

TO: PLANNING COMMISSION

**FROM: LISA ANDERSON-OGILVIE, AICP
DEPUTY COMMUNITY DEVELOPMENT DIRECTOR AND
PLANNING ADMINISTRATOR**

**SUBJECT: SUPPLEMENTAL STAFF REPORT REGARDING FAIRVIEW
REFINEMENT PLAN MAJOR AMENDMENT, DESIGN REVIEW, SITE
PLAN REVIEW, ADJUSTMENT, AND DRIVEWAY APPROACH PERMIT
CASE NO. FRPA-DR-SPR-ADJ-DAP21-02; FOR PROPERTIES LOCATED
AT 2110 STRONG ROAD SE AND THE 4000 TO 4100 BLOCKS OF REED
ROAD SE**

**(AMANDA APPLICATION NOS. 21-101926-ZO; 21-101951-DR; 21-
101928-RP; 21-109929-ZO; 21-109932-ZO; 21-101952-ZO)**

REQUEST

A consolidated application for a proposed 183-unit multiple family development on two portions of the former Fairview Training Center site totaling approximately 10.74 acres in size. The application includes the following:

- 1) A Class 1 Design Review and Class 3 Site Plan review for the proposed multiple family development.
- 2) A Major Amendment to the Fairview Refinement Plan II refinement plan to:
 - a) Increase the number of dwelling units allowed within the refinement plan from 280 to 457;
 - b) Allow the lot for the East development to exceed the maximum lot depth requirements of the AU (Adaptive Use) and MI (Mixed-Intensity) areas of the refinement plan;
 - c) Allow the minimum required floor-area-ratio (lot coverage) of the West development located within the VC (Village Center) area of the refinement plan to be less than 0.75 FAR;
 - d) Allow the proposed carports within the development to exceed the maximum 1,000 square-foot building footprint required in the VC, AU, and MI areas.
 - e) Allow less than 70 percent of the lot/street frontage of the West development within the VC area of the refinement plan along Lindburg Road and Strong Road to be occupied by buildings placed at the minimum setback line;
 - f) Allow Buildings 20, 23, 25, 26, 27, 28, 29, 30, 31, 32, 33, and 35 to be setback greater than the maximum 20-foot setback abutting a street required in the VC, AU, and MI areas of the refinement plan;
 - g) Allow Buildings 22 and 24 to be setback less than the minimum required 10-foot setback abutting a street required in the AU and MI areas of the refinement plan;

- h) Allow the proposed off-street parking spaces on the south side of Chapel Drive within the East development and the proposed off-street parking spaces along the southern property line of the West development to be setback less than the minimum 20-foot setback abutting a street required in the VC and MI areas of the refinement plan;
 - i) Allow the off-street parking spaces located within one of the proposed parking lots within the East development abutting phase 1 of The Grove apartments to be less than the minimum 10-foot setback required abutting an interior side property line in the AU area of the refinement plan;
 - j) Allow three driveway approaches onto the private streets within the East development where a maximum of two driveway approaches per parcel are allowed onto private streets within the AU and MI areas of the refinement plan;
 - k) Allow the driveway approaches onto the proposed private streets within the East and West developments to exceed the maximum driveway approach widths required under the VC, AU, and MI areas of the refinement plan;
- 3) A Class 1 Adjustment to increase the maximum number of parking spaces allowed within the East development from 137 spaces to 146 spaces (SRC 806.015(d)).
- 4) A Class 2 Adjustment to:
- a) Decrease the minimum number of trees required to be planted around the perimeter of buildings (SRC 702.020(b)(4));
 - b) Decrease the minimum number of trees required to be planted around the perimeter of off-street parking areas and allow some of the proposed parking lot planter bays within the development to be less than the minimum required nine feet in width (SRC 702.020(b)(7));
 - c) Allow less than 70 percent of the lot/street frontage of the West development within the VC area of the refinement plan along proposed Village Center Loop to be occupied by buildings placed at the setback line (SRC 702.020(e)(4));
 - d) Allow less than 50 percent of the lot/street frontages of the East development within the AU and MI areas of the refinement plan along streets to be occupied by buildings placed at the setback line (SRC 702.020(e)(4));
 - e) Allow ground floor dwelling units located within 25 feet of a property line abutting a street to be developed without a building entrance facing the street or a direct pedestrian connection to the adjacent sidewalk (SRC 702.020(e)(5));
 - f) Allow proposed buildings located adjacent to interior side property lines to be developed without a 45-degree façade setback plane for those portions of the buildings that are greater than 28 feet in height;
 - g) Allow dead-end off-street parking areas within the East development to be constructed without a turnaround (SRC 806.040(a)); and
 - h) Allow the proposed trash/recycling areas to be developed without on-site turnaround areas for waste collection service vehicles (SRC 800.055(f)(2)).
- 5) A Class 2 Driveway Approach Permit for the proposed driveway approaches within the West development onto Strong Road SE and Lindburg Road SE.

The subject properties total approximately 10.74 acres in size, are zoned FMU (Fairview Mixed-Use) within the Fairview Refinement Plan II refinement plan, and are located at 2110 Strong Road SE and the 4000 to 4100 Blocks of Reed Road SE (Marion County Assessor Map and Tax Lot Numbers: 083W0200100 and 083W11A01002).

APPLICANT: Neighborly Ventures, Inc. (Brian Moore, Justin Allen, Jason Tokarski, Elliott Pelfrey)

OWNER: Ward Development, LLC (Steve Ward, Marcus Ward, Kyle Ward, Travis Ward, Ryan Ward)

SUMMARY AND BACKGROUND

This supplemental staff report summarizes public comments received subsequent to the completion of the original June 15, 2021, staff report and recommends modifications to the recommended conditions of approval.

FACTS AND FINDINGS

1. Comments Received.

Subsequent to completion of the original June 15, 2021, staff report, three comments (**Attachment A**) have been received on the proposal. The comments received are from the Morningside Neighborhood Association, Heritage School, and Republic Services.

Neighborhood Association Comments. Comments received from the Morningside Neighborhood Association indicate that the applicant's representatives presented at their June 9, 2021, meeting, outlined the plans for the second phase of the development, and reiterated their proposal to make certain improvements to Red Road in advance of commencement of Phase II construction to both sides of Reed Road which would extend from existing improvements at the intersection with new Strong Road and extend some 50 feet south beyond the intersection with Lindburg Road.

The neighborhood association indicates, in summary, that based on the applicant's commitment to improve Reed Road, how the development has progressed, and the way the applicant has kept the neighborhood association informed, the board voted to recommend approval of the proposal with the caveat that Reed Road be improved as presented.

The comments received from the neighborhood association ask that the City ensure this commitment is met before Phase II construction begins.

Staff Response: As identified in recommended Conditions 5 and 6 of the site plan review approval, both dedication of right-of-way and construction of a full-street improvement along the frontage of Reed Road SE to minor arterial standards from Strong Road SE to approximately 500 feet south of Lindburg SE is a requirement of the proposed development. The above conditions do not, however, specify that the required improvements to Reed Road be completed prior to the commencement of

construction of the second phase of the development.

For a major amendment to a refinement plan to be approved it must be demonstrated, pursuant to SRC 530.035(e)(2)(C), that the proposed amendment is physically feasible given consideration of existing or proposed infrastructure and public services.

Because the proposed development requires a major amendment to the Fairview Refinement Plan II refinement plan in order to increase the maximum number of dwelling units allowed within the refinement plan from 280 to 457, the following revision to Condition 6 of the site plan review approval is recommended in order to ensure that the existing underimproved infrastructure and public services provided on the boundary of the proposed development, specifically Reed Road SE, conforms to its classification under the City's Transportation System Plan (TSP) and is adequate to accommodate the proposed increase in the maximum number of dwelling units; and that the transportation system serving the development provides for the safe, orderly, and efficient circulation of traffic into and out of the proposed development and that negative impacts to the transportation system are mitigated adequately as required under SRC 220.005(f)(3)(B):

Class 3 Site Plan Review

Condition 6: Construct a full-street improvement along the frontage of Reed Road SE to Minor Arterial street standards from Strong Road SE to approximately 500 feet south of Lindberg Road SE, and as shown on public construction plans under permit number 21-101403-PC. Construction plans shall be approved and secured per SRC Chapter 77 prior to building permit issuance, and the improvements shall be completed and accepted prior to issuance of certificate of occupancy for the first building within the development.

Heritage School Comments. Heritage School is an existing private school which abuts the eastern portion of the proposed development. Comments received from Heritage School express support for the proposed development and gratitude for the applicant working with them to mitigate the impacts of the proposed development on the school through maintaining significant open space to the east of the school property, preserving several significant oaks in that area, and providing a walking path between Chapel Drive and Lindburg Road instead of another vehicle entrance.

Republic Services Comments. Republic Services is the franchised solid waste service provider for the proposed development. Because the application originally included a Class 2 Adjustment to allow some of the proposed trash/recycling areas within the development to be located without an on-site turnaround area for waste collection service vehicles, notice of the proposal was provided to the franchised hauler per SRC 800.055(g).

The comments from Republic Services included with this supplemental staff report under **Attachment A** were based on their review of the original site plans which were

included with the public hearing notice that necessitated the need for the requested adjustment.

However, as indicated in the original June 15, 2021, staff report, the applicant submitted revised plans on June 1, 2021, in order to bring the proposed development into greater conformance with the applicable development standards of the code. The revised plans included changes to the location and orientation of the proposed trash/recycling areas and resulted in an adjustment to the vehicle turnaround standard no longer being required.

Staff subsequently sent the revised plans to Republic Services and received additional comments on those plans (**Attachment B**) which indicate, in summary, that the revised trash/recycling area locations are improved. As indicated in the original June 15, 2021, staff report there are still some remaining issues, however, concerning conformance with the applicable solid waste service area vehicle access standards of SRC 800.055(f). Recommended Condition 3 of the site plan review approval, which requires all trash/recycling areas to conform to the solid waste service area standards of SRC 800.055, ensures conformance with all applicable solid waste service area standards.

2. Additional Condition of Approval Regarding Pedestrian Access to Ground Floor Dwelling Units within 25 feet of a Street.

The multiple family design review standards of SRC Chapter 702, specifically SRC 702.020(e)(5), require ground floor dwelling units located within 25 feet of a property line abutting a street to have an entrance facing the street with direct pedestrian access to adjacent sidewalks.

As indicated in the original June 15, 2021, staff report, an adjustment to this design review standard was requested by the applicant, but staff has recommended denial based on the requested adjustment not meeting the applicable approval criteria contained under SRC 250.005(d)(2). Because the adjustment is recommended to be denied, a corresponding condition on the design review approval is needed in order to ensure that the proposed development will otherwise conform this this design standard. As such, the following additional design review condition of approval is recommended to ensure compliance with the ground floor dwelling unit pedestrian access design standard included under SRC 702.020(e)(5):

Class 1 Design Review

Condition 6: For any ground-level dwelling unit located within 25 feet of the property line abutting a street, the site plans shall be revised to have a building entrance facing that street with direct pedestrian access to adjacent sidewalks.

RECOMMENDATION

Staff recommends that the Planning Commission adopt the facts and findings of the original June 15, 2021, staff report, together with the facts and findings included within this

supplemental staff report, and take the following action for the subject properties totaling approximately 10.74 acres in size, zoned FMU (Fairview Mixed-Use) within the Fairview Refinement Plan II refinement plan, and located at 2110 Strong Road SE and the 4000 to 4100 Blocks of Reed Road SE (Marion County Assessor Map and Tax Lot Numbers: 083W0200100 and 083W11A01002).

- A. **APPROVE** the Class 3 Site Plan Review for the proposed development, subject to the following conditions of approval:
- Condition 1:** Prior to issuance of building buildings permits for the proposed West development, the final plat for the Legacy Heights Subdivision (Case No. SUB-FRPA20-03) shall be recorded.
 - Condition 2:** Obtain all state and federal permits as indicated by the Department of State Lands (DSL).
 - Condition 3:** All trash/recycling areas shall conform to the solid waste service area standards of SRC 800.055.
 - Condition 4:** Design and construct all City infrastructure, including streets, according to the refinement plan and PWDS.
 - Condition 5:** Convey land for dedication to equal a half-width right-of-way of 36 feet along the entire frontage of the subject property measured from the newly established offset centerline of Reed Road SE, and as shown on public construction plans under permit number 21-101403-PC.
 - Condition 6:** Construct a full-street improvement along the frontage of Reed Road SE to Minor Arterial street standards from Strong Road SE to approximately 500 feet south of Lindberg Road SE, and as shown on public construction plans under permit number 21-101403-PC. Construction plans shall be approved and secured per SRC Chapter 77 prior to building permit issuance, and the improvements shall be completed and accepted prior to issuance of certificate of occupancy for the first building within the development.
 - Condition 7:** Complete incomplete portions of the boundary street improvements along the property frontages of Strong Road SE and Lindberg Road SE.
 - Condition 8:** Construct Village Center Loop SE (private) from Lindburg Road SE to Strong Road SE. The private/public street intersections shall be constructed pursuant to PWDS.
 - Condition 9:** Construct an extension of Mountain Street SE (private) from its existing terminus at the northern boundary of the eastern property to Chapel Drive SE (private).
 - Condition 10:** Construct incomplete portions of the boundary street improvements along the property frontages of Chapel Drive SE (private).

Condition 11: Dedicate public access easements for the proposed private streets within the development.

Condition 12: Dedicate a public access easement for the proposed 10-foot-wide multi-use path through the subject property.

Condition 13: Construct an 18-inch S-1 water main within Reed Road SE from Strong Road SE to approximately 500 feet south of Lindberg Road SE.

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

B. **APPROVE** the Class 1 Design Review for the proposed development subject to the following conditions of approval:

Condition 1: A minimum of two plant units shall be provided adjacent to the primary entryway of each dwelling unit or combination of dwelling units.

Condition 2: Shrubs shall be distributed around the perimeter of buildings at a minimum density of one plant unit per 15 linear feet of exterior building wall.

Condition 3: The private ground floor patios included within the development shall be visually separated from common open space through the use of perimeter landscaping.

Condition 4: All parking area planter bays shall be a minimum of 9 feet in width.

C. **APPROVE** the Fairview Refinement Plan Major Amendment to:

- a) Increase the number of dwelling units allowed within the refinement plan from 280 to 457;
- b) Allow the lot for the East development to exceed the maximum lot depth requirements of the AU (Adaptive Use) and MI (Mixed-Intensity) areas of the refinement plan;
- c) Allow the minimum required floor-area-ratio (lot coverage) of the West development located within the VC (Village Center) area of the refinement plan to be less than 0.75 FAR;
- d) Allow less than 70 percent of the lot/street frontage of the West development within the VC area of the refinement plan along Lindburg Road and Strong Road to be occupied by buildings placed at the minimum setback line;
- e) Allow Buildings 20, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, and 35 to be setback greater than the maximum 20-foot setback abutting a street required in the VC, AU, and MI areas of the refinement plan;
- f) Allow Building 24 to be setback less than the minimum required 10-foot setback abutting a street required in the AU and MI areas of the refinement plan;

- g) Allow the proposed off-street parking spaces along the southern property line of the West development to be setback less than the minimum 20-foot setback abutting a street required in the VC and MI areas of the refinement plan;
- h) Allow the off-street parking spaces located within one of the proposed parking lots within the East development abutting phase 1 of The Grove apartments to be less than the minimum 10-foot setback required abutting an interior side property line in the AU area of the refinement plan;
- i) Allow three driveway approaches onto the private streets within the East development where a maximum of two driveway approaches per parcel are allowed onto private streets within the AU and MI areas of the refinement plan; and
- j) Allow the driveway approaches onto the proposed private streets within the East and West developments to exceed the maximum driveway approach widths required under the VC, AU, and MI areas of the refinement plan.

D. **APPROVE** the Class 1 Adjustment to increase the maximum number of parking spaces allowed within the East development from 137 spaces to 139 spaces.

E. **DENY** the Class 2 Adjustment to decrease the minimum number of trees required to be planted around the perimeter of buildings and place the following condition on the design review approval to ensure conformance with the requirements of SRC 702.020(b)(4):

Condition 5: The landscaping plans shall be revised to include trees at a minimum density of 10 plant units per 60 linear feet of exterior building wall. Such trees shall be located not more than 25 feet from the edge of the building footprint.

F. **DENY** the Class 2 Adjustment to allow ground floor dwelling units located within 25 feet of a property line abutting a street to be developed without a building entrance facing the street or a direct pedestrian connection to the adjacent sidewalk and place the following condition on the design review approval to ensure conformance with the requirements of SRC 702.020(e)(5):

Condition 6: For any ground-level dwelling unit located within 25 feet of the property line abutting a street, the site plans shall be revised to have a building entrance facing that street with direct pedestrian access to adjacent sidewalks.

G. **APPROVE** the Class 2 Adjustment to:

- a) Decrease the minimum number of trees required to be planted around the perimeter of off-street parking areas;
- b) Allow less than 70 percent of the lot/street frontage of the West development within the VC area of the refinement plan along proposed Village Center Loop to be occupied by buildings placed at the setback line;

- c) Allow less than 50 percent of the lot/street frontages of the East development within the AU and MI areas of the refinement plan along streets to be occupied by buildings placed at the setback line; and
- d) Allow proposed buildings located adjacent to interior side property lines to be developed without a 45-degree façade setback plane for those portions of the buildings that are greater than 28 feet in height.

H. **APPROVE** the Class 2 Driveway Approach Permit for the proposed driveway approaches within the West development onto Strong Road SE and Lindburg Road SE.

Attachments: A. Public Comments
B. Additional Comments from Republic Services

Prepared by Bryce Bishop, Planner III



Attachment A Morningside Neighborhood Association

June 13, 2021

To: Bryce Bishop and Salem Planning Commission

From: Morningside Neighborhood Association

RE: Case No. FRPA-DR-SPR-ADJ-DAP21-02 - Phase II - The Grove at Fairview

At our June 9, 2021 meeting, Morningside Neighborhood Association Board was given a presentation by The Grove developer Richard Berger's representatives, Laura Peterman and David Jacobson. The presentation outlined plans for Phase II of the development, which will add another 180+ units to the multifamily development. In their presentation, they reiterated their proposal to make certain improvements to Reed Road in advance of commencement of Phase II construction to both sides of Reed Road which would extend from existing improvements at the intersection with new Strong Road and extend some 50 feet south beyond the intersection with Lindburg Road.

Throughout MNA's participation in the planning for the Fairview development, we have been adamant about NOT approving any construction in the development until Reed Road has been improved to handle the added as well as pre-existing traffic loads. We are very pleased with the developer's commitment to do such improvement, and the board voted at this meeting to APPROVE this plan with the caveat the road improvement commitment is met as presented. Board members in attendance agreed in their pleasure of both how the development has progressed, and in the way the developer has kept us informed.

We ask that the City make sure this commitment is met before Phase II construction begins, and that same conditions are imposed upon any further development impacting Reed Road traffic. Thank you.

Sincerely,
The MNA Board
Pamela Schmidling
Chair of MNA

Morningside Neighborhood Assoc.
555 Liberty St SE Room 305
Salem, OR 97301
P - (503) 588-6207
W - MorningSideNA.org
E - MNAShared1@Gmail.com

HERITAGE SCHOOL

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June 6, 2021

Salem Planning Commission
c/o Bryce Bishop
555 Liberty St SE Rm. 220
Salem, OR 97301
Delivered via email to: BBishop@cityofsalem.net

Dear Salem Planning Commission:

We are writing this letter to express our gratitude to Mountain West Investment Corporation and Neighborly Ventures (Mountain West) for working with us to mitigate the impact of their Grove Phase 2 development on Heritage School.

Grove Phase 2 will be located adjacent to Heritage School in the Fairview sustainable community where our school has been located since 2004. We support Mountain West's plan to maintain a significant open space southeast of the School property and to maintain several significant Oaks in that area. We believe the walking path Mountain West has planned through this area is preferred over another vehicle entrance on Lindburg Road. We are also supportive of improvements to Strong Road that will likely occur with this development. Strong Road is currently dangerous and badly in need of improvements.

We appreciate Mountain West's willingness to engage with us in this process and to be proactive in addressing our concerns about their project. Mountain West has worked hard to be a good neighbor during their Grove Phase 1 project. They have responded to concerns raised, consulted us on their plans, and welcomed our students into their community to enjoy their facilities. We expect and look forward to their neighborly approach and collaborative planning continuing during Grove Phase 2.

Thank you for your service and for your hard work on behalf of Salem residents.

Sincerely,



Kaaren Burnett
President, Heritage School Board of Directors

Bryce Bishop

From: Davis, Bret <BDavis220203@republicservices.com>
Sent: Friday, June 11, 2021 3:00 PM
To: Zachery Cardoso
Cc: Bryce Bishop; Shelby Guizar; Sorensen, Heather; Barreras, Tino; Jackson, Julie
Subject: RE: Request for Comments - Case No. FRPA-DR-SPR-ADJ-DAP21-02 for 4000 to 4100 Blocks of Reed Road SE & 2110 Strong Road SE
Attachments: FRPA-DR-SPR-ADJ-DAP21-02 RFC.pdf

Sorry for the late response. Republic services is NOT in favor of....

h) Allow the proposed trash/recycling areas to be developed without on-site turnaround areas for waste collection service vehicles (SRC 800.055(f)(2)).

In a brief review of the site maps, the trash/recycle locations don't allow for a smooth "in one entrance and out another" without turning around outside the facility and re-entering because of how the enclosures are oriented. Backing is our number one safety concern for our drivers and contribute to 90% of all our incidents. So, in a development with carports, additional parking, and tighter access, not having a place to turnaround is not something we are in favor of. Unless, as we circle the facility we can pull straight into an enclosure, back out of the enclosure, proceed to the next enclosure and again pull straight into the enclosure.

We appreciate the opportunity to give our feedback. In fact, we would like to start being involved in all of these types of developments so that we can have some input on the trash/recycling enclosures and locations. What we often find is that these developments don't take enough consideration into the size of enclosure needed to satisfy the containers needed for the population of the development and the locations are not well thought out to allow easiest access for our drivers, often making the locations unsafe for residents and our employees.

Thank you for allowing us to give our input.

Bret Davis

Operations Manager

110 NE Walnut Blvd, Corvallis OR 97330

e bret.davis@republicservices.com

o 541-286-3311 c 541-286-8515

w www.RepublicServices.com



We'll handle it from here.™

From: Zachery Cardoso <ZCardoso@cityofsalem.net>
Sent: Wednesday, May 26, 2021 3:54 PM
To: Zachery Cardoso <ZCardoso@cityofsalem.net>

Cc: Bryce Bishop <BBishop@cityofsalem.net>; Shelby Guizar <SGuizar@cityofsalem.net>

Subject: Request for Comments - Case No. FRPA-DR-SPR-ADJ-DAP21-02 for 4000 to 4100 Blocks of Reed Road SE & 2110 Strong Road SE

Note that (ZCardoso@cityofsalem.net) is an external email. Report suspicious emails by clicking on "Report Phishing"

Hello,

The City of Salem is required to send notice to the applicable solid waste collection franchisee for the area of a project requesting an adjustment to solid waste standards, this has been identified as Republic Services for the addresses listed above. If you are not the correct person to respond to this request please let me know and forward to the correct person.

Salem Revised Code(SRC) 800.055(g); *Notice to solid waste collection franchisee.* Upon receipt of an application to vary or adjust the standards set forth in this section, notification and opportunity to comment shall be provided to the applicable solid waste collection franchisee. Notice required under this subsection shall be in addition to the notification required for a variance or adjustment under SRC chapter 300.

A request for comment document has been attached, providing a summary and request statement for the proposed project. The specific adjustment relating to the solid waste is on page 2 letter h).

Please direct questions or comments to the CASE MANAGER:

Bryce Bishop

bbishop@cityofsalem.net

503-540-2399

Thank you,

Zachery Cardoso

Admin Analyst I

City of Salem | Community Development Department

555 Liberty St SE, Suite 305, Salem OR 97301

zcardoso@cityofsalem.net | 503-540-2304

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Bryce Bishop

From: Davis, Bret <BDavis220203@republicservices.com>
Sent: Monday, June 14, 2021 10:58 AM
To: Bryce Bishop; Zachery Cardoso
Cc: Sorensen, Heather; Barreras, Tino; Jackson, Julie
Subject: RE: Request for Comments - Case No. FRPA-DR-SPR-ADJ-DAP21-02 for 4000 to 4100 Blocks of Reed Road SE & 2110 Strong Road SE

Bryce, sorry I missed your call. The “west” portion looks much better. I don’t see any issue with the enclosure on the “east” portion near building 20. It looks like we can go through the crosswalk and turn “right” into the front of the enclosure. Then, to leave, just back straight up towards building 20, then turn right to leave.

I don’t see any “trash/recycle” enclosures around buildings 21, 22, or 23? Am I just not seeing it?

Heather, take a look at these maps and look at enclosure locations and position. The idea is to give feedback to minimize backing and ensure access for our trucks. If you have any feedback, feel free to share your thoughts.

Thanks.

Bret Davis

Operations Manager

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w www.RepublicServices.com



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From: Bryce Bishop <BBishop@cityofsalem.net>
Sent: Monday, June 14, 2021 7:14 AM
To: Davis, Bret <BDavis220203@republicservices.com>; Zachery Cardoso <ZCardoso@cityofsalem.net>
Cc: Sorensen, Heather <HSorensen@republicservices.com>; Barreras, Tino <TBarreras@republicservices.com>; Jackson, Julie <JJackson6@republicservices.com>
Subject: RE: Request for Comments - Case No. FRPA-DR-SPR-ADJ-DAP21-02 for 4000 to 4100 Blocks of Reed Road SE & 2110 Strong Road SE

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Good Morning Bret,

Thanks for providing these comments. This is to confirm that they’ve been received and will be forwarded to the Planning Commission for their consideration in reviewing the proposed development. Also, on June 1st the applicant

submitted revised site plans (attached) in response to, in part, concerns I had identified about solid waste service vehicle access.

On the west portion of the development the position of the trash enclosures have been revised so that a truck can enter the site and serve them all in one pass through the development without having to leave the site and go back in.

The location of the trash enclosures within the east portion of the development have also been revised and there is now one enclosure area (the one in the parking lot to the south of Building 20) that doesn't look like it will work because it doesn't provide direct access to the front of the enclosure. It appears that this location might work if the size of the receptacles within the enclosure are 2 cubic yards or less, but the plans indicate a 4 cubic yard enclosure.

It would be great to get your thoughts on the revised site plans. The Planning Commission public hearing on the development is tomorrow.

Thanks for your help,

Bryce Bishop

Planner III

City of Salem | Community Development Department

555 Liberty St SE, Suite 305, Salem OR 97301

bbishop@cityofsalem.net | 503-540-2399

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From: Davis, Bret <BDavis220203@republicservices.com>

Sent: Friday, June 11, 2021 3:00 PM

To: Zachery Cardoso <ZCardoso@cityofsalem.net>

Cc: Bryce Bishop <BBishop@cityofsalem.net>; Shelby Guizar <SGuizar@cityofsalem.net>; Sorensen, Heather <HSorensen@republicservices.com>; Barreras, Tino <TBarreras@republicservices.com>; Jackson, Julie <JJackson6@republicservices.com>

Subject: RE: Request for Comments - Case No. FRPA-DR-SPR-ADJ-DAP21-02 for 4000 to 4100 Blocks of Reed Road SE & 2110 Strong Road SE

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h) Allow the proposed trash/recycling areas to be developed without on-site turnaround areas for waste collection service vehicles (SRC 800.055(f)(2)).

In a brief review of the site maps, the trash/recycle locations don't allow for a smooth "in one entrance and out another" without turning around outside the facility and re-entering because of how the enclosures are oriented. Backing is our number one safety concern for our drivers and contribute to 90% of all our incidents. So, in a development with carports, additional parking, and tighter access, not having a place to turnaround is not something we are in favor of. Unless, as we circle the facility we can pull straight into an enclosure, back out of the enclosure, proceed to the next enclosure and again pull straight into the enclosure.

We appreciate the opportunity to give our feedback. In fact, we would like to start being involved in all of these types of developments so that we can have some input on the trash/recycling enclosures and locations. What we often find is that these developments don't take enough consideration into the size of enclosure needed to satisfy the containers needed for the population of the development and the locations are not well thought out to allow easiest access for our drivers, often making the locations unsafe for residents and our employees.

Thank you for allowing us to give our input.

Bret Davis
Operations Manager

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Note that (ZCardoso@cityofsalem.net) is an external email. Report suspicious emails by clicking on "Report Phishing"

Hello,

The City of Salem is required to send notice to the applicable solid waste collection franchisee for the area of a project requesting an adjustment to solid waste standards, this has been identified as Republic Services for the addresses listed above. If you are not the correct person to respond to this request please let me know and forward to the correct person.

Salem Revised Code(SRC) 800.055(g); Notice to solid waste collection franchisee. Upon receipt of an application to vary or adjust the standards set forth in this section, notification and opportunity to comment shall be provided to the applicable solid waste collection franchisee. Notice required under this subsection shall be in addition to the notification required for a variance or adjustment under SRC chapter 300.

A request for comment document has been attached, providing a summary and request statement for the proposed project. The specific adjustment relating to the solid waste is on page 2 letter h).

Please direct questions or comments to the CASE MANAGER:

Bryce Bishop
bbishop@cityofsalem.net
503-540-2399

Thank you,

Zachery Cardoso
Admin Analyst I
City of Salem | Community Development Department