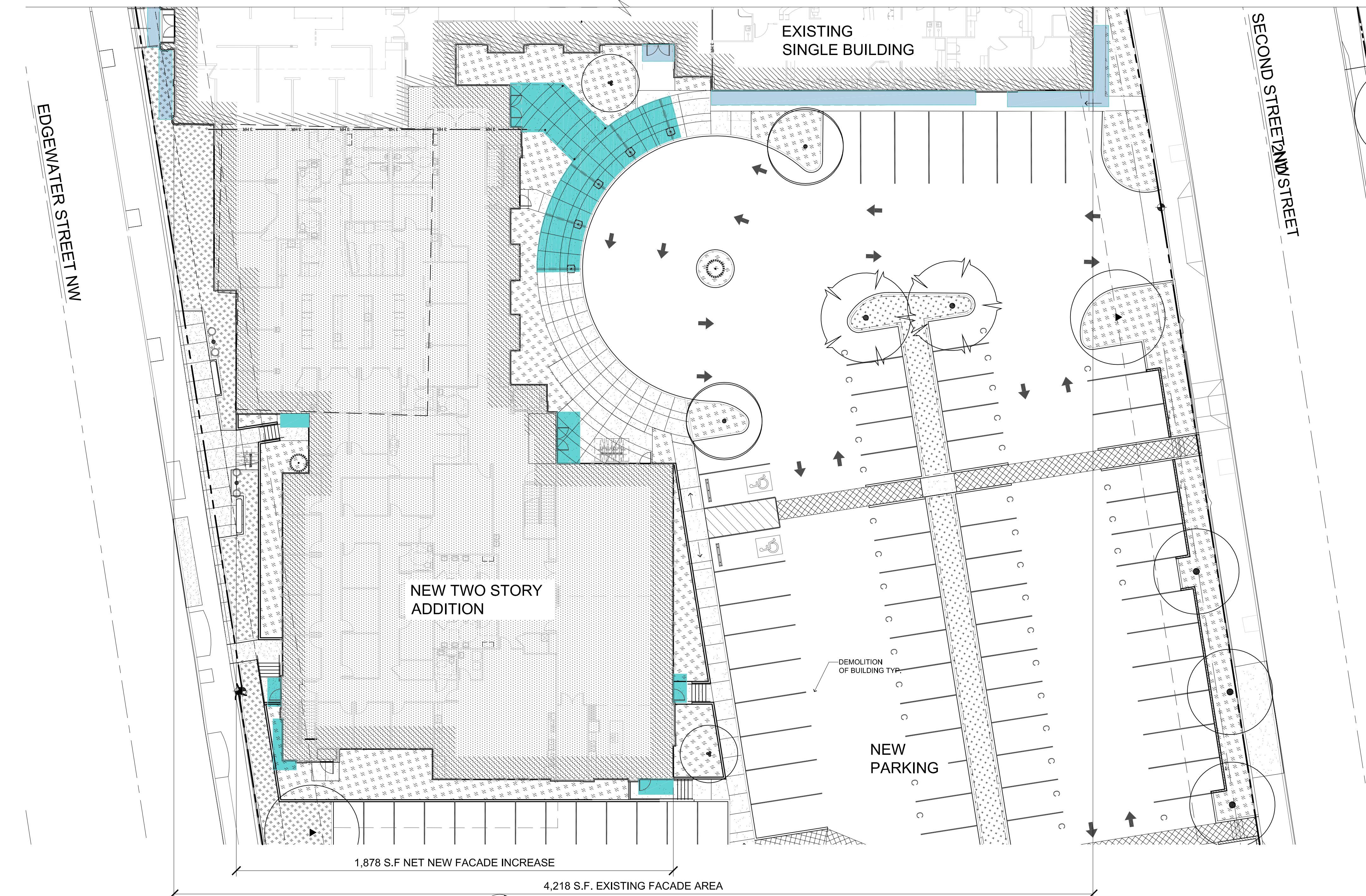
**DATE**  
06/12/19

**REVISED DATE**

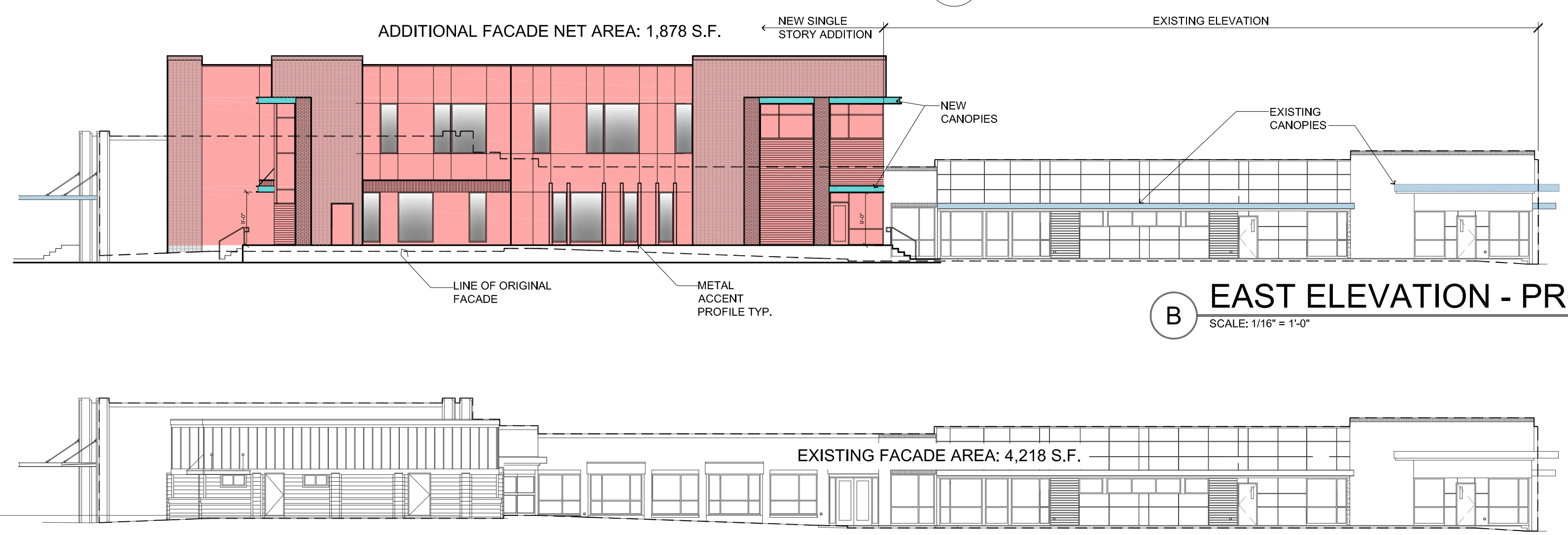
**SHEET**

**A**



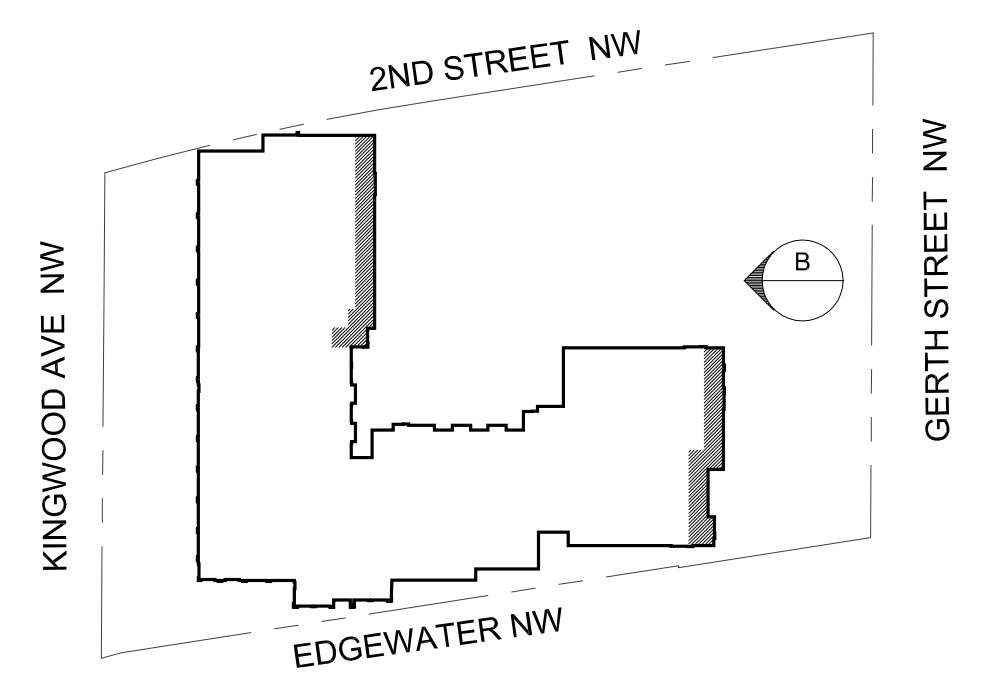


SITE / FLOOR PLAN- PARTIAL  
SCALE: 1/16" = 1'-0"



B EAST ELEVATION - PROPOSED  
SCALE: 1/16" = 1'-0"

EAST ELEVATION - EXISTING



KEY PLAN  
N.T.S.

- MATERIALS LEGEND
- NEW BUILDING FACADE
  - BRICK - STACK BOND
  - BRICK - RUNNING BOND
  - SIDING - ALURA WOOD PATTERN
  - SIDING - CEMENT BOARD W/ REVEAL JOINTS
  - NEW CANOPIES
  - EXISTING CANOPIES

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human services

A NEW BUILDING ADDITION  
AND REMODEL FOR  
NW HUMAN SERVICES  
1233 Edgewater St. NW, Salem, OR

EXHIBIT "B"  
EAST ELEVATION  
GERTH ST.

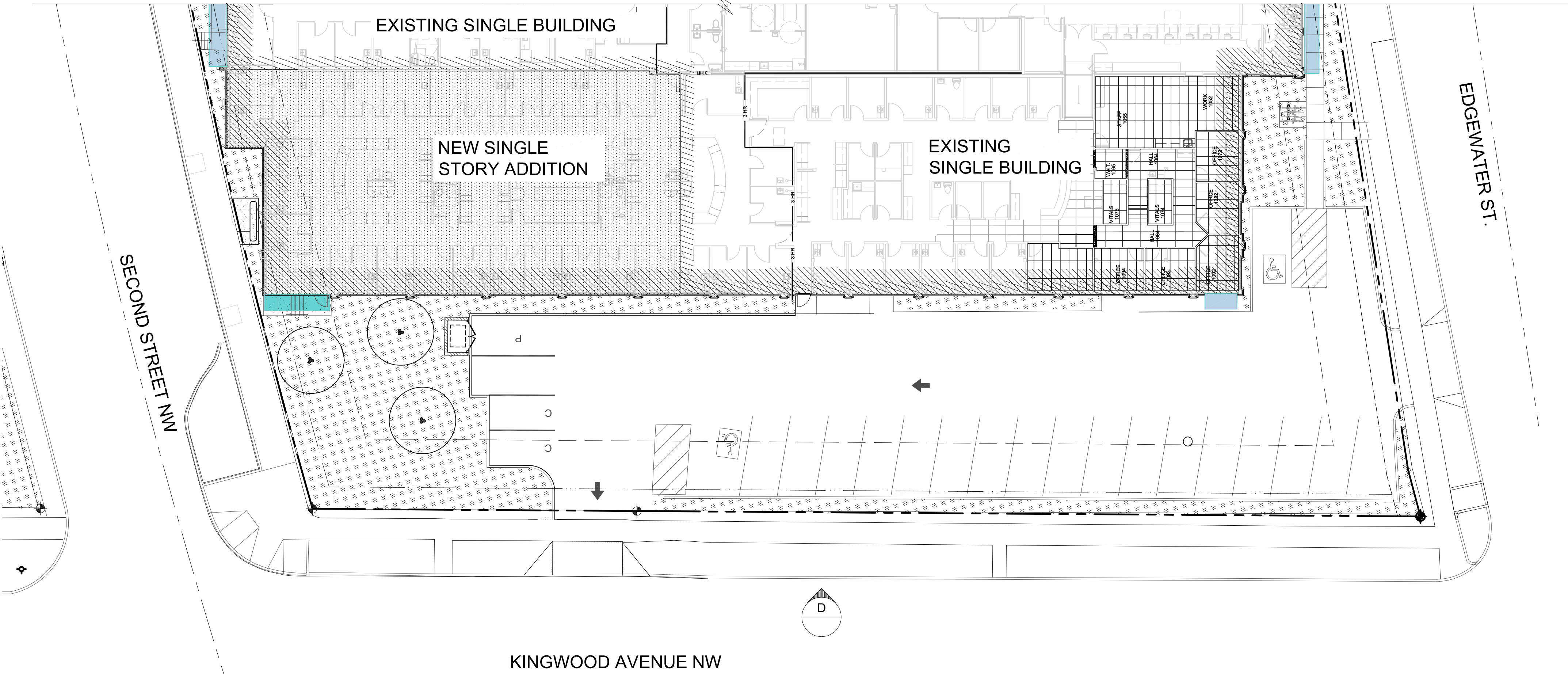
DATE  
06/12/19  
REVISED DATE  
SHEET  
B

06/05/2019 10:18 AM update: add 05/12/2019 1:09 PM update: 1233 Edgewater addition and remodel for NW Human Services exhibit B-5A-01



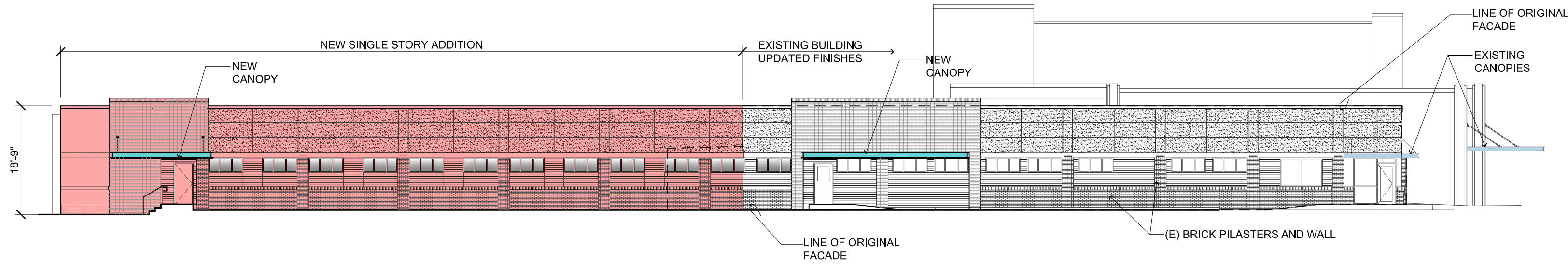






SITE / FLOOR PLAN- PARTIAL

SCALE: 1/16" = 1'-0"

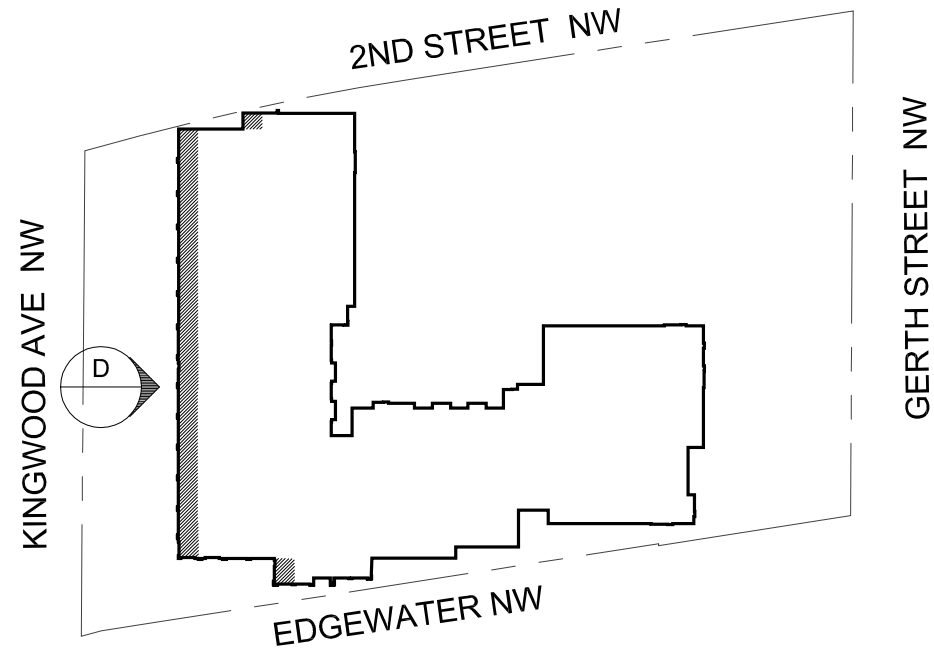


WEST ELEVATION - PROPOSED

SCALE: 1/16" = 1'-0"



WEST ELEVATION - EXISTING



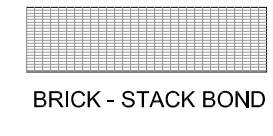
KEY PLAN

N.T.S.

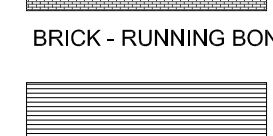
MATERIALS LEGEND



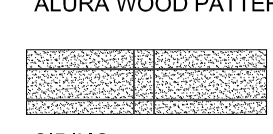
NEW BUILDING FACADE



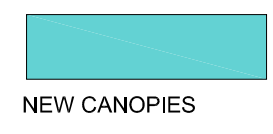
BRICK - STACK BOND



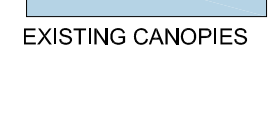
BRICK - RUNNING BOND



SIDING - ALURA WOOD PATTERN



SIDING - CEMENT BOARD W/ REVEAL JOINTS



NEW CANOPIES



EXISTING CANOPIES

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EXHIBIT "D"  
WEST ELEVATION  
KINGWOOD AVE.

DATE

06/12/19

REVISED DATE

SHEET

D

A NEW BUILDING ADDITION  
AND REMODEL FOR  
NW HUMAN SERVICES  
1233 Edgewater St. NW, Salem, OR

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human  
services

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architecture, inc.  
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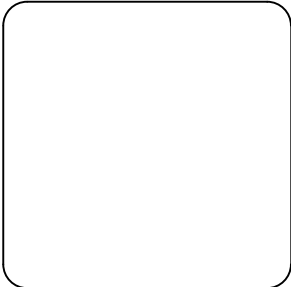




2ND SREET - NORTH VIEW - PEDESTRIAN DROP-OFF



EDGEWATER STREET - SOUTH EAST VIEW - PEDESTRIAN ENHANCEMENT / PLAZA



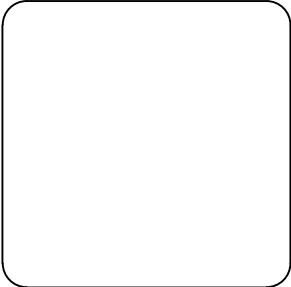




GERTH SREET NW - SOUTHWEST VIEW



2ND STREET. NW - NORTHWEST VIEW



A NEW BUILDING ADDITION  
AND REMODEL FOR  
NW HUMAN SERVICES  
1233 Edgewater St. NW, Salem, OR

EXHIBIT  
PERSPECTIVES

DATE  
06/12/19

REVISED DATE


SHEET

F





## SHAREHOLDERS

Daniel Roach  
Architect  
Marcus Hite  
Kristin Newland

## BOARD OF DIRECTORS

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Architect / President  
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Brian Lind  
Landscape Architect

## NORTHWEST HUMAN SERVICES - 1233 EDGEWATER STREET

## SITE PLAN CLASS III

## DESIGN REVIEW CLASS III

## DRIVEWAY APPROACH PERMIT

## WRITTEN STATEMENT – REVISION 2

July 22, 2019

**Project Description:**

Lenity Architecture, Inc. is assisting Northwest Human Services with land use planning and architectural services including demolition of several existing structures, two new building additions, a new main parking lot, and a new auxiliary parking lot (under separate application). The subject property consists of approximately 2.4 acres and is within the Edgewater/Second Street Mixed-Use Corridor zone (ESMU).

**About Northwest Human Services:**

Northwest Human Services has been providing residents of Marion and Polk counties with comprehensive medical, dental, mental health and social services for over 45 years. The proposed development would allow Northwest Human Services to provide additional capacity and enhance the level of care provided.

Below are responses to the applicable review and decision criteria.

**Responses to Applicable Design Review Criteria:****Sec. 535.020. - Design review guidelines and design review standards.****(a) Building orientation and design.****(1) Design review guidelines.**

**(A) Buildings facing Edgewater Street or Second Street shall create safe, pleasant, and active pedestrian environments.**

**Applicant Response:** The proposed development includes a plaza with pedestrian amenities to create a safe, pleasant, and active pedestrian environment. A pedestrian plaza along Edgewater Street would include benches, bicycle parking, and lighting to provide outdoor enjoyment. The proposed development would create safe, pleasant, and active pedestrian environments. The application complies with this criterion.



**(B) Ground floor building facades facing Edgewater Street and Second Street shall include transparent windows to ensure that the ground floor promotes a sense of interaction between activities in the building and activities in the public realm.**

**Applicant Response:** The proposed development includes transparent windows along the ground floor of the length of the building facing Edgewater Street as show on Exhibit "C". The application complies with this criterion.

**(C) Buildings shall be human scale and avoid long monotonous exterior walls. To minimize the appearance of bulk and divide overall building mass, building offsets and building articulation shall be provided throughout building facades.**

**Applicant Response:** The proposed building includes varying floor heights between 1 and 2 stories. Building offsets and building articulation are provided to reduce mass and increase visual interest. Elevations of each building face are provided in the application. The application complies with this criterion.

**(D) Weather protection, in the form of awnings or canopies appropriate to the design of the building, shall be provided along ground floor building facades adjacent to sidewalks or pedestrian connections in order to create a comfortable and inviting pedestrian environment.**

**Applicant Response:** Canopies are provided along sidewalks and pedestrian connections around the building as shown on the elevations in Exhibits A, B, C, and D. The application complies with this criterion.

## **(2) Design review standards.**

**(A) A primary building entrance shall be provided for each building facade facing a street. If a building has frontage on more than one street, a single primary building entrance may be provided at the corner of the building where the streets intersect.**

**(i) Alternative standard for existing buildings. Notwithstanding subsection (a)(2)(A) of this section, where a building existing on June 13, 2018, has a primary building entrance facing a street, such entrance may be relocated but not eliminated. The relocated entrance must face a street.**

**Applicant Response:** The proposed development consists of an entire city block and faces Edgewater Street to the south, Kingwood Street to the west, Second Street to the north, and Gerth Street to the east. Primary entrances have been provided on Edgewater Street and Second Street.

**(B) Ground floor building facades facing Edgewater Street or Second Street shall include transparent windows on a minimum of 65 percent of the ground floor facade. The windows shall not be mirrored or treated in such a way as to block visibility into the building. The windows shall have a minimum visible transmittance (VT) of 37 percent.**

**(i) Alternative standard for existing buildings. Notwithstanding subsection (a)(2)(B) of this section, where a building existing on June 13, 2018, does not include transparent windows on a minimum of 65 percent of the ground floor facade facing Edgewater Street or Second Street, the percentage of transparent windows existing**

**on the ground floor facade shall not be reduced. Additional windows meeting the transparency requirements of subsection (a)(2)(B) may be added without meeting the minimum ground floor facade window percentage of 65 percent.**

**Applicant Response:** The existing building was built prior to June 13, 2018 and did not include transparent windows on 65 percent of the ground floor at the time it was constructed (2008). The proposed addition would bring the total Edgewater Street building frontage glazing to approximately 45% total. The total Second Street glazing is approximately 51%. The proposed windows would not be mirrored or treated in such a way as to block visibility into the building. The windows would have a minimum visible transmittance (VT) of 37 percent. The application complies with the alternative standard for existing buildings in the above criterion.

**(C) Building offsets shall be provided for building frontages greater than 75 feet in width. Building frontages two or more stories in height may be constructed without required building offsets on the first floor, but all additional floors shall incorporate building offsets. Building offsets shall be a minimum four feet in depth and shall be provided at intervals of not more than 40 feet along the building frontage. Building offsets may extend into required setbacks.**

**Applicant Response:** The longest building frontage is portion of the structure facing Edgewater Street. The total length of this building frontage is approximately 267 feet. Offsets are provided at 75 or less along this frontage. The longest frontage is 75 feet between the Edgewater entrance and the eastern corner. The application complies with this criterion.

**(D) Weather protection, in the form of awnings or canopies, shall be provided along a minimum of 90 percent of the length of the ground floor building façade adjacent to sidewalks or pedestrian connections. Awnings or canopies shall have a minimum clearance height above the sidewalk of eight feet and may encroach into the street right-of-way as provided in SRC 76.160.**

**(i) Alternative standard for existing buildings. Notwithstanding subsection (a)(2)(D) of this section, where a building existing on June 13, 2018, does not include weather protection, in the form of awnings or canopies, along a minimum of 90 percent of the length of the ground floor facade adjacent to sidewalks or pedestrian connections, the percentage of weather protection along the ground floor facade shall not be reduced. Additional weather protection meeting the sidewalk clearance requirements in subsection (a)(2)(D) of this section may be added without meeting the minimum weather protection standard of 90 percent.**

**Applicant Response:** The existing building was built prior to June 13, 2018. New canopies are proposed along walkways adjacent to the building and near entrances. The application complies with the alternative standard for existing buildings.

**(b) Landscaping for open sales areas.**

**(1) Design review guidelines.**

**(A) Landscaping shall be utilized to provide adequate screening of open sales areas.**

**(2) Design review standards.**

**(A) Open sales areas for construction, communication, or recreational equipment, vehicles, boats, recreational vehicles, and building materials shall be screened from Edgewater Street and Second Street with a minimum three-foot tall sight-obscuring fence, masonry wall, or hedge, and a minimum six-foot wide landscape strip. The fence, masonry wall, or hedge shall not encroach into the vision clearance area.**

**Applicant Response:** The proposed development does not include open sales areas. The above criteria are not applicable to this project.

**(c) Design and location of off-street parking.**

**(1) Design review guidelines.**

**(A) Parking structures located adjacent to Edgewater Street shall include space for ground floor commercial uses along their Edgewater Street frontage in order to create a safe, pleasant, and active pedestrian environment.**

**(B) Where possible, access to parking serving activities along Edgewater Street shall be provided from a local street or an alley.**

**(2) Design review standards.**

**(A) Parking structures located adjacent to Edgewater Street shall include space for ground floor commercial uses along their entire Edgewater Street frontage.**

**(B) Where access to parking is available from a local street or alley, no new driveway approaches onto Edgewater Street shall be provided.**

**Applicant Response:** The proposed parking area is located behind the proposed building additions on the northeast and east of the main campus block. The parking area is open parking layout and would not be provided in the form of a parking structure that provides two or more levels of parking. The above criteria do not apply to this project.

**Site Plan - Class 3 Criteria:**

**1) The application meets all applicable standards of the UDC;**

**Applicant Response:** This proposal meets all applicable standards of the UDC except for five (5) adjustments being sought that are detailed in the written statement below.

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

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

**Applicant Response:** Access and parking areas for the proposed development will be designed to facilitate safe and efficient movement of vehicles, bicycles, and pedestrians. Three (3) existing driveways will be closed including two (2) on Edgewater Street and one (1) on Second Street. The proposed project design would include one driveway entrance on Second Street, one on Gerth Street, and one on Edgewater Street. The driveway on Edgewater Street is designed for one-way traffic, with vehicles exiting on to Kingwood Avenue. The driveway and parking areas will be reconfigured in order to accommodate the building expansion and to provide the hose pull length needed by the Fire Department in order to provide adequate fire protection. The proposed development provides for the safe, orderly, and efficient circulation of traffic into and out of the site. Negative impacts to traffic have been mitigated by reducing the number of entry and exit points to the site.

An off-site parking area will be located northwest of the proposed main building site to provide parking for the site uses. The proposed off-site parking area is located approximately 60 feet from the property line of the primary development site at 1233 Edgewater Street. A preliminary utility plan provides additional details (see C2.0).

**4) The proposed development will be adequately served with City water, sewer, and storm drainage, and other utilities appropriate to the nature of the development.**

**Applicant Response:** The proposed development is currently, and will continue to be, adequately served with City Water, sewer, and storm drainage, and other utilities appropriate to the nature of the development. A preliminary utility plan provides additional details (see C2.0).

**Summary of Adjustment Requests:**

The applicant is requesting four (4) adjustments in this application:

- 1) ~~Pedestrian Connection from Parking to Primary Entrance~~ – not needed
- 2) Minimum Off-Street Parking Reduction
- 3) Building Setback of 0 to 10 feet maximum Exceeded in some locations
- 4) Vehicle Use Area Setback
- 5) Landscaping less than 15% of Total Site Area

The applicable review and decision criteria for each adjustment request are detailed below.

**Adjustment Request #1-- Pedestrian Connection from Parking to Primary Entrance (Sec. 535.015(g)(2)).**

**Applicant Response:** This adjustment request is not needed and has been removed from the drawings and written narrative per comment letter from Aaron Panko dated July 12, 2019.

**Adjustment Request #2 – Minimum Off-Street Parking Reduction**

**An application for a Class 1 adjustment shall be granted if all of the following criteria are met:**

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

**(i) Clearly inapplicable to the proposed development; or**

**(ii) Equally or better met by the proposed development.**

**Applicant Response:** The proposed building addition will be used to provide increased capacity for medical, dental, and mental health services provided by Northwest Human Services. Due to the complexity and scale of construction, the proposed development will be phased. Therefore, the total number of parking spaces and occupied building areas will change during the project. A parking count matrix has been developed to better illustrate the parking requirements and deviations above and below the minimum number required based on use and occupied square footages.

At the time of full completion, the proposed development would require 156 parking spaces based on the parking standards for medical services and retail uses.

In order to balance the desired building footprint and the requirements of all other site development standards, the proposed project would be deficient by 6 spaces (3.8% reduction from the minimum requirement) due to site constraints. There is adequate on-street parking along each adjacent street to make up for the 6 deficient parking spaces.

**(B) The proposed adjustment will not unreasonably impact surrounding existing or potential uses or development**

**Applicant Response:** Given that the proposed development takes up an entire city block, there are four adjacent public streets; Edgewater Street to the south, Gerth Street to the east, Second Street to the north, and Kingwood Avenue to the west. Each of these streets allow on-street parking on both sides of the street. The proposed adjustment will not unreasonably impact surrounding existing development or potential uses or development.

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

**Applicant Response:** Five (5) adjustments are being sought in this application. The cumulative effect of all adjustments will result in a project that is still consistent with the overall purposes of the zone.

**Adjustment Request #3** Building Setback of 0 to 10 feet Maximum Exceeded

**An application for a Class 2 adjustment shall be granted if all of the following criteria are met:**

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

**(i) Clearly inapplicable to the proposed development; or**

**(ii) Equally or better met by the proposed development.**

**Applicant Response:** Table 535-3 provides the standards for building setbacks abutting a street. The standard for uses other than single family, two family, and multiple family is a building setback of 0 feet. A provision for a building setback up to a maximum of 10 feet is permitted if the space is used for pedestrian amenities.

Due to the site configuration, the proposed development encompasses an entire city block that is bounded on all four sides by a public street. In order to meet the development standard listed above, the building perimeter would need to be approximately 1300 linear feet. Therefore, unless the proposed building was designed as a large rectangle enclosing 2.4 acres, there is no other way to meet this development standard.

Additionally, it would be difficult, if not impossible, to meet the landscaping, parking, and other required development standards with a building this large. The proposed building addresses Edgewater Street most directly. The 10-foot maximum building setback is exceeded in order to provide pedestrian amenities and the required building articulation. This specific development standard is clearly inapplicable to the proposed development.

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

**Applicant Response:** The proposed project is zoned ESMU and is not located adjacent to a residential area. The above criterion does not apply to the proposed project.

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

**Applicant Response:** Five (5) adjustments are being sought in this application. The cumulative effect of all adjustments will result in a project that is still consistent with the overall purposes of the zone.

#### **Adjustment Request #4 – Vehicle Use Area Setback**

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

An application for a Class 2 adjustment shall be granted if all of the following criteria are met:

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

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

**Applicant Response:** Due to the site configuration, the proposed development encompasses an entire city block that is bounded on all four sides by a public street. Each parcel is under the same ownership; Northwest Human Services. Vehicle use areas encroach along these interior lot lines in order to provide the needed drive aisles and parking spaces. Perimeter landscaping adjacent to streets is provided as required in the development standards. The proposed development equally meets this development standard.

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

**Applicant Response:** The proposed project is zoned ESMU and is not located adjacent to a residential area. The above criterion does not apply to the proposed project.

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

**Applicant Response:** Five (5) adjustments are being sought in this application. The cumulative effect of all adjustments will result in a project that is still consistent with the overall purposes of the zone.

#### **Adjustment Request #5 – Landscaping less than 15% of Total Site Area**

**(f) Landscaping. Landscaping within the ESMU zone shall be provided as set forth in this subsection.**

- (1) Setbacks. Required setbacks shall be landscaped. Landscaping shall conform to the standards set forth in SRC chapter 807.**
- (2) Vehicle use areas. Vehicle use areas shall be landscaped as provided under SRC chapter 806 and SRC chapter 807.**
- (3) Development site. A minimum of 15 percent of the development site shall be landscaped. Landscaping shall meet the Type A standard set forth in SRC chapter 807. Other required landscaping under the UDC, such as landscaping required for setbacks or vehicle use areas, may count towards meeting this requirement.**



An application for a Class 2 adjustment shall be granted if all of the following criteria are met:

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

**(i) Clearly inapplicable to the proposed development; or**

**(ii) Equally or better met by the proposed development.**

**Applicant Response:** The proposed development includes a site area of 104,426 square feet. A special setback reduces the net site area to 102,296 square feet. The minimum landscape required is 15% of the total site area. The proposed development includes 13% total site area. Generous pedestrian amenities and site circulation is provided with pavers and walkways. The proposed development equally meets the landscape standard if pedestrian amenities are considered.

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

**Applicant Response:** The proposed project is zoned ESMU and is not located adjacent to a residential area. The above criterion does not apply to the proposed project.

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

**Applicant Response:** Five (5) adjustments are being sought in this application. The cumulative effect of all adjustments will result in a project that is still consistent with the overall purposes of the zone.

#### **Driveway Approach Development Standards**

**Table 804-2: Two-way driveway approach. 22 feet width minimum. 40 feet width maximum. Measured at the property line.**

**Applicant Response:** A new proposed driveway would be located at Gerth Street. The approach is a two-way driveway and would have a width of 24 feet at the property line. The application complies with this criterion.

If you have any questions or need any additional information, please contact me at (503) 399-1090 or by e-mail at [samt@lenityarchitecture.com](mailto:samt@lenityarchitecture.com). Thank you for your time and attention.

Sincerely,



Samuel A. Thomas

Senior Land Use Specialist





# MEMO

**TO:** Aaron Panko, Planner III  
Community Development Department

**FROM:** *FJD* Glenn J. Davis, PE, CFM, Chief Development Engineer *OPB*  
Public Works Department

**DATE:** September 24, 2019

**SUBJECT:** **PUBLIC WORKS RECOMMENDATIONS**  
**DR-SPR-ADJ-DAP19-08 (19-110645-RP)**  
**1233 EDGEWATER STREET NW**  
**NW HUMAN SERVICES REDEVELOPMENT AND EXPANSION**

## PROPOSAL

To redevelop and expand an existing outpatient medical services complex on a 2.4-acre site, zoned ESMU (Edgewater/Second Street Mixed-Use Corridor) and located at the 1200 Block of Edgewater Street NW - 97304 (Polk County Assessors Map and Tax Lot numbers: 073W28AB / 05200, 05300, 05700, 05900, and 06200).

## RECOMMENDED CONDITIONS OF APPROVAL

1. Convey land for dedication to equal a half-width right-of-way of 36 feet on the development side of Edgewater Street NW, and a property-line radius in accordance with PWDS. If the existing building is located within the area being dedicated as right-of-way, the applicant shall enter into an agreement with the City to dedicate the right-of-way at a later time when the criteria for termination of non-conforming development is met in SRC 270.010(d).
2. Provide street trees to the maximum extent feasible along all property frontages pursuant to SRC 86.015(e).
3. Re-construct curb and sidewalk, and re-stripe on-street parking along Edgewater Street NW, 2<sup>nd</sup> Street NW, and Gerth Avenue NW pursuant to PWDS.
4. Design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS.

**FACTS**

**Streets**

1. Edgewater Street NW

- a. Standard—This street is designated as a Minor Arterial street in the Salem TSP. The standard for this street classification is a 46-foot-wide improvement within a 72-foot-wide right-of-way.
- b. Existing Conditions—This street has an approximate 44-foot improvement within a 60-foot-wide right-of-way abutting the subject property.
- c. Special Setback—The proposed development is subject to a special setback equal to 36 feet from centerline of Edgewater Street NW.

2. 2<sup>nd</sup> Street NW

- a. Standard—This street is designated as a Local street in the Salem TSP. The standard for this street classification is a 30-foot-wide improvement within a 60-foot-wide right-of-way.
- b. Existing Conditions—This street has an approximate 50-foot improvement within a 60-foot-wide right-of-way abutting the subject property.

3. Kingwood Avenue NW

- a. Standard—This street is designated as a Local street in the Salem TSP. The standard for this street classification is a 30-foot-wide improvement within a 60-foot-wide right-of-way.
- b. Existing Conditions—This street has an approximate 50-foot improvement within an 80-foot-wide right-of-way abutting the subject property.

4. Gerth Avenue NW

- a. Standard—This street is designated as a Local street in the Salem TSP. The standard for this street classification is a 30-foot-wide improvement within a 60-foot-wide right-of-way.
- b. Existing Conditions—This street has an approximate 40-foot improvement within a 60-foot-wide right-of-way abutting the subject property.

## **Storm Drainage**

### **1. Existing Conditions**

- a. A 12-inch storm main is located in 2<sup>nd</sup> Street NW.
- b. A 10-inch storm main is located in Kingwood Avenue NW.
- c. A 12-inch storm main is located in Gerth Avenue NW.

## **Water**

### **1. Existing Conditions**

- a. The subject property is located within the G-0 water service level.
- b. A 6-inch water main is located in Edgewater Street NW. Mains of this size generally convey flows of 500 to 1,200 gallons per minute.
- c. An 8-inch water main is located in 2<sup>nd</sup> Street NW. Mains of this size generally convey flows of 900 to 2,200 gallons per minute.
- d. An 8-inch water main is located in Kingwood Avenue NW. Mains of this size generally convey flows of 900 to 2,200 gallons per minute.
- e. An 8-inch water main is located in Gerth Avenue NW. Mains of this size generally convey flows of 900 to 2,200 gallons per minute.

## **Sanitary Sewer**

### **1. Existing Conditions**

- a. An 8-inch main is located in 2<sup>nd</sup> Street NW. The sewer main is approximately 8 feet deep.
- b. A 10-inch main is located in Kingwood Avenue NW. The sewer main is approximately 17 feet deep
- c. An 8-inch sewer main is located within an easement on the subject property, connecting to the main in Gerth Avenue NW. The sewer main is approximately 9 feet deep.

## **CRITERIA AND FINDINGS**

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

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

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

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

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

According to the 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**

**Finding**—Edgewater Street NW is fully urbanized but lacks adequate right-of-way along the property frontage. The applicant shall convey land for dedication to equal a half-width right-of-way of 36 feet on the development side of Edgewater Street NW, and a property-line radius in accordance with PWDS. If the existing building is located within the area being dedicated as right-of-way, the applicant shall enter into an agreement with the City to dedicate the right-of-way at a later time when the criteria for termination of non-conforming development is met in SRC 270.010(d). Street trees shall be provided to the maximum extent feasible pursuant to SRC 86.015(e).

Kingwood Avenue NW, 2<sup>nd</sup> Street NW, and Gerth Avenue NW all meet the right-of-way width and pavement width standards per the Salem TSP along the frontages of the property. No additional right-of-way or street improvements are required along these frontages except as needed for the closure of existing driveways and street trees as required by SRC 86.015(e).

The application proposes to close two existing driveways along Edgewater Street NW, one existing driveway along 2<sup>nd</sup> Street NW, and relocate an existing driveway along

Gerth Avenue NW. The removal and relocation of existing driveways will require reconstruction of curb and sidewalk along those frontages and allows for additional on-street parking. The applicant shall reconstruct curb and sidewalk, and restripe on-street parking along Edgewater Street NW, 2<sup>nd</sup> Street NW, and Gerth Avenue NW pursuant to PWDS.

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

**Finding**—The application proposes to close two existing driveways along Edgewater Street NW, one existing driveway along 2<sup>nd</sup> Street NW, and relocate an existing driveway along Gerth Avenue NW. The remaining existing driveways along Edgewater Street NW, Kingwood Avenue NW, and 2<sup>nd</sup> Street NW provide for safe turning movements into and out of the property. The proposed relocation of the driveway access onto Gerth Avenue NW is addressed in the Class 2 Driveway Approach Permit findings below.

The removal and relocation of existing driveways will require reconstruction of curb and sidewalk along those frontages and allows for additional on-street parking. The applicant shall reconstruct curb and sidewalk, and restripe on-street parking along Edgewater Street NW, 2<sup>nd</sup> Street NW, and Gerth Avenue NW pursuant to PWDS.

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

**Finding**—The Public Works Department has reviewed the applicant's preliminary plan for this site. The water, sewer, and storm infrastructure are available within surrounding streets/areas and is adequate to serve the proposed development. The applicant's engineer submitted a statement demonstrating compliance with Stormwater PWDS Appendix 004-E(4)(b) and SRC Chapter 71. The preliminary stormwater design demonstrates the use of green stormwater infrastructure to the maximum extent feasible. The applicant shall design and construct all utilities (sewer, water, and storm drainage) according to PWDS and to the satisfaction of the Public Works Director.

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

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

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

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

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

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

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

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

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

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

**(5) Proposed driveway approach meets vision clearance standards;**

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

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

**Finding**—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 Local street and does not create a significant impact to adjacent streets and intersections.

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

**Finding**—The proposed driveway approach is not located in the vicinity of a residentially zoned area. The driveway will not have an effect on the functionality of the adjacent streets.

Prepared by: Jennifer Scott, Program Manager  
cc: File