

TO: HEARINGS OFFICER

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

**SUBJECT: CONDITIONAL USE / CLASS 3 SITE PLAN REVIEW / CLASS 2 ADJUSTMENT / CLASS 2 DRIVEWAY APPROACH PERMIT / TREE REGULATION VARIANCE / CLASS 1 DESIGN REVIEW CASE NO. CU-SPR-ADJ-DAP-TRV-DR22-02
3200 BLOCK OF BOONE ROAD SE - 97317
AMANDA NO. 22-121613-ZO, 22-121614-RP, 22-121616-ZO, 22-121618-ZO, 22-106445-NR & 22-103391-DR**

REQUEST

Summary: Phase 2 development of the McKenzie Heights complex, this phase includes twelve multiple family residential buildings and twelve townhome buildings containing a total of 272 dwelling units.

Request: A Conditional Use Permit request to allow a new multi-family residential use, and Class 3 Site Plan Review, Class 2 Driveway Approach Permits, and Class 1 Design Review for development of a new twelve building apartment complex and twelve townhome buildings containing a total of 272 dwelling units, with Class 2 Adjustment requests to:

- 1) Eliminate the requirement for off-street parking areas to be provided behind or beside a building or structure per SRC 702.020(d)(2) and allow off-street parking areas to be provided between a building and a street.
- 2) Adjust the pedestrian access standards per SRC 702.020(d)(4) and allow an alternative pedestrian pathway to be provided through the interior corridor of a proposed building.
- 3) Increase the maximum building length per SRC 702.020(e)(1) from 150 feet to 162 feet for proposed Building 11.
- 4) Reduce the minimum building setback abutting the RA zoned property to the south from one foot for each foot of building height per SRC 702.020(e)(2) to 20 feet.
- 5) Eliminate the requirement for a minimum of 40 percent of the buildable width to be occupied by buildings placed at the minimum setback per SRC 702.020(e)(4).
- 6) Eliminate the direct pedestrian access to adjacent sidewalk requirement for ground level units per SRC 702.020(e)(5) for proposed Building 7.

And a Tree Regulation Variance request to remove 21 significant trees (Oregon white oaks with a diameter at breast height of 24 or greater) of the 27 total significant trees identified on this portion of the development site. For property approximately 27 acres in size, zoned IC (Industrial Commercial), and located at the 3200 Block of Boone Road SE - 97317 (Marion County Assessor Map and Tax Lot number: 083W13A / 00300).

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

OWNER: MWSH Boone Road Property LLC, represented by Kelley Hamilton

APPLICANT: John Eld and Mark Lowen, MWSH Boone Road Property LLC

AGENT: Brandie Dalton, Multi-Tech Engineering, Inc.

APPLICATION PROCESSING

On November 22, 2021, Conditional Use Permit, Class 3 Site Plan Review, Class 2 Adjustment, Class 2 Driveway Approach Permit, and Class 1 Design Review applications were accepted for processing. After receiving additional information including a Tree Regulation Variance, the collective applications were deemed complete for processing on March 25, 2022. The 120-day state mandated decision deadline for this collective application is July 23, 2022.

The public hearing before the City of Salem Hearings Officer is scheduled for April 27, 2022, at 5:30 p.m. Notice of public hearing was sent by mail to surrounding property owners and tenants pursuant to Salem Revised Code (SRC) requirements on April 7, 2022. Public hearing notice was also posted on the property on April 14, 2022 pursuant to SRC requirements.

PROPOSAL

The applicant has submitted Conditional Use Permit, Class 3 Site Plan Review, Class 2 Adjustment, Class 2 Driveway Approach Permit, Tree Regulation Variance, and Class 1 Design Review applications for development of a multi-building apartment and townhome complex with a total of 272 dwelling units with associated site improvements for property located at 3200 Block of Boone Road SE.

SUMMARY OF RECORD

The following items are submitted to the record and are available upon request: 1) All materials submitted by the applicant, including any applicable professional studies such as traffic impact analysis, geologic assessments, and stormwater reports; 2) any materials, testimony, and comments from public agencies, City Departments, neighborhood associations, and the public; and 3) all documents referenced in this report. All application materials are available on the City's online Permit Application Center at <https://permits.cityofsalem.net>. You can use the search function without registering and enter the permit number listed here: 22-121613-ZO.

APPLICANT'S STATEMENT

The applicant's proposed development plans are included as **Attachment B**, and the applicant's statement addressing the applicable approval criteria for the consolidated applications is included as **Attachment C**.

FACTS AND FINDINGS

1. Salem Area Comprehensive Plan (SACP) designation

The Salem Area Comprehensive Plan (SACP) map designation for the subject property is "Industrial Commercial." The subject property is located within the Urban Growth Boundary; however, the property is outside of the Urban Service Area.

An Urban Growth Area Preliminary Declaration has been previously approved for the subject property (UGA 19-01) to determine the public facilities required for development of approximately 80 acres, including the subject property located at 3230 Boone Road SE.

2. Zoning and Surrounding Land Uses

The subject property is zoned IC (Industrial Commercial). The zoning of surrounding properties is as follows:

North: Across Boone Road SE; IG (General Industrial)

South: RA (Residential Agriculture)

East: IC (Industrial Commercial)

West: Interstate 5

3. Site Analysis

The subject property is proposed Parcel 1 from Tentative Partition Plan PAR19-12 and is approximately 27 acres and has approximately 405 feet of frontage on Boone Road SE. Boone Road SE is designated as a Local street in the Transportation System Plan.

The City is currently processing a request for a Phased Subdivision Tentative Plan (SUB22-04) for the entire approximately 79-acre site to divide into 12 lots ranging in size from 107,483 square feet to 499,672 square feet in size, in two phases of development. The proposed development for Phase 2 McKenzie Heights apartments occurs on lots 3-5 of this phased subdivision request.

4. Neighborhood and Citizen Comments

The subject property is located within the Southeast Mill Creek Association (SEMCA). Pursuant to SRC Chapter 300, the applicant is required to contact the Neighborhood Association prior to submittal of this consolidated application. On December 20, 2021 the applicant contacted SEMCA meeting the requirements of SRC 300.310(c). Notice was provided to SEMCA and to surrounding addresses, property owners, and tenants within 250 feet of the subject property. At the time of this staff report, no neighborhood association comments have been received.

Two public comments have been received indicating concerns for the amount of recent growth in the area, increase in traffic and concern about existing conditions of 36th Avenue SE.

Staff Response: Developments such as the proposed apartment complex are required to provide traffic mitigation measures as growth and development occurs resulting in increased vehicular trips in this area. In 2017, a Comprehensive Plan Map Amendment and Zone Change (CPC-ZC17-02) was approved for the subject property which included a limit on traffic impacts from future development on the subject property to a maximum of 12,916 average daily trips.

For this request, the applicant has submitted a Traffic Impact Analysis that evaluates the proposed development along with the proposed Industrial Flex Spaces and Storage Units under separate review (SPR-DAP22-19). The TIA demonstrates that the proposed development does not exceed the trip cap and identifies dual northbound left turn lanes on 36th Avenue SE plus two westbound receiving lanes on Kuebler Boulevard SE that extends to the northbound I-5 ramps as a mitigation measure. The dual northbound left turn lanes need to provide 200 feet of vehicle storage. Widening 36th Avenue SE to accommodate the additional turn lanes may require additional ROW. The north leg of 36th Avenue SE will need to be widened to ensure the lanes line up with the new southern leg lane configuration. Traffic signal poles may need to be relocated to accommodate these improvements.

The existing condition along the frontage of 36th Avenue SE does not meet Minor Arterial standards. A half-street improvement and right-of-way dedication are required along with the required mitigation as described in the applicants TIA and will likely be a requirement of development for the proposed Industrial Flex Spaces and Storage Units.

5. City Department and Public Agency Comments

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

The Salem Building and Safety Division reviewed the proposal and indicated no concerns.

The Salem Fire Department reviewed the proposal and indicated that Fire Department access is okay. Fire hydrant locations are not provided and will need to be within 600 feet of all portions of the building as measured along an approved route. FDC shall be in an approved location and within 100 feet of a fire hydrant.

The Historic Preservation Officer/City Archaeologist has reviewed the proposal and commented that while there are no known archaeological resources on the property located at 3230 Boone Rd SE (083W13A00300), this tax lot is within Salem's High Probability archaeological zone and there are several known archaeological sites within the Area of Potential Effect for this project. At the time of City permit submittal authorizing ground disturbing activity on the site (i.e. grading/civil site work), the applicant shall

provide evidence of notification to the Oregon State Historic Preservation Office (SHPO) of this project. Additionally, prior to any ground disturbing activity on the site, the applicant shall ensure the Confederated Tribes of the Grand Ronde, the Confederated Tribes of the Siletz and the Confederated Tribes of Warm Springs have been notified of the project. At the time of permit submittal, the applicant shall provide a copy of their Inadvertent Discovery Plan or shall ensure the City of Salem's Inadvertent Discovery Plan (IDP) is in place during ground disturbing activity.

Salem-Keizer Public Schools has reviewed the proposal and provided a memo which is included as **Attachment E**. In summary, the subject property is located outside of the walk zone for Lee Elementary School, Judson Middle School, and South Salem High School, and students living at the proposed facility will be eligible for transportation. Salem-Keizer Public Schools comments that in order to access this property with school buses, improvements will be needed so that buses can drive through in a forward direction, without backing and with sufficient clearance at all times. This may be accomplished by completing a street connection to 36th Avenue SE, or school buses could stop on 36th Avenue SE at Boone Road SE which would require completion of sidewalks along Boone Road SE and on 36th Avenue SE connecting the subject property with a school bus stop to be located on 36th Avenue SE. Bus pullouts and a covered shelter shall be provided. Finally, the applicant may coordinate an alternative plan with Salem Keizer Public Schools to ensure a safe bus route is provided for this development.

Condition 1: Prior to issuance of building permit, the applicant shall demonstrate that in coordination with Salem Keizer Public Schools, a safe accessible bus transportation route shall be provided for the proposed development. This may be accomplished by either 1) completing a street connection to 36th Avenue SE that accommodates school buses, 2) by providing sidewalks along Boone Road SE and on 36th Avenue SE connecting to a school bus stop to be located on 36th Avenue SE, or 3) the applicant may coordinate an alternative plan with Salem Keizer Public Schools to ensure a safe bus route is provided for this development.

Condition 2: Prior to issuance of building permit, the applicant shall coordinate with Salem Keizer Public Schools and Cherriots to provide bus pullouts and a covered shelter to be used by school buses as well as the transit district. These improvements may be complete with Phase 1 of the McKenzie Heights apartments.

Salem Keizer Transit (Cherriots) has reviewed the proposal and provided a memo which is included as **Attachment F**.

6. Analysis of Conditional Use Criteria

SRC Chapter 240.005(a)(1) provides that no building, structure, or land shall be used or developed for any use which is designated as a conditional use in the UDC unless a conditional use permit has been granted pursuant to this Chapter.

SRC Chapter 240.005(d) establishes the following approval criteria for a conditional use permit:

Criterion 1:

The proposed use is allowed as a conditional use in the zone.

Finding: SRC Chapter 551, Table 551-1 provides that multi-family uses are allowed in the IC (Industrial Commercial) zone with a conditional use permit.

Criterion 2:

The reasonably likely adverse impacts of the use on the immediate neighborhood can be minimized through the imposition of conditions.

Finding: The applicant states that the proposed development is compatible with the surrounding land uses. The subject property is near the City limits boundary and was annexed into the City in 2011. The property south of Kuebler Boulevard and east of Interstate 5 is a transitional area with many properties that are within the Urban Growth boundary but that are outside of City limits. To the north is property zoned IG (General Industrial), which is occupied by single family dwellings. Further east is property zoned CO (Commercial Office) occupied by a senior living facility. To the south is a large RA (Residential Agriculture) zoned property with a single-family dwelling. There are many underdeveloped areas and properties in the vicinity and this immediate area is likely to see future development and growth.

The development standards of the zoning code, including setbacks, building height, and landscaping, are intended to address the difference in compatibility that arises between different uses. The multi-family residential design standards require additional screening for apartment complexes where they abut single family residential zoning; this includes more robust landscaping and fencing. The development proposal will include a more intensive row of landscaping and sight-obscuring fencing along the southern boundary where the subject property abuts residential zoning, in compliance with the multi-family residential design standards.

The proposed 272-unit multi-family residential development has been evaluated based on the size and scale of the development as shown on the site plan and is found to have minimal impact on the immediate neighborhood. Any future increase to the size and scale of the development beyond 272-dwelling units will require approval of a separate conditional use permit, therefore, the following condition of approval is recommended by staff:

Condition 3: The multi-family use for Phase 2 McKenzie Heights shall contain no more than 272-dwelling units.

As conditioned, staff finds that the proposed development will have a minimal impact on the immediate neighborhood.

Criterion 3:

The proposed use will be reasonably compatible with and have minimal impact on the livability or appropriate development of surrounding property.

Finding: To determine if the proposed multi-family use is reasonably compatible with the surrounding area, it is first appropriate to determine if the proposed multi-family use is consistent with the goals and policies of the Salem Area Comprehensive Plan for multi-family residential development and siting.

Residential Development (SACP IV Section E)

Establishing Residential Uses.

The location and density of residential uses shall be determined after considering the proximity to services. Such services include, but are not limited to, shopping, employment and entertainment opportunities, parks, religious institutions, schools and municipal services. Relative proximity shall be determined by distance, access, and ability to provide services to the site.

Multi-Family Housing.

Multiple family developments should be located in areas that provide walking, auto or transit connections to:

- 1) Employment Centers
- 2) Shopping Areas
- 3) Transit Service
- 4) Parks
- 5) Public Buildings

Finding: Access to the subject property is provided by Boone Road SE, a proposed extension of 32nd Street SE and a new unnamed street that will connect 32nd Street SE to the southern edge of the property. These streets are designated as local streets. There is not a public sidewalk network in the area to connect to existing employment, shopping, or public services, leaving the proposed development largely auto dependent. Transit service is not provided in the area currently. However, as the area develops and grows in the future, public sidewalks and transit service will likely extend to the subject property.

Kuebler Boulevard provides access to nearby Commercial Street SE and Lancaster Drive SE corridors where services including a mix of largely commercial retail sales and services, and office uses can be found. The subject property is also within a convenient distance from Interstate 5.

The nearest public parks to the subject property are Wes Bennett Park, which is classified as a Neighborhood Park, and Woodmansee Park, which is classified as a Community Park. Wes Bennett Park is located approximately 2.3 miles to the west of the subject property, accessed by Kuebler Boulevard SE and Reed Lane SE. Woodmansee Park is located approximately 3.3 miles to the northwest, accessed by Kuebler Boulevard and Sunnyside Road SE.

Future City parks that are nearby include Reed Road Park, which is classified as a Neighborhood Park and Fairview Park, which is classified as a Community Park. Reed Road Park is located at the intersection of Reed Road SE and Battle Creek Road SE, and is approximately 1.9 miles to the west of the subject property accessed by Kuebler Boulevard SE and Battle Creek Road SE. Fairview Park is located on Old Strong Road SE and is approximately 2.2 miles to the northwest of the subject property accessed by 32nd Avenue, Fairview Industrial Drive SE and Reed Road SE.

Lee Elementary School, Judson Middle School, and South Salem High School will serve students in this area. Students residing at the proposed development are outside of the walk zone and will be eligible for school transportation. As conditioned, the applicant shall coordinate with Salem Keizer Public Schools to provide a safe accessible route for bus transportation.

The City is in the midst of a multi-year project to update the Salem Area Comprehensive Plan, this project is known as Our Salem. After more than a year and a half of outreach, Planners have developed a vision for future growth and development in the Salem area. The vision includes goals and a map that reflect priorities voiced by the community. The proposed comprehensive plan map for this area shows a mixture of commercial, industrial commercial, industrial and residential uses south of Kuebler and east of Interstate 5.

The proposed multi-family use for the subject property is consistent with the goals and policies of the Salem Area Comprehensive Plan for multi-family residential development and siting. As conditioned, staff finds that the proposed development will have a minimal impact on the livability and appropriate development of surrounding property.

7. Analysis of Class 3 Site Plan Review Approval Criteria

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

Criterion 1:

The application meets all applicable standards of the UDC.

Finding: The applicant is requesting approval for a second phase of development for the McKenzie Heights Apartments. Phase 1 has been previously approved for the subject property (CU-SPR-ADJ-DAP-DR21-02). Phased 2 includes development of a total 272 dwelling units. The east side of the development site contains 150 dwelling units provided in eight apartment buildings, and the west side of the development site contains 60 dwelling units provided in four apartment buildings and 62 dwelling units provided in 12 townhome style buildings. The proposed site plan complies with all applicable development standards of the Unified Development Code (UDC).

Use and Development Standards – IC (Industrial Commercial) Zone:

SRC 551.005(a) – Uses:

Finding: Permitted, special and conditional uses for the IC zone are found in SRC Chapter 551, Table 551-1. Multiple family residential uses require a conditional use permit in the IC zone per Table 551-1.

SRC 551.010(a) – Lot Standards:

There are no minimum lot area or dimension requirements in the IC zone. All uses are required to have a minimum of 16 feet of street frontage.

Finding: The subject property is proposed Parcel 1 from Tentative Partition Case No. PAR19-12. This parcel is approximately 27.03 acres in size and has approximately 350 feet of frontage along Boone Road SE, exceeding the minimum lot standards of the IC zone. Prior to issuance of any civil site work or building permits for the proposed development, the final plat for Partition 19-12 shall be recorded. Alternatively, the applicant has applied for a concurrent phased subdivision tentative plan (SUB22-04) which is intended to replace the tentative decision for Partition Case No. PAR19-12 and further divide Phase 2 into three lots. The decision for the subdivision is currently being processed and a final decision has not been issued; however, if the subdivision is ultimately approved then the final subdivision plat may replace the requirement for the partition plat to be recorded.

As a final alternative, the applicant may utilize the boundaries of the existing approximately 80-acre parent parcel as a legal unit of land for the proposed development. In order to achieve this, correction deeds must be filed with Marion County reverting the existing units of land back to their last known legal configuration. If the land is reverted to a legal configuration, then a partition plat or subdivision plat is not required prior to issuance of a building permit.

Condition 4: The final plat for Partition Case No. PAR19-12, or the final plat for Phased Subdivision Tentative Plan Case No. SUB22-04 shall be recorded prior to issuance of any civil site work or building permits. Alternatively, civil site work or building permits may be issued without recording a final partition or subdivision plat if the applicant files correction deeds with Marion County reverting the existing units of land back to their last known legal configuration.

SRC 551.010(b) – Setbacks:

North: Adjacent to the north is property zoned IC (Industrial Commercial) that has been previously approved for Phase 1 McKenzie Heights Apartments. Multi-family buildings, structures and vehicle use areas require a minimum 15-foot setback adjacent to an interior side property line.

Finding: No interior lot line is proposed at this time; however, it is possible that the

property will be further divided in the future. If an interior lot line is proposed separating the Phase 1 and Phase 2 development sites, then a minimum 15-foot building, accessory structure, and vehicle use area setback shall be provided on both sides of the interior lot line.

South: Adjacent to the south is an interior yard that abuts property zoned RA (Residential Agriculture). For multi-family residential uses, there is a minimum 15-foot building and vehicle use area setback required abutting an interior rear yard.

Finding: The proposed townhome buildings are setback approximately 20 feet, which complies with the minimum setback standard from the IC zone; however, a greater building setback is required for the proposed use per SRC Chapter 702.

East: Adjacent to the east is property zoned IC (Industrial Commercial). Multi-family buildings, structures and vehicle use areas require a minimum 15-foot setback adjacent to an interior side property line.

Finding: Proposed Buildings 1 and 2, and the vehicle use areas are setback more than 15 feet from the eastern property line, in compliance with the setback requirement.

West: Adjacent to the west is right-of-way for Interstate 5. Interstate 5 is not a street making this an interior side lot line. Multi-family buildings, structures and vehicle use areas require a minimum 15-foot setback adjacent to an interior side property line.

Finding: Proposed townhome buildings and vehicle use areas are setback 15 feet or more from the western property line, in compliance with the setback requirement.

Adjacent to “A Drive”: A minimum five-foot building and accessory structure setback is required adjacent to a street, and a minimum 6–10-foot vehicle use area setback is required adjacent to a street.

Finding: Proposed townhome buildings and vehicle use areas are setback from “A Drive” in compliance with minimum setback requirements.

SRC 551.010(c) – Lot Coverage, Height:

There is no maximum lot coverage standard in the IC zone, the maximum height allowance for all buildings and structures is 70 feet.

Finding: The proposed multi-family buildings range in height from approximately 33-49 feet and the proposed garages are less than 15 feet in height, in compliance with the maximum height allowance of the IC zone.

SRC 551.010(d) – 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 Phase 2 McKenzie Heights area of proposed development is split into two sites on the south-western portion of the property.

The western portion of the Phase 2 development site is approximately 378,092 square feet in size, requiring a minimum of 56,714 square feet of landscape area ($378,092 \times 0.15 = 56,713.8$). The site plan indicates that approximately 141,492 square feet (37.4%) of the western portion of the development site will be landscaped, exceeding the minimum requirement.

The eastern portion of the Phase 2 development site is approximately 409,572 square feet in size, requiring a minimum of 61,436 square feet of landscape area ($409,572 \times 0.15 = 61,435.8$). The site plan indicates that approximately 177,394 square feet (43.3%) of the eastern portion of the development site will be landscaped, exceeding the minimum requirement.

However, if the applicant chooses to utilize the boundaries of the existing approximately 80-acre parent parcel as a legal unit of land for purposes of receiving building permits for the proposed development prior to recording a final partition or subdivision plat, then the entire 80-acre site must comply with the minimum 15 percent standard, or the applicant may request relief from this standard by submitting a future Class 2 Adjustment application to the minimum landscape standard.

Condition 5: Prior to building permit approval, the applicant shall demonstrate that a minimum of 15 percent of the development site will be landscaped. The applicant may request relief from this standard by submitting a future Class 2 Adjustment.

SRC 551.015(a) – Design Review:

Multiple family development shall be subject to design review according to the multiple family design review standards set forth in SRC Chapter 702.

Finding: The applicant has applied for Class 1 Design Review, demonstrating that the proposed multi-family development is consistent with the multiple family design review standards set forth in SRC Chapter 702. Findings are included in Section 11 of this report.

Airport Overlay Zone SRC 602

Development within the Airport Overlay Zone must comply with the development standards applicable in the underlying zone and the development standards set forth in this section. The development standards in this section are in addition to, and not in lieu of, all other applicable development standards in the underlying zone. Where the

development standards in this section conflict with the development standards applicable in the underlying zone or any other overlay zone, the more restrictive development standards shall be the applicable development standard.

SRC 602.020(a) – Height. Except as otherwise provided in this chapter, no building, structure, or object shall be erected or increased in height, and no vegetation shall be allowed to grow, to a height in excess of the height limitations set forth in this subsection. If all or part of a lot is located in more than one Airport Overlay Zone area, the applicable height limitation shall be the most restrictive height limitation.

Finding: The subject property is located in the horizontal surface of the Airport Overlay Zone.

SRC 602.020(a)(6) – Horizontal area. In the horizontal area, no building, structure, object or vegetation growth shall have a height greater than that established by a horizontal plane 150 feet above the airport elevation (Airport elevation means an elevation that is 210 feet above mean sea level).

Finding: Per the requirements of the Airport Overlay Zone, building heights shall not project further than 360 feet above mean sea level. The applicant's site plan indicates that the elevation of the property ranges from approximately 254 feet to 398 feet above mean sea level. Due to the existing topography of the property, one or more building will likely exceed the maximum height allowance provided in the Airport Overlay Zone. Final elevations and building heights will be reviewed at the time of building permit to ensure compliance with the height requirements of the Airport Overlay Zone, an Airport Overlay Zone Height Variance per SRC Chapter 602 shall be required prior to issuance of any building permit for a building or structure exceeding the maximum height allowance of the Airport Overlay Zone.

Condition 6: An Airport Overlay Zone Height Variance per SRC Chapter 602 shall be required prior to issuance of any building permit for a building or structure exceeding the maximum height allowance of the Airport Overlay Zone.

General Development Standards SRC 800

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 one solid waste and recycling service area with a trash compactor is provided at the southeast corner of the site near the water quality and detention basin. The following is a summary of applicable design standards for the solid waste service area.

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 enclosure is large enough that the receptacles may face each other with four feet or more of separation provided.

Condition 7: Development of the solid waste service areas shall conform to all applicable standards of SRC Chapter 800.

- 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 serving.

Finding: It does not appear that a roof is proposed for the solid waste enclosure, therefore this standard is not applicable.

SRC 800.055(c) – Permanent Drop Box and Compactor Placement Standards.

- 1) All permanent drop boxes shall be placed on a concrete pad that is a minimum of six inches thick. The pad shall have a slope of no more than one percent and shall be designed to discharge stormwater runoff consistent with the overall stormwater management plan for the site approved by the Director.
- 2) All permanent compactors shall be placed on a concrete pad that is structurally engineered or in compliance with the manufacturer specifications. The pad shall have a slope of no more than three percent and shall be designed to discharge

stormwater runoff consistent with the overall stormwater management plan for the site approved by the Director.

- 3) Pad area. The pad area shall be a minimum of 12 feet in width. The pad area shall extend a minimum of five feet beyond the rear of the permanent drop box or compactor.
- 4) Minimum separation. A minimum separation of five feet shall be provided between the permanent drop box or compactor and any combustible walls, combustible roof eave lines, or building or structure openings.

Finding: The design and materials for the slab where the compactor will be placed is not indicated in the proposed plans but will be reviewed for conformance with this development standard at the time of building permit review.

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 enclosed and screened from view from surrounding streets and abutting property.

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

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

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

Finding: The enclosure has two openings approximately 12 feet in width, at the time of building permit review the applicant shall provide construction details verifying the front openings are a minimum of 12 feet in width in compliance with this provision.

- 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 design and materials for the enclosure walls, or measures of preventing damage to the enclosure, are not indicated in the application materials but will be reviewed for conformance with this development standard at the time of building permit review.

- 3) Enclosure Gates. Any gate across the front opening of an enclosure shall swing freely without obstructions. For any enclosure opening with an unobstructed width of less than 15 feet, the gates shall open a minimum of 120 degrees. All gates shall have restrainers in the open and closed positions.

Finding: The enclosure gates are less than 15 feet in length, the angle of the swing of the gates is not indicated in the application materials but will be reviewed for conformance with this development standard at the time of building permit review.

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 15 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.

Streets and Right-of-Way Improvements, Connectivity SRC 803

SRC 803.030(a) and SRC 803.035(a) – Street Spacing.

Streets shall have a maximum spacing of 600 feet from right-of-way line to right-of-way line along one axis, and not less than 120 feet and not more than 400 feet from the right-of-way line to right-of-way line along the other axis.

Finding: Pursuant to Condition 24 from PAR 19-12, streets are required through the property, including the two adjacent lots to the east under common ownership (083W13A / 00100 and 00200), at no greater than 600-foot intervals. The applicant has requested alternative street standards showing only one north-south street connection from Boone Road SE to the southern end of the subject property and one street connection from the area of development leading east towards 36th Avenue SE. With this application, staff is not addressing the request for alternative street standards on the adjacent properties. Future development applications for 083W13A / 00100 and 00200 are subject to the street spacing and connectivity requirements of SRC Chapter 803 and PAR19-12.

Off-Street Parking, Loading, and Driveways SRC 806

SRC 806.005 - Off-Street Parking; When Required.

Off-street parking shall be provided and maintained for each proposed new use or activity.

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.

SRC 806.015 - Amount of Off-Street Parking.

- a) *Minimum Required Off-Street Parking.* For multi-family residential uses containing 13 or more dwelling units, a minimum of one space is required per studio unit or dwelling unit with one bedroom. A minimum of 1.5 spaces are required per dwelling unit with 2 or more bedrooms.
- b) *Compact Parking.* Up to 75 percent of the minimum off-street parking spaces required under this Chapter may be compact parking spaces.
- c) *Carpool and Vanpool Parking.* New developments with 60 or more required off-street parking spaces, and falling within the public services and industrial use classifications, and the business and professional services use category, shall designate a minimum of five percent of their total off-street parking spaces for carpool or vanpool parking.
- d) *Maximum Off-Street Parking.* The maximum number of off-street parking spaces shall not exceed 1.75 times the minimum number of spaces required.

Finding: The proposed multi-family use contains a total of 272 dwelling units.

On the east side of the development site, 150 total apartment units are proposed with 36 of the proposed units are single bedroom, and the remaining 114 units are two and three-bedroom units. A minimum of 207 off-street parking spaces are required for the east side of the proposed development site $((36 \times 1) + (114 \times 1.5) = 207)$. The maximum off-street parking allowance is 1.75 times the minimum requirement, or 362 spaces $(207 \times 1.75 = 362.3)$. The site plan indicates that 302 spaces are proposed, with 119 of the spaces proposed to be compact.

On the west side of the development site, 60 apartment units and 62 townhome units are proposed all of which contain two or more bedroom units. A minimum of 183 off-street parking spaces are required for the west side of the proposed development site $(122 \times 1.5) = 183)$. The maximum off-street parking allowance is 1.75 times the minimum requirement, or 320 spaces $(183 \times 1.75 = 320.3)$. The applicant's statement indicates that a total of 243 spaces are proposed (173 surface parking spaces, 8 garage spaces under Building 13, and 62 garage spaces for the townhomes), with 70 of the spaces proposed to be compact.

Carpool/vanpool parking spaces are not required for multi-family uses. The proposal complies with the parking requirements of this section.

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

- a) *General Applicability.* The off-street parking and vehicle use area development standards set forth in this section apply to the development of new off-street parking and vehicle use areas.
- b) *Location.* Off-street parking and vehicle use areas shall not be located within required setbacks.

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

Adjacent to Buildings and Structures: 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: As indicated in the setback findings in the IC zone above, the vehicle use area setbacks comply with required setbacks abutting streets and interior lot lines. However, the site plan shows off-street parking and vehicle use areas within five feet of proposed garage buildings, which does not comply with minimum setback requirements. As a condition of building permit issuance, the applicant shall revise the site plan to comply with the minimum setback requirement.

Condition 8: Prior to building permit issuance the applicant shall revise the site plan to comply with the minimum vehicle use area setback requirement to the buildings and structures.

- d) *Interior Landscaping.* Interior landscaping shall be provided in amounts not less than those set forth in Table 806-5. For parking areas less than 50,000 square feet in size, a minimum of 5 percent of the interior parking area shall be landscaped.

A minimum of 1 deciduous shade tree shall be planted for every 12 parking spaces within the off-street parking area. Landscape islands and planter bays shall have a minimum planting area of 25 square feet and shall have a minimum width of 5 feet.

Finding: Pursuant to SRC 702.020(b)(8), multiple family developments with 13 or more units are exempt from the landscaping requirements in SRC Chapter 806; therefore, this standard is not applicable.

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

Finding: The proposed parking spaces, driveway and drive aisle for the off-street parking area meet the minimum dimensional requirements of SRC Chapter 806.

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

Finding: The proposed off-street parking area is developed consistent with the additional development standards for grade, surfacing, and drainage. Bumper guards and wheel barriers are shown on the proposed site plan.

The parking area striping, marking, signage and lighting shall be consistent with SRC Chapter 806, required compact parking spaces shall be marked and signed per SRC 806.035(k)(2). The subject property abuts residentially zoned property to the south, the landscaping and fencing proposed with this development adequately screen the vehicle

use area from abutting residentially zoned property.

Bicycle Parking

SRC 806.045 - General Applicability.

Bicycle parking shall be provided and maintained for each proposed new 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.

Per SRC Chapter 806, Table 806-8, multi-family residential uses are required to provide the greater of four spaces or one space per 10 dwelling units.

Finding: The proposed multi-family use contains a total of 272 dwelling units.

The east side of the development site contains 150 dwelling units requiring a minimum of 15 bicycle parking spaces ($150 \times 0.1 = 15$), and the west side of the development site contains 60 apartment dwelling units requiring a minimum of six bicycle parking spaces ($60 \times 0.1 = 6$). The site plan indicates that 42 bicycle parking spaces are proposed on the east side of the development site and 12 bicycle parking spaces are proposed on the west side, exceeding the minimum requirements. Secure bicycle parking for townhome units will be contained within the dwelling unit/garage for each unit.

SRC 806.060 – Bicycle Parking Development Standards.

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

(1) Bicycle parking located outside a building shall be located within a convenient distance of, and be clearly visible from, the primary building entrance. In no event shall bicycle parking be located more than 50 feet from the primary building entrance, as measured along a direct pedestrian access route.

(2) Where bicycle parking cannot be located outside a building, it may be located inside a building within a convenient distance of, and accessible from, the primary building entrance.

(b) Access. Bicycle parking areas shall have direct and accessible access to the public right-of-way and the primary building entrance that is free of obstructions and any barriers, such as curbs or stairs, which would require users to lift their bikes in order to access the bicycle parking area.

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

(1) Bicycle parking spaces. Bicycle parking spaces shall be a minimum of six feet in length and two feet in width with the bicycle rack centered along the long edge of the bicycle parking space. Bicycle parking space width may be reduced, however, to a minimum of three feet between racks where the racks are located side-by-side.

- (2) Access aisles. Bicycle parking spaces shall be served by a minimum four-foot-wide access aisle. Access aisles serving bicycle parking spaces may be located within the public right-of-way.
- (d) Surfacing. Where bicycle parking is located outside a building, the bicycle parking area shall consist of a hard surface material, such as concrete, asphalt pavement, pavers, or similar material, meeting the Public Works Design Standards.
- (e) Bicycle racks. Where bicycle parking is provided in racks, the racks may be floor, wall, or ceiling racks. Bicycle racks shall meet the following standards.
 - (1) Racks must support the bicycle frame in a stable position, in two or more places a minimum of six inches horizontally apart, without damage to wheels, frame, or components.
 - (2) Racks must allow the bicycle frame and at least one wheel to be locked to the rack with a high security, U-shaped shackle lock;
 - (3) Racks shall be of a material that resists cutting, rusting, and bending or deformation; and
 - (4) Racks shall be securely anchored.
 - (5) Examples of types of bicycle racks that do, and do not, meet these standards are shown in Figure 806-10.

Finding: The site plan shows nine individual bicycle parking pads, each with three staple racks, which provide two bicycle parking spaces each, for a total of 54 bicycle parking spaces. Required bicycle parking spaces comply with the development standards of this section for location, access, dimensions, surfacing and bicycle rack standards.

Off-Street Loading Areas

SRC 806.065 - General Applicability.

Off-street loading areas shall be provided and maintained for each proposed new use or activity.

SRC 806.075 - Amount of Off-Street Loading.

For multi-family residential uses containing 200 or more dwelling units, a minimum of three loading spaces are required. If a recreation building is provided, at least one of the required loading spaces shall be located in conjunction with the recreation building. Loading spaces shall be a minimum 12 feet in width, 19 feet in length and 12 feet of unobstructed vertical clearance.

Finding: The proposed 272-unit apartment complex requires a minimum of three off-street loading spaces, a recreation building is not proposed with this phase of development. The proposed site plan indicates that four loading spaces are provided in compliance with all applicable off-street loading development standards of SRC Chapter 806.

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

SRC 807.030(d) – Tree Replanting Requirements.

In addition to the landscaping required under this chapter, when existing trees, as defined under SRC Chapter 808, are proposed for removal from within required setbacks or from a development site, replanting shall be required as provided in this subsection.

Subsection(1) provides that when an existing tree or trees, as defined under SRC chapter 808, within a required setback are proposed for removal, two new trees shall be planted for each tree removed. Replanted trees shall be of either a shade or evergreen variety with a minimum 1.5 inch caliper.

Subsection(2) provides that when more than 75 percent of the existing trees, as defined under SRC Chapter 808, on a development site are proposed for removal, two new trees shall be planted for each tree removed in excess of 75 percent. Replanted trees shall be of either a shade or evergreen variety with a minimum 1.5 inches caliper. For purposes of this section, existing trees within vision clearance areas, or within areas to be cleared for required roads, utilities, sidewalks, trails, or stormwater facilities, shall not be counted in the total percentage of trees removed from the development site.

Finding: The applicant's existing conditions plan indicates that there are 578 trees on the subject property and a total of 135 of the existing trees are proposed for preservation and 443 trees are proposed for removal. Per SRC 807.030(d)(2), 434 trees may be removed ($578 \times 0.75 = 433.5$), but for each tree removed beyond 434, a minimum of two new trees shall be planted in addition to the landscaping required under SRC Chapter 807. Two trees shall be replanted to replace each of the nine trees removed in excess of 75 percent for a total of 18 replacement trees. In addition, trees removed from require setback areas shall require two new trees for each tree removed. At the time of building permit, plans shall be required showing the final lot configuration and confirming the number of trees removed from required setback areas.

Condition 9: Per SRC 807.030(d), when more than 75 percent of the existing trees are proposed for removal and when trees are removed from a required setback, a minimum of two replacement trees shall be incorporated into the landscape plan and planted. Replacement trees are in addition to the landscaping required under this chapter.

Natural Resources

SRC 601 – Floodplain Overlay Zone: Public Works staff has reviewed the Flood Insurance Study and Flood Insurance Rate Maps and has determined that no floodplain or floodway areas exist in the development area of the subject property.

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

There are no riparian areas located on the subject property. There are a total of 27 significant trees identified on this portion of the development site, the applicant indicates that 21 of the significant trees will need to be removed for the proposed development and that six of the significant trees will be preserved. Because significant trees are required to be protected, and there is no exemption provided in Chapter 808 that would allow their removal, the applicant has requested a Chapter 808 Tree Variance to allow for the removal of the 21 significant trees. Findings for the Chapter 808 Tree Variance are included in Section 10 of this report.

All trees designated for preservation shall be marked and protected during construction. Any tree designated for preservation shall require that at least 70 percent of a circular area beneath the tree measuring one foot in radius for every one inch of dbh be protected by an above ground silt fence, or its equivalent. Protection measures shall continue until the issuance of a certificate of final occupancy.

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 shows that there are wetland channels and/or hydric soils mapped on the property. The applicant shall 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). Wetland notice was sent to the Oregon Department of State Lands pursuant to SRC 809.025.

SRC 810 - Landslide Hazards: A geological assessment or report is required when regulated activity is proposed in a mapped landslide hazard area. According to the City's adopted landslide hazard susceptibility maps and SRC Chapter 810 (Landslide Hazards), there are mapped 2-to-3-point landslide hazard areas on the subject property. The proposed activity of a multi-family development adds 2 activity points to the proposal, which results in a total of 4-to-5-points. Therefore, the proposed development is classified

as a moderate landslide risk and requires a geological assessment. A Geological Assessment, prepared by Northwest Geological Services, INC. and dated October 17, 2018, was submitted to the City of Salem. This assessment demonstrates the subject property could be developed without increasing the potential for slope hazard on the site or adjacent properties.

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: The existing condition of Boone Road SE is underimproved for its Street Classification according to the Salem TSP. A half-street improvement to Boone Road SE was required with Phase 1 of the McKenzie Heights Apartments (CU-SPR-ADJ-DAP-DR21-02) and is pending construction. The construction of 32nd Avenue SE within the subject property is also pending construction with Phase 1. Duplication in conditions of approval between Phase 1 and Phase 2 are intended to allow for flexibility in timing among the two phases.

Condition 10: Along Boone Road SE from 36th Avenue to 32nd Avenue, construct a minimum 15 foot-wide half-street improvement on the development side and a minimum 15 foot wide turnpike improvement on the opposite side of the centerline as specified in the City Street Design Standards and consistent with the provisions of SRC Chapter 803. This improvement shall include a reconfiguration of the existing Boone/32nd intersection as described in Exhibit 14 of the TIA submitted for McKenzie Heights Phase 1 (CU-SPR-ADJ-DAP-DR21-02).

Condition 11: Construct 32nd Avenue SE from Boone Road SE to 36th Avenue SE in the alignment shown on the applicants preliminary site plan.

The applicant shows a new internal street extending from 32nd Avenue SE to the southern property boundary. This street shall be constructed to Local Street Standards.

Condition 12: Construct "A Drive" to Local Street Standards from 32nd Avenue SE to the southern property boundary as shown on the preliminary applicants site plan.

The subject property is located within the Bonaventure Reimbursement District for improvements that were made to Kuebler Boulevard SE. The fee for the reimbursement district is established based on methodology within Resolution No. 2015-17.

Condition 13: Pay the Bonaventure Reimbursement District Fee for Kuebler Boulevard Street Improvements pursuant to Resolution No. 2015-17.

The applicant submitted a Traffic Impact Analysis that evaluates the proposed

development along with the proposed Industrial Flex Spaces and Storage Units under review (SPR-DAP22-19). The TIA identifies dual northbound left turn lanes on 36th Avenue SE plus two westbound receiving lanes on Kuebler Boulevard SE that extends to the northbound I-5 ramps. The dual northbound left turn lanes need to provide 200 feet of vehicle storage. Widening 36th Avenue SE to accommodate the additional turn lanes may require additional ROW. The north leg of 36th Avenue SE will need to be widened to ensure the lanes line up with the new southern leg lane configuration. Traffic signal poles may need to be relocated to accommodate these improvements.

The existing condition along the frontage of 36th Avenue SE does not meet Minor Arterial standards. A half-street improvement and right-of-way dedication are required along with the require mitigation as described in the applicants TIA.

- Condition 14:** Provide the following traffic mitigation as described in the applicants TIA:
- a. Construct dual northbound left turn lanes on 36th Avenue SE at Kuebler Boulevard SE, and two westbound receiving lanes on Kuebler Boulevard SE from 36th Avenue SE to the northbound I-5 ramps.
 - b. Acquire off-site right-of-way as necessary along 36th Avenue SE to accommodate the additional turn lanes.
 - c. Modify the north leg of 36th Avenue SE to line up the through lanes.

Condition 15: Construct a half-street improvement along the frontage of 36th Avenue SE to Minor Arterial street standards as specified in the City Street Design Standards and consistent with the provisions of SRC Chapter 803. In lieu of constructing the improvement with this development phase, the applicant may provide a 40-foot-wide temporary construction easement to the City of Salem along the entire frontage of 36th Avenue SE; the easement shall be modified or converted to right-of-way pursuant to PWDS upon completion of the street improvement design along 36th Avenue SE. Along the entire frontage of 36th Avenue SE, dedicate right-of-way on the development side of the centerline to equal a minimum half-width of 36 feet on 36th Avenue SE.

CPC-ZC17-02 limits traffic impacts from future development on the subject property to a maximum of 12,916 average daily trips. The TIA demonstrates that the proposed development does not exceed the trip cap.

Criterion 3:

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

Finding: The driveway access onto “A Drive” and 32nd Avenue SE provide for safe turning movements into and out of the property. The applicant applied for a Class 2 Driveway Approach Permit; findings are below.

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 applicant is proposing a second phase of development; the McKenzie Heights Apartments Phase 1 was reviewed and approved under CU-SPR-ADJ-DAP-DR21-02. Multiple infrastructure related conditions that will be constructed for Phase 1 will serve Phase 2. Duplication in conditions of approval between Phase 1 and Phase 2 are intended to allow for flexibility in timing among the two phases.

The water infrastructure in the area is underserved. As a condition of development in the S-1 water service level, the applicant shall be required to construct Water System Master Plan S-1 facilities needed to serve the development, which include Coburn S-1 Reservoir, Boone Road Pump Station, and transmission mains connecting the facilities. Alternatively, a temporary access may be paid for service within the S-1 water service level. The applicant shall construct an 18-inch S-1 water main in 36th Avenue SE from Boone Road SE to the south line of the subject property. 8-inch S-1 water mains are required within the internal streets.

Condition 16: Construct an S-1 18-inch water main in 36th Avenue SE from Boone Road SE to the south line of the subject property.

Condition 17: Construct a minimum S-1 8-inch water main along proposed 32nd Avenue SE from 36th Avenue SE to A Street SE and in other internal streets pursuant to PWDS.

Condition 18: As a condition of development in the S-1 water service level the following options are available:

- a) Pay a temporary access fee of \$180,800 and connect to the existing S-1 water system as a temporary facility pursuant to SRC 200.080(a); or
- b) Construct Water System Master Plan S-1 facilities needed to serve the development, which include Coburn S-1 Reservoir, Boone Road Pump Station, and transmission mains connecting the facilities.

A small portion of the subject property is located in the S-2 water service level. There are no S-2 water mains to serve the proposed development. There are four buildings along the southern property boundary that are within the S-2 water service level. The existing S-1 water system can serve buildings with a maximum first floor elevation of 358-feet. The applicant shall be required to design and construct these buildings with a maximum first floor elevation of 358-feet to allow S-1 water service.

Condition 19: The maximum first floor of any structure constructed on the subject property shall not exceed an elevation of 358 feet.

The nearest available sewer facility appears to be located in 36th Avenue SE at the intersection of Kuebler Boulevard SE. As a condition of sewer service, all developments will be required to provide public sewers to adjacent upstream parcels. This shall include the extension of sewer mains in easements or rights-of-way across the property to adjoining properties, and across the street frontage of the property to adjoining properties when the main is located in the street right-of-way. This shall include trunk sewers that are oversized to provide capacity for upstream development (PWDS Sewer Division 003). As a condition of building permit issuance, the applicant shall construct a master plan sewer main in 36th Avenue SE from Kuebler Boulevard SE to Boone Road SE, and a 12-inch sewer main in 36th Avenue SE from Boone Road SE to the south line of the subject property.

Condition 20: Construct a master plan sewer main in 36th Avenue SE from Kuebler Boulevard SE to the south line of the subject property.

Condition 21: Construct a 12-inch sewer main from 36th Avenue SE to the southerly terminus of A Drive SE.

No existing parks facilities are available within ½ mile of the subject property. The Comprehensive Parks System Master Plan shows that a future Neighborhood Park (NP 29) is planned on or near the subject property. According to UGA 19-01, the applicant shall either set aside area for a neighborhood park or pay a Temporary Access Fee (TAF).

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

- a) Convey or acquire property for dedication of neighborhood park facility NP-29 or equivalent; or
- b) Pay a temporary access fee of 13.5 percent of the Parks SDCs due for the residential uses.

The applicant's engineer submitted a statement demonstrating compliance with Stormwater PWDS Appendix 004-E(4) and SRC Chapter 71. The preliminary stormwater design demonstrates the use of green stormwater infrastructure to the maximum extent feasible.

Condition 22: Design and construct a storm drainage system at the time of development in compliance with Salem Revised Code (SRC) Chapter 71 and Public Works Design Standards (PWDS).

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

8. Analysis of Class 2 Adjustment 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 three Class 2 Adjustments to:

- 1) Eliminate the requirement for off-street parking areas to be provided behind or beside a building or structure per SRC 702.020(d)(2) and allow off-street parking areas to be provided between a building and a street.
- 2) Adjust the pedestrian access standards per SRC 702.020(d)(4) and allow an alternative pedestrian pathway to be provided through the interior corridor of a proposed building.
- 3) Increase the maximum building length per SRC 702.020(e)(1) from 150 feet to 162 feet for proposed Building 11.
- 4) Reduce the minimum building setback abutting the RA zoned property to the south from one foot for each foot of building height per SRC 702.020(e)(2) to 20 feet.
- 5) Eliminate the requirement for a minimum of 40 percent of the buildable width to be occupied by buildings placed at the minimum setback per SRC 702.020(e)(4).
- 6) Eliminate the direct pedestrian access to adjacent sidewalk requirement for ground level units per SRC 702.020(e)(5) for proposed Building 7.

Allow an off-street parking area in front of adjacent buildings, instead of behind or beside buildings as required by SRC 702.020(d)(2):

Most of the site will be developed in compliance with this standard, however the applicant is requesting a Class 2 Adjustment in two locations to allow an off-street parking area to be developed in front of an adjacent building (Building 8) on the east side of "A Drive" and in front of an adjacent building (Building 9) and a townhome on the west side of "A Drive". The applicant explains that the purpose of the standard is to provide a pedestrian friendly development with buildings located as close as possible to public sidewalks, instead of surface parking areas.

In this case, the applicant indicates that landscaping will be provided between the off-street parking area to help screen the site and enhance the pedestrian experience, reducing the impact of the parking location on the proposed/surrounding uses, therefore equally or better meets the intent of this provision in compliance with this criterion.

To adjust the pedestrian access standards per SRC 702.020(d)(4) and allow an alternative pedestrian pathway to be provided through the interior corridor of a proposed building:

Pursuant to SRC 702.020(e)(4), pedestrian pathways shall be provided throughout a development site that connect to and between buildings, common open space, and parking areas and that connect the development to public sidewalks. All buildings within the development have direct pedestrian access onto internal sidewalks, which connect to other buildings, common open space areas, and off-street parking. However, due to site topography, encircling buildings 5 and 6 with pedestrian pathways is not possible, making it difficult to provide connections around these buildings. The applicant has proposed using an interior building corridor for these buildings as part of the common pathway making pedestrian connection on site possible. The proposal equally or better meets the intent of this provision by providing an alternative pedestrian connection on a site with challenging terrain and is therefore in compliance with this criterion.

Increase the maximum building length per SRC 702.020(e)(1) from 150 feet to 162 feet for proposed Building 11:

Proposed building 11 exceeds the 150-foot maximum building length allowance. The applicant is requesting a Class 2 Adjustment to allow this building to have a maximum length of approximately 162 feet.

The applicant indicates that the purpose of the maximum building length standard is to promote building and site design that contributes positively to a sense of neighborhood and to the overall streetscape by carefully relating building mass, entries, and yards to public streets. While the proposed building exceeds the maximum length, visual design elements added to the buildings such as dormers, off-sets, contrasting building materials and balconies will break up the mass of the building. Longer building lengths will not require large cuts or fill and will work better with the natural grade of the site.

The proposal equally or better meets the intent of this provision and is therefore in compliance with this criterion.

To eliminate the requirement for a minimum of 40 percent of the buildable width to be occupied by buildings placed at the minimum setback per 702.020(e)(4):

The minimum building setback requirement in the IC zone is 5 feet adjacent to a street and pursuant to SRC 702.020(e)(4), a minimum of 40 percent of the buildable width shall be occupied by buildings placed at the minimum setback line. The applicant is requesting a Class 2 Adjustment to place buildings at a 20-foot setback adjacent to all streets.

The applicant indicates that locating buildings at the minimum 5-foot setback line is not feasible for this development because it would conflict with the required 10-foot public utility easements along the streets. In addition, the minimum setback for multi-family developments in multi-family residential zoning designations where this design standard would typically be found is 20 feet. The proposed setback increase would allow for a multi-family development that is similar in appearance from the street to other complexes in the City, the applicant further indicates the larger setback will provide more room for landscaping.

The applicant is requesting to reduce the buildable width standard from 40 percent to 37 percent along the northeast side of the "A Drive" frontage. The buildable width along this portion of "A Drive" is approximately 491 feet, the site plan indicates that approximately 186 feet of the buildable width will be occupied. The applicant is requesting the adjustment because due to required parking and the location of proposed driveways, no additional buildings could be provided along the setback line.

The applicant is also requesting to reduce the buildable width standard from 40 percent to 34 percent along the western portion of the "A Drive" frontage. The buildable width along this portion of "A Drive" is approximately 626 feet, the site plan indicates that approximately 217 feet of the buildable width will be occupied. The applicant is requesting the adjustment because due to required parking and the location of proposed driveways, no additional buildings could be provided along the setback line.

The proposal equally or better meets the intent of this provision and is therefore in compliance with this criterion.

To eliminate the direct pedestrian access to adjacent sidewalk requirement for ground level units per 702.020(e)(5) for proposed Building 7.

The applicant is requesting to eliminate the requirement to orient buildings to the street and provide direct pedestrian pathways from the public sidewalk to ground floor units. The applicant explains that the buildings are oriented inwards towards the site, but will be visually appealing including windows, offsets, and architectural features facing the street.

The applicant explains that due to the slope of the property and the need for a retaining wall between Building 7 and A Drive, direct pedestrian access to ground level units is not possible for this building, however Building 7 does have access to the interior pedestrian network for the site which connects out to the public sidewalk. The proposal equally or better meets the intent of this provision and is therefore in compliance with this criterion.

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 abuts residential zoning and uses, and the proposal is for multi-family residential development. However, the subject property is located within the IC (Industrial Commercial) zone; therefore, the 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: Six separate Class 2 Adjustments have been requested with this development.

Each of the adjustments has been evaluated separately for conformance with the Adjustment approval criteria. The cumulative impact of the adjustments results in an overall project which is consistent with the intent and purpose of the zoning code.

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

Condition 23: 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.

9. Analysis of Class 2 Driveway Approach Permit Criteria

Salem Revised Code (SRC) 804.025(d) sets forth the following criteria that must be met before approval can be granted to an application for a Driveway Approach Permit.

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 Chapter 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 driveways onto an arterial is 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 in 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 future 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 development is adjacent to residentially zoned property along the southern property boundary. The proposed development abuts State Highway and Collector streets. The proposed driveway is taken from the lowest classification street abutting the subject property. The driveway balances the adverse impacts to residentially zoned property and will not have an adverse effect on the functionality of the adjacent streets.

10. Analysis of Tree Regulation Variance Criteria

Salem Revised Code (SRC) 808.045(d) sets forth the following criteria that must be met before approval can be granted to a request for a Tree Regulation Variance. In this case, the applicant has requested to address the Hardship criteria in SRC 808.045(d)(1).

Criterion 1:

There are special conditions that apply to the property which create unreasonable hardships or practical difficulties which can be most effectively relieved by a variance.

Finding: The applicant indicates that there are 27 significant trees (Oregon white oaks with a diameter at breast height of 24" or greater) located on the subject property and that of the 27 significant trees, six are proposed to be preserved and 21 are proposed for removal. Trees that are designated for removal are within areas of right-of-way for future street extension, footprint for proposed buildings, vehicle accessways, and off-street parking areas, and due to site grading. In order to develop the site as permitted in the IC zone, removal of the 21 significant trees could not be avoided creating a hardship to reasonable develop the property. The applicant's statement further addresses the reason for removal of each individual tree. Staff concurs with the findings and conclusions of the applicant that an unreasonable hardship and practical difficulty is created on the site due to topography, location of significant trees and that in order to develop this site as allowed in the IC zone, the removal of the 21 significant trees could not be avoided.

Criterion 2:

The proposed variance is the minimum necessary to allow the otherwise lawful proposed development of activity.

Finding: The applicant is requesting to remove 21 of the 27 total significant trees on the subject property and will be preserving six significant trees. The applicant has identified the reason for removal for each of the individual significant trees and is only proposing removal of a significant tree when necessary to allow for the development of the property.

To mitigate for the loss of 21 significant trees, a minimum of two replacement Oregon white oaks shall be incorporated into the landscape design and replanted for each significant tree removed. The replacement Oregon white oaks shall have a minimum two-inch caliper at the time of planting.

Condition 24: A minimum of two replacement Oregon White Oaks shall be replanted for each significant tree removed and incorporated into the landscape design for this development. Replanted trees shall have a minimum two-inch caliper.

11. Analysis of Class 1 Design Review Criteria

Salem Revised Code (SRC) 225.005(e)(1) provides that a Class 1 Design Review

application shall be approved if all of the applicable design review standards are met.

Development Standards – Multiple Family Design Review Standards SRC 702

SRC 702.020 - Design review standards for multiple family development with thirteen or more units.

(a) Open space standards.

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

Finding: The proposed development occurs on a portion of the subject property that is approximately 18.08 acres in size excluding future right-of-way split between two development sites.

The east side is approximately 9.4 acres in size (409,572 square feet) and requires a minimum of 122,872 square feet ($409,572 \times 0.3 = 122,871.6$) of open space, including indoor or covered recreation space. Per the applicant's statement, 177,394 square feet of open space is provided on the east side of the development site, including a sports court and tot lot, exceeding the minimum open space requirement.

The west side is approximately 8.68 acres in size (378,092 square feet) and requires a minimum of 113,428 square feet ($378,092 \times 0.3 = 113,427.6$) of open space, including indoor or covered recreation space. Per the applicant's statement, 141,492 square feet of open space is provided on the west side of the development site, exceeding the minimum open space requirement.

- (A) To ensure usable open space that is of sufficient size, at least one common open space area shall be provided within the development that is at least 1,000 square feet in size, plus an additional 250 square feet for every 20 units, or portion thereof, over 20 units and has a minimum dimension of 25 feet for all sides.

Finding: The proposed multi-family development contains 272 dwelling units; with 150 dwelling units proposed on the east side of the development site and 122 dwelling units proposed on the west side of the development site. Per Table 702-3 the 150-unit development site requires a minimum open space area that is 2,750 square feet in size with no dimension less than 25 feet. The site plan indicates a sports court 2,000 square feet in size and a children's play area 900 square feet in size will be provided on the eastern portion of the site. Per SRC 702.020(a)(1)(E), these areas may be counted twice toward the total amount of required open space, exceeding the minimum standards.

Per Table 702-3 the 122-unit development site requires a minimum open space area that is 2,250 square feet in size with no dimension less than 25 feet. The site plan indicates a recreation area 3,000 square feet in size will be provided on the western portion of the site, exceeding the minimum standard.

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

Finding: The open space plan provided by the applicant indicates that 23,169 square feet of open space area occurs on slopes exceeding 25 percent, less than the maximum standard. Therefore, the applicant meets this requirement.

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

Finding: The applicant indicates that most units will have private open space. Ground floor units will have patio areas and upper floors will have balconies/decks that meet minimum dimensional standards.

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

Finding: The applicant indicates that most units will have private open space. Ground floor units will have patio areas and upper floors will have balconies/decks that meet minimum dimensional standards. The private open space areas comply with the minimum size requirements of Table 702-4.

(E) To encourage active recreational opportunities for residents, the square footage of an improved open space area may be counted twice toward the total amount of required open space, provided each such area meets the standards set forth in this subsection. Example: a 750-square-foot improved open space area may count as 1,500 square feet toward the open space requirement.

- (i) Be a minimum 750 square feet in size with a minimum dimension of 25 feet for all sides; and
- (ii) Include at least one of the following types of features:
 - a. Covered pavilion.
 - b. Ornamental or food garden.

- c. Developed and equipped children's play area, with a minimum 30-inch tall fence to separate the children's play area from any parking lot, drive aisle, or street.
- d. Sports area or court (e.g., tennis, handball, volleyball, basketball, soccer).
- e. Swimming pool or wading pool.

Finding: The open space plan indicates that two recreational opportunities will be provided on the eastern side of the development site, a children's play area and a sports area. However, even using the reductions allowed by this section, the proposed open space area does not comply with the minimum standard established under SRC 702.020(a)(1)(A) and shall be increased prior to building permit approval.

(F) To encourage proximity to and use of public parks, the total amount of required open space may be reduced by 50 percent for developments that are located within one-quarter mile of a publicly-owned urban, community, or neighborhood park as measured along a route utilizing public or private streets that are existing or will be constructed with the development.

Finding: The applicant has met the minimum open space requirement without using the reduction offered in this section; therefore, this standard is not applicable.

(b) Landscaping standards.

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

Finding: The applicant's written statement, open space plan, landscape plans and proposed subdivision provide conflicting sizes for the subject property. Depending on the source, the subject property ranges in size from approximately 787,664 square feet to 811,764 square feet in size requiring a minimum of up to 406 trees ($811,764 / 2,000 = 405.9$). The applicant's landscape plan indicates that a total of 153 existing trees will remain and that a total of 319 new trees will be planted for the development site for a total of 472 existing and new trees (excluding street trees), exceeding the minimum standard.

- (2) Where a development site abuts property that is zoned Residential Agricultural (RA) or Single Family Residential (RS), a combination of landscaping and screening shall be provided to buffer between the multiple family development and the abutting RA or RS zoned property. The landscaping and screening shall include the following:
 - (A) A minimum of one tree, not less than 1.5 inches in caliper, for every 30 linear feet of abutting property width; and
 - (B) A minimum six-foot tall, decorative, sight-obscuring fence or wall. The fence or wall shall be constructed of materials commonly used in the construction of

fences and walls, such as wood, stone, rock, brick, or other durable materials. Chain-link fencing with slats shall not be allowed to satisfy this standard.

Finding: The subject property abuts property zoned RA to the south. The applicant has previously requested an adjustment to the screening standard to the southern property line (ADJ21-03). The adjustment simply deferred the requirement for the installation to later phase of development. With this development proposal for Phase 2 of the McKenzie Heights apartments, the applicant will be installing fencing and landscaping in compliance with this standard.

However, if the applicant chooses to utilize the boundaries of the existing approximately 80-acre parent parcel as a legal unit of land for purposes of receiving building permits for the proposed development prior to recording a final partition or subdivision plat, then the entire southern boundary of the 80-acre site must comply with this screening standard abutting the RA zoned property, or the applicant may request relief from this standard by submitting a future Class 2 Adjustment application to this screening standard.

Condition 25: Prior to building permit approval, the applicant shall demonstrate that a minimum of 15 percent of the development site will be landscaped. The applicant may request relief from this standard by submitting a future Class 2 Adjustment.

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

Finding: The landscaping plan provided indicates at least two plant units will be installed at each shared entrance.

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

Finding: The landscaping plan provided indicates at least ten plant units of trees per 60 linear feet of exterior building wall are to be planted within 25 feet on each side of the proposed buildings.

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

Finding: The landscaping plan provided indicates at least one plant unit of shrubs per 15 linear feet are to be planted on each side of the proposed buildings.

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

Finding: According to the applicant's written statement and landscape plan, all private open space located contiguous to the dwelling unit will be screened with five-foot tall landscaping ensuring privacy for private open space areas.

- (7) To provide protection from winter wind and summer sun and to ensure trees are distributed throughout a site and along parking areas, a minimum of one canopy tree shall be planted along every 50 feet of the perimeter of parking areas. Trunks of the trees shall be located within ten feet of the edge of the parking area (see Figure 702-3).

(A) A minimum of one canopy tree shall be planted within each planter bay.

(B) A landscaped planter bay a minimum of nine feet in width shall be provided at a minimum spacing of one for every 12 spaces. (see Figure 702-3).

Finding: The parking area on the east side contains a total of 302 off-street parking spaces. The landscaping plan indicates at least 26 planter bays, nine feet in width and each with a canopy tree, will be provided on the east side. A minimum of one canopy tree is provided every 50 feet around the perimeter of the parking areas in compliance with this standard.

The parking area on the west side contains a total of 157 surface off-street parking spaces. The landscaping plan indicates at least 15 planter bays, nine feet in width and each with a canopy tree, will be provided on the west side. A minimum of one canopy tree is provided every 50 feet around the perimeter of the parking areas in compliance with this standard.

- (8) Multiple family developments with 13 or more units are exempt from the landscaping requirements in SRC Chapter 806.

Finding: The proposal includes more than thirteen units; therefore, this development is exempt from the landscaping requirements of SRC Chapter 806.

(c) Site safety and security.

- (1) Windows shall be provided in all habitable rooms, other than bathrooms, on each wall that faces common open space, parking areas, and pedestrian paths to encourage visual surveillance of such areas and minimize the appearance of building bulk.
- (2) Lighting shall be provided that illuminates all exterior dwelling unit entrances, parking areas, and pedestrian paths within the development.
- (3) Fences, walls, and plant materials shall not be installed between street-facing dwelling units and public or private streets in locations that obstruct the visibility of dwelling unit entrances from the street. For purposes of this standard, the term "obstructed visibility" means the entry is not in view from the street along one-half or more of the dwelling unit's frontage.

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

Finding: The floor plans and elevations provided indicate that windows are provided in habitable rooms on each wall that faces common open space, parking areas, or pedestrian pathways, in compliance with this standard. The preliminary site plan indicates that exterior lighting (pole lights a maximum of 14 feet tall, and post lights a maximum of 5 feet tall) will be provided along pedestrian paths and adjacent to vehicle use areas, lighting will also be provided on building exteriors. According to the site plan and landscaping plan, there are no fences near the entryways or common open space.

(d) Parking and site design.

- (1) To minimize large expanses of continuous pavement, parking areas greater than 6,700 square feet in area shall be physically and visually separated with landscaped planter bays that are a minimum of nine feet in width. Individual parking areas may be connected by an aisle or driveway (see Figure 702-3).

Finding: The applicant indicates that there are no parking areas greater than 6,700 square feet in size. Planter bays a minimum of nine feet in width, and each planted with a canopy tree, have been provided throughout the development site to minimize large expanses of continuous pavement, in compliance with this standard.

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

Finding: The applicant has requested an adjustment to this standard to allow off-street parking areas to be provided adjacent to "A" Drive in front of the nearest building. On the east side, an off-street parking area is provided in front of proposed Building 8 and on the west side, off-street parking areas are provided in front of proposed Building 9, and in front of proposed townhome buildings. Findings for the Adjustment can be found in Section 8 of this report.

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

Finding: The subject property abuts RA zoned property to the south. However, the subject property is located on the downhill side and all off-street parking areas are setback more than 40 feet from the RA zoned property, therefore, this standard is not applicable.

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

Finding: Sidewalks are shown connecting the development site to proposed public sidewalks along "A" Drive, between buildings, and connecting to the common open space. However, due to topography on the east side, a direct pedestrian connection is not provided between proposed Buildings 1-4 and the abutting amenities, and proposed Buildings 5-8 and those abutting amenities. The applicant has requested an adjustment to this standard to allow for an alternative pedestrian pathway to be provided through the interior corridor of proposed buildings 5 and 6 that serves as a connection between downhill and uphill portions of the eastern site. Findings for the Adjustment can be found in Section 8 of this report.

(e) Façade and building design.

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

Finding: With the exception of Building 11, all proposed buildings have no dimension exceeding 150 feet in length, in compliance with this standard. The applicant has requested an adjustment to increase the maximum building length for proposed Building 11 to 162 feet. Findings for the Adjustment can be found in Section 8 of this report.

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

(A) A 5-foot reduction is permitted to each required setback in Table 702-5 provided that the height of the required fence in Sec. 702.015(b)(1)(B) is increased to eight feet tall.

Finding: The subject property abuts property zoned RA to the south. The applicant has requested an Adjustment to reduce the minimum building setback abutting an RA zone from one foot for each foot of building height, to 20 feet. Findings for the Adjustment can be found in Section 8 of this report.

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

Finding: The proposed townhouse units abutting the southern property line do not appear to include balconies located on the building facades facing towards the abutting RA zoned property; therefore, this standard is not applicable.

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

Finding: The applicant has requested an adjustment to eliminate the requirement for buildings to be placed at the minimum 5-10-foot setback line, rather the applicant is proposing to set the buildings back approximately 20 feet adjacent to "A" Drive and for buildings placed along the setback line to occupy approximately 34 percent of the buildable width. Findings for the Adjustment can be found in Section 8 of this report.

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

Finding: Each of the proposed buildings located within 25 feet of the property line abutting a street will have direct pedestrian access to the adjacent sidewalk except for proposed Building 7. The applicant has requested an adjustment to eliminate the requirement for proposed Building 7 to have direct pedestrian access to the adjacent sidewalk. Findings for the Adjustment can be found in Section 8 of this report.

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

Finding: Covered entry areas are provided at each of the primary entrances for the dwelling units in compliance with this standard.

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

Finding: The applicant indicates that roof mounted equipment will be screened and integrated into the building design in compliance with this standard.

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

Finding: The applicant indicates that each of the buildings does not have long flat roof lines. The buildings each have offsets, dormers, and elevation changes that break up the appearance of the roof line, in compliance with this standard.

- (9) To minimize the appearance of building bulk, each floor of each building's vertical face that is 80 feet in length or longer shall incorporate one or more of the design elements below (see examples in Figure 702-5). Design elements shall vary from other wall surfaces by a minimum of four feet and such changes in plane shall have a minimum width of six feet.
- (A) Offsets (recesses and extensions).
 - (B) Covered deck.
 - (C) Covered balcony.
 - (D) Cantilevered balcony, provided at least half of its depth is recessed.
 - (E) Covered entrance.

Finding: According to the applicant's written statement and proposed building elevation plans; building offsets, covered decks, recessed balconies and covered entrances will be incorporated into the design for each building in compliance with this standard.

- (10) To visually break up the building's vertical mass, the first floor of each building, except for single-story buildings, shall be distinguished from its upper floors by at least one of the following (see examples in Figure 702-6):
- (A) Change in materials.
 - (B) Change in color.
 - (C) Molding or other horizontally-distinguishing transition piece.

Finding: According to the applicant's written statement and building elevation plans, the first floor of each building will have contrasting building materials and colors, as well as using horizontally distinguishing transition pieces to visually break up the mass of each building, in compliance with this standard.

RECOMMENDATION

Based upon the Facts and Findings contained in this staff report, staff recommends that the Hearings Officer **APPROVE** the request for a conditional use, site plan review, adjustments, driveway approach permit, tree regulation variance, and design review collective applications for the proposed development of a 272-unit multi-family residential apartment complex for property approximately 27 acres in size and located at the 3200 Block of Boone Road SE subject to the following conditions of approval:

CONDITIONAL USE:

- Condition 1:** Prior to issuance of building permit, the applicant shall demonstrate that in coordination with Salem Keizer Public Schools, a safe accessible bus transportation route shall be provided for the proposed development. This may be accomplished by either 1) completing a street connection to 36th Avenue SE that accommodates school buses, 2) by providing sidewalks along Boone Road SE and on 36th Avenue SE connecting to a school bus stop to be located on 36th Avenue SE, or 3) the applicant

may coordinate an alternative plan with Salem Keizer Public Schools to ensure a safe bus route is provided for this development.

Condition 2: Prior to issuance of building permit, the applicant shall coordinate with Salem Keizer Public Schools and Cherriots to provide bus pullouts and a covered shelter to be used by school buses as well as the transit district. These improvements may be complete with Phase 1 of the McKenzie Heights apartments.

Condition 3: The multi-family use for Phase 2 McKenzie Heights shall contain no more than 272-dwelling units.

SITE PLAN REVIEW:

Condition 4: The final plat for Partition Case No. PAR19-12, or the final plat for Phased Subdivision Tentative Plan Case No. SUB22-04 shall be recorded prior to issuance of any civil site work or building permits. Alternatively, civil site work or building permits may be issued without recording a final partition or subdivision plat if the applicant files correction deeds with Marion County reverting the existing units of land back to their last know legal configuration.

Condition 5: Prior to building permit approval, the applicant shall demonstrate that a minimum of 15 percent of the development site will be landscaped. The applicant may request relief from this standard by submitting a future Class 2 Adjustment.

Condition 6: An Airport Overlay Zone Height Variance per SRC Chapter 602 shall be required prior to issuance of any building permit for a building or structure exceeding the maximum height allowance of the Airport Overlay Zone.

Condition 7: Development of the solid waste service areas shall conform to all applicable standards of SRC Chapter 800.

Condition 8: Prior to building permit issuance the applicant shall revise the site plan to comply with the minimum vehicle use area setback requirement to the buildings and structures.

Condition 9: Per SRC 807.030(d), when more than 75 percent of the existing trees are proposed for removal and when trees are removed from a required setback, a minimum of two replacement trees shall be incorporated into the landscape plan and planted. Replacement trees are in addition to the landscaping required under this chapter.

Condition 10: Along Boone Road SE from 36th Avenue to 32nd Avenue, construct a minimum 15 foot-wide half-street improvement on the development side

and a minimum 15 foot wide turnpike improvement on the opposite side of the centerline as specified in the City Street Design Standards and consistent with the provisions of SRC Chapter 803. This improvement shall include a reconfiguration of the existing Boone/32nd intersection as described in Exhibit 14 of the TIA submitted for McKenzie Heights Phase 1 (CU-SPR-ADJ-DAP-DR21-02).

- Condition 11:** Construct 32nd Avenue SE from Boone Road SE to 36th Avenue SE in the alignment shown on the applicants preliminary site plan.
- Condition 12:** Construct “A Drive” to Local Street Standards from 32nd Avenue SE to the southern property boundary as shown on the preliminary applicants site plan.
- Condition 13:** Pay the Bonaventure Reimbursement District Fee for Kuebler Boulevard Street Improvements pursuant to Resolution No. 2015-17.
- Condition 14:** Provide the following traffic mitigation as described in the applicants TIA:
- a. Construct dual northbound left turn lanes on 36th Avenue SE at Kuebler Boulevard SE, and two westbound receiving lanes on Kuebler Boulevard SE from 36th Avenue SE to the northbound I-5 ramps.
 - b. Acquire off-site right-of-way as necessary along 36th Avenue SE to accommodate the additional turn lanes.
 - c. Modify the north leg of 36th Avenue SE to line up the through lanes.
- Condition 15:** Construct a half-street improvement along the frontage of 36th Avenue SE to Minor Arterial street standards as specified in the City Street Design Standards and consistent with the provisions of SRC Chapter 803. In lieu of constructing the improvement with this development phase, the applicant may provide a 40-foot-wide temporary construction easement to the City of Salem along the entire frontage of 36th Avenue SE; the easement shall be modified or converted to right-of-way pursuant to PWDS upon completion of the street improvement design along 36th Avenue SE. Along the entire frontage of 36th Avenue SE, dedicate right-of-way on the development side of the centerline to equal a minimum half-width of 36 feet on 36th Avenue SE.
- Condition 16:** Construct an S-1 18-inch water main in 36th Avenue SE from Boone Road SE to the south line of the subject property.
- Condition 17:** Construct a minimum S-1 8-inch water main along proposed 32nd Avenue SE from 36th Avenue SE to A Street SE and in other internal streets pursuant to PWDS.
- Condition 18:** As a condition of development in the S-1 water service level the following options are available:

- a) Pay a temporary access fee of \$180,800 and connect to the existing S-1 water system as a temporary facility pursuant to SRC 200.080(a); or
- b) Construct Water System Master Plan S-1 facilities needed to serve the development, which include Coburn S-1 Reservoir, Boone Road Pump Station, and transmission mains connecting the facilities.

Condition 19: The maximum first floor of any structure constructed on the subject property shall not exceed an elevation of 358 feet.

Condition 20: Construct a master plan sewer main in 36th Avenue SE from Kuebler Boulevard SE to the south line of the subject property.

Condition 21: Construct a 12-inch sewer main from 36th Avenue SE to the southerly terminus of A Drive SE.

Condition 22: 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).

ADJUSTMENTS:

Condition 23: 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.

TREE REGULATION VARIANCE:

Condition 24: A minimum of two replacement Oregon White Oaks shall be replanted for each significant tree removed and incorporated into the landscape design for this development. Replanted trees shall have a minimum two-inch caliper.

DESIGN REVIEW:

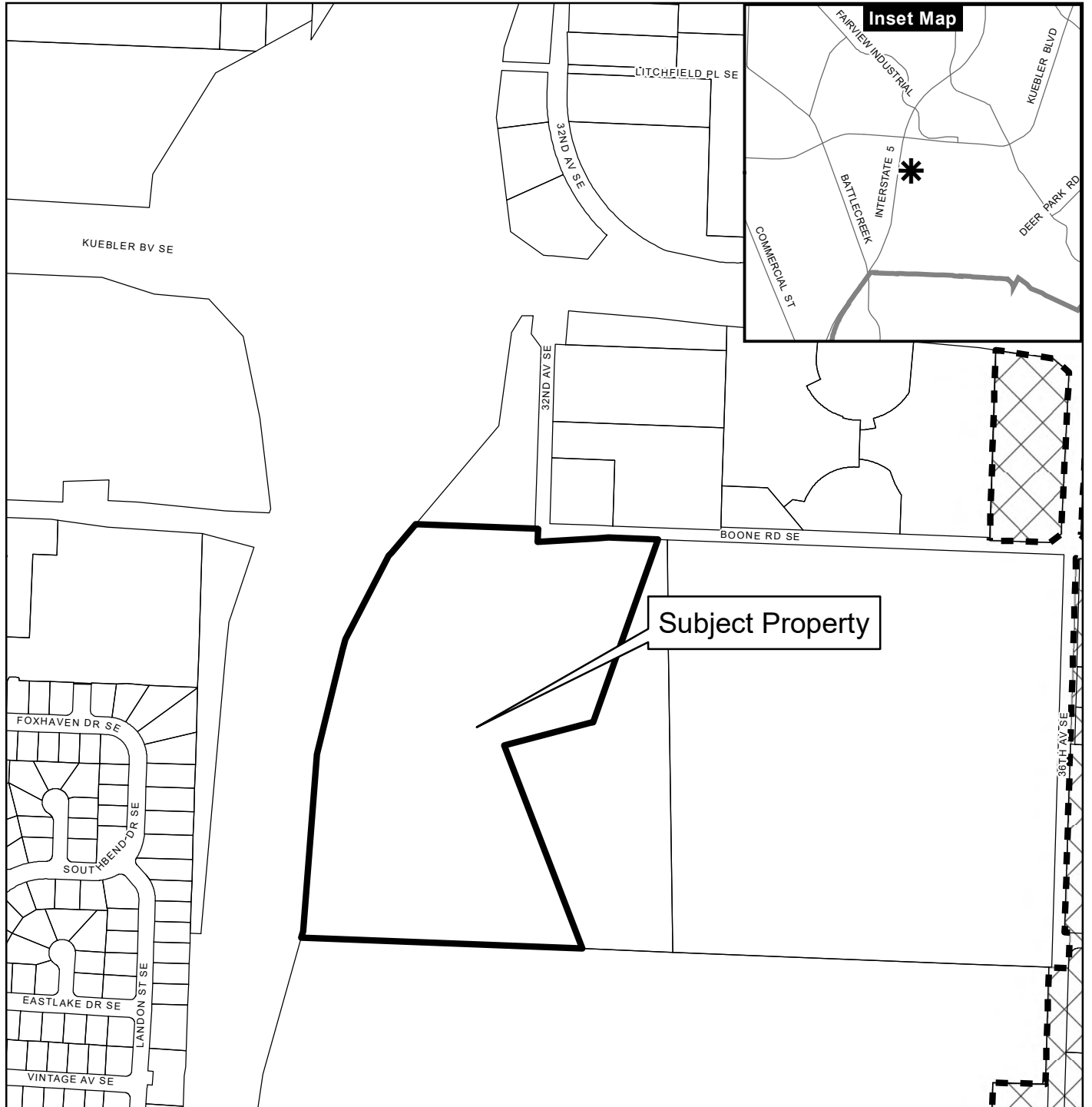
Condition 25: Prior to building permit approval, the applicant shall demonstrate that a minimum of 15 percent of the development site will be landscaped. The applicant may request relief from this standard by submitting a future Class 2 Adjustment.

Prepared by Aaron Panko, Planner III

Application Deemed Complete Date: March 25, 2022
State Mandated Decision Date: July 23, 2022

- Attachments:
- A. Vicinity Map
 - B. Proposed Development Plans
 - C. Applicant's Statement Addressing Approval Criteria
 - D. Public Works Memo
 - E. Salem-Keizer School District Memo Dated April 7, 2022
 - F. Cherriots Memo Dated April 7, 2022

Vicinity Map 3200 Block of Boone Road SE



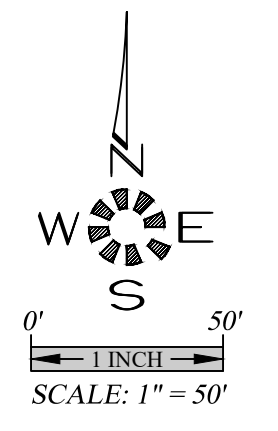
Subject Property

Legend

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



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**EXISTING CONDITIONS/
TREE PRESERVATION
PLAN**

MCKENZIE HEIGHTS PHASE 2

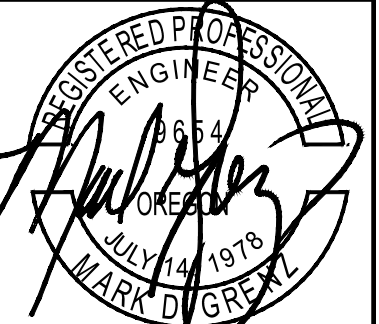
EXISTING TREES WITHIN BOUNDARY
 ○ = EXISTING TREE TO REMAIN
 ✕ = EXISTING TREE TO BE REMOVED

TREE 00
 |
 TRUNK DIA. (INCHES)

	REMAIN	REMOVE	TOTAL
WHITE OAK 24"	6	21	27
OTHER TREES	129	422	551
TOTAL TREES	135	443	578

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20724 STATE 5042-0000
 Design: M.D.G.
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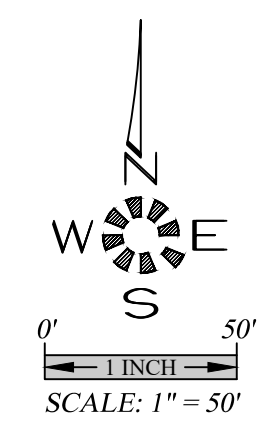


EXPIRES 06-30-2023
 JOB # 7071

SDR2

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SITE AREAS
 BOUNDARY _____ 1,412,323 S.F.
 TOTAL SITE _____ 830,133 S.F.



PHASE 1

EAST SIDE
 150 TOTAL APARTMENT UNITS EAST
 24 TYPE "I" 2-Bd, 2-Ba (1032 S.F.) UNITS
 18 TYPE "W6E" 2-Bd, 2-Ba (1067 S.F.) UNITS
 36 TYPE "P4" 2-Bd, 2-Ba (1038 S.F.) UNITS
 36 TYPE "J" 3-Bd, 2-Ba (1205 S.F.) UNITS
 36 TYPE "A" 1-Bd, 1-Ba (651 S.F.) UNITS

302 TOTAL PARKING STALLS
 161 STANDARD STALLS
 119 COMPACT STALLS
 7 HANDICAP STALLS
 2 12x19 LOADING AREAS
 15 GARAGES (1 HANDICAP)
 42 BICYCLE SPACES IN 7 RACKS (38 REQUIRED)
 1 40'x50' SPORTS COURT
 1 30'x30' TOT LOT
 1 TRASH COMPACTOR / RECYCLE
 2 PLAY AREAS
 1 U.S. MAIL BOX AREA
 1 CLUBHOUSE / MANAGERS OFFICE (PHASE 1)
 1 SWIMMING POOL (42'x22') (PHASE 1)
 1 REC. AREA

WEST SIDE
 60 TOTAL APARTMENT UNITS WEST
 24 TYPE "HE" 2-Bd, 2-Ba (1010 S.F.) UNITS
 18 TYPE "W6I" 2-Bd, 2-Ba (1037 S.F.) UNITS
 18 TYPE "W6E" 2-Bd, 2-Ba (1067 S.F.) UNITS
 62 TOWNHOUSE UNITS

181 TOTAL PARKING STALLS
 103 STANDARD STALLS
 60 COMPACT STALLS
 1 HANDICAP STALLS
 1 12x19 LOADING AREA
 1 12x25 LOADING AREA
 1 REC. AREA
 8 GARAGES
 12 BICYCLE SPACES IN 2 RACKS (12 REQUIRED)
 1 U.S. MAIL BOX AREA

★ THE INDICATED LOWER FLOOR UNITS IN BUILDINGS 5 & 9 ARE TO BE TYPE A UNITS IN ACCORDANCE WITH THE 2014 OSSC SEC. 1107.6.2.1.1 (NOTED ON FLOOR PLANS). ALL OTHER LOWER FLOOR UNITS TO BE TYPE B UNITS IN ACCORDANCE WITH THE 2014 OSSC SEC. 1107.6.2.1.2

- ⊙ - POLE LIGHT MAXIMUM 14' TALL
- ★ - POST LIGHT MAXIMUM 5' TALL
- ▨ - LOCATION OF ELECTRICAL SEPARATION WALL
- ① - MAXIMUM 1:12 SLOPE ON SIDEWALK END RAMP
- ⊞ - 6 BICYCLE SPACES.

ADA HANDICAP ACCESSIBILITY NOTES:

1. ALL ON-SITE WALKWAYS, PEDESTRIAN CONNECTIONS TO THE PUBLIC SIDEWALK AND ROUTES TO BUILDING ENTRANCES ARE ACCESSIBLE WITH RUNNING SLOPES LESS THAN 2% AND CROSS SLOPE LESS THAN 2% MAX. LANDINGS AT BOTTOM OF STAIRS AND EXT. FACE OF ENTRANCE DOORS SHALL HAVE A SLOPE IN THE DIRECTION OF TRAVEL NOT TO EXCEED 2%.
2. HANDICAP PARKING STALLS AND ACCESS AISLES ARE TO HAVE SLOPES IN ANY DIRECTION OF LESS THAN 2% MAX. GRAPHIC MARKINGS & SIGNAGE FOR HANDICAP AND VAN ACCESSIBLE STALLS WILL BE PER OSSC 2010 CHPTR. 11 AND ORS. REQUIREMENTS.
3. HANDICAP ACCESSIBLE CURB RAMP SHALL HAVE A RUNNING SLOPE NOT TO EXCEED 1:12 MAX. AND A CROSS SLOPE NOT TO EXCEED 1%.
4. THE COMMUNITY BUILDING & ON-SITE LAUNDRY FACILITIES WILL BE FULLY HANDICAP ACCESSIBLE IN ACCORDANCE WITH ANSI A117.1 AND CHAPTER 11 OF THE 2010 OSSC.
5. 2% OF THE LIVING UNITS OR (3) UNITS WILL BE TYPE 'A' HANDICAP ACCESSIBLE. THESE INCLUDE A 1, 2 AND 3 BEDROOM UNIT AS INDICATED ON THIS SITE PLAN. THE BALANCE OF THE GROUND FLOOR LIVING UNITS WILL BE TYPE 'B' ADAPTABLE UNITS IN ACCORDANCE WITH ANSI A117.1.

SITE PLAN

MCKENZIE HEIGHTS PHASE 2

NO CHANGES, MODIFICATIONS OR REPRODUCTIONS TO BE MADE TO THESE DRAWINGS WITHOUT WRITTEN AUTHORIZATION FROM THE DESIGN ENGINEER. DIMENSIONS & NOTES TAKE PRECEDENCE OVER GRAPHICAL REPRESENTATION.

2024 SITE - SDR3 SITE
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 Date: AUG. 2020
 Scale: AS SHOWN



EXPIRES 06-30-2023
 JOB # 7071

SDR3

OPEN SPACE PLAN

MCKENZIE HEIGHTS PHASE 2

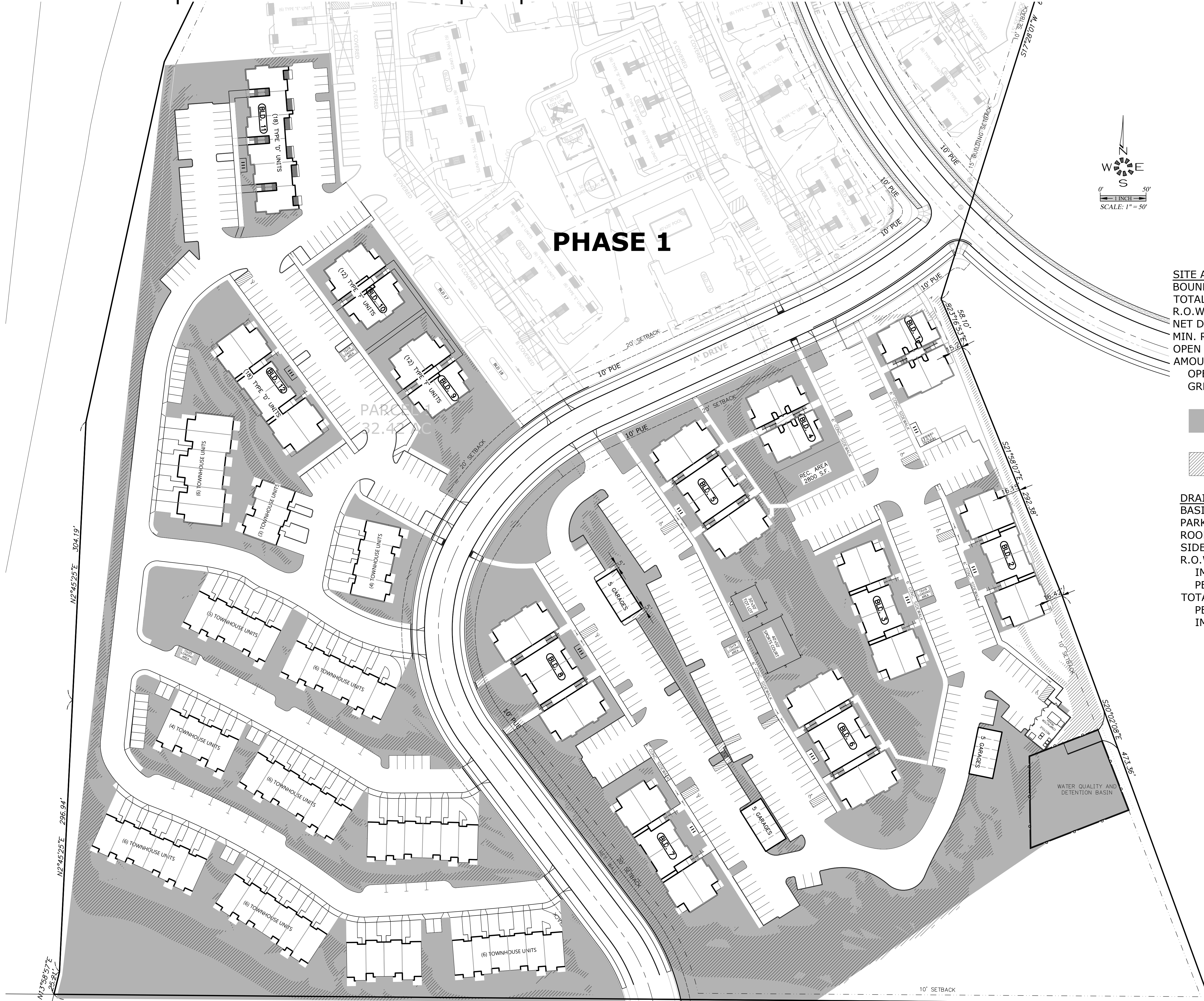
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2024 SITE 5044-02
 Design: M.D.G.
 Drawn: T.N.S.
 Checked: M.D.G.
 Date: AUG. 2020
 Scale: AS SHOWN

REGISTERED PROFESSIONAL ENGINEER
 No. 9654
 State of Oregon
 M.D.G. BRENN
 EXPIRES 06-30-2023

JOB # 7071

SDR4



PHASE 1

SITE AREAS

BOUNDARY	1,412,323 S.F.
TOTAL SITE	19.91 AC.
R.O.W. DEDICATION	42,469 S.F.
NET DEVELOPABLE	787,664 S.F.
MIN. REQ. OPEN SPACE	236,300 S.F. (30%)
OPEN SPACE PROVIDED	319,849 S.F. (41%)
AMOUNT OF MIN. REQ. OPEN SPACE ON 25% OR GREATER SLOPE	23,169 S.F. (10%)

- = COMMON OPEN SPACE
- = COMMON OPEN SPACE W/ SLOPE ≥ 25%

DRAINAGE BASIN

BASIN AREA	623,060 S.F.
PARKING	150,431 S.F.
ROOFS	92,261 S.F.
SIDEWALK AND CURB	116,185 S.F.
R.O.W.	62,720 S.F.
IMPERVIOUS	42,650 S.F. (68%)
PERVIOUS	20,070 S.F. (32%)
TOTAL	623,060 S.F.
PERVIOUS SURFACE	221,533 S.F. (36%)
IMPERVIOUS SURFACE	401,527 S.F. (64%)

A:\7071\071-Cover-Rev1-Submittal-2 (6/24/20) Production - photo\3071p-SITE.dwg, 3/14/2022 4:51:05 PM, TSN

GRADING PLAN

MCKENZIE HEIGHTS PHASE 2

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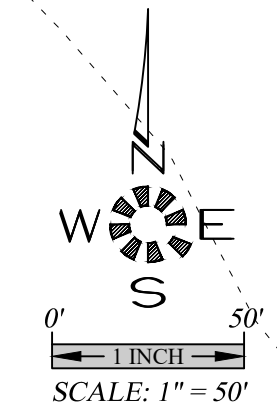
Design: M.D.G.
Drawn: C.D.S.
Checked: E.A.H.
Date: AUG. 2020
Scale: AS SHOWN



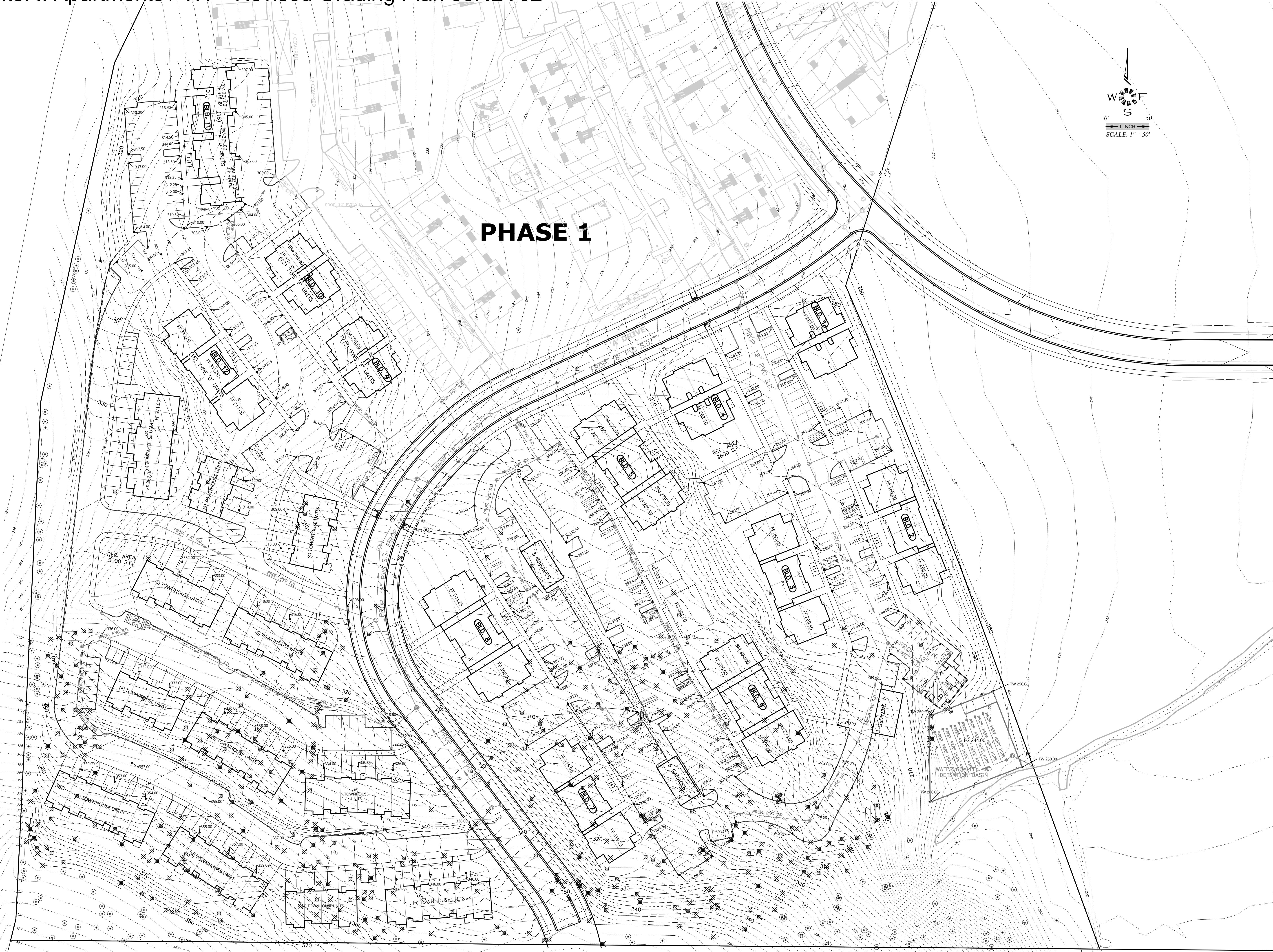
EXPIRES 06-30-2023

JOB # 7071

SDR5



PHASE 1



J:\7071\071-Cover Revit Support 2 (6/24/20) - 2020\Production - photos\7071p-11.dwg, 3/12/2022, 4:51:58 PM, TSVU

McKenzie Heights II Design Review - Stormwater Plan Exh. 67



PRIVATE STORM DRAIN PLAN

CROWN POINT SEGMENT 2

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70714-01 5/26/20-02
Design: M.D.G.
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Date: AUG. 2020
Scale: AS SHOWN

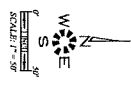


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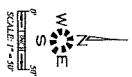
SDR6



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<p>SDR7</p>		<p>Design: M.D.C. Drawn: C.D.S./A.R.T. Checked: E.A.H. Date: AUG. 2020 Scale: AS SHOWN</p>	<p>NO CHANGES, MODIFICATIONS OR REPRODUCTIONS TO BE MADE TO THESE DRAWINGS WITHOUT WRITTEN AUTHORIZATION FROM THE DESIGN ENGINEER.</p> <p>DIMENSIONS & NOTES TAKE PRECEDENCE OVER GRAPHICAL REPRESENTATION.</p>	<p align="center">CROWN POINT SEGMENT 2</p>	<p align="center">PRIVATE SANITARY SEWER PLAN</p>	<p>MULTI/TECH ENGINEERING SERVICES, INC. 1155 13th ST. S.E. WALKEN, OH. 97002 PH. (503) 263-9127 FAX (503) 264-1160 www.mtengineering.net mt@a-mtengineering.net</p>
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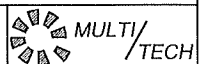


Design: M.D.G.
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 Checked: E.A.H.
 Date: AUG. 2020
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CROWN POINT SEGMENT 2

**PRIVATE DOMESTIC
WATER PLAN**


MULTI/TECH
 ENGINEERING SERVICES, INC.
 1137 S. 22ND ST., #200, CHICAGO, ILL. 60616
 PH. (773) 343-9229 FAX (773) 344-1240
 www.multi-tech.net office@multi-tech.net

SDR8

MCKENZIE HEIGHTS PHASE 2: APARTMENTS & TOWN HOMES

BOONE ROAD SE
SALEM, OREGON



Laurus
Designs, LLC
1012 Pine Street
Silverton, Oregon
503.784.6494

COVER SHEET

MCKENZIE HEIGHTS PHASE 2
APARTMENTS & TOWNHOMES
36TH AVENUE SE
SALEM, OREGON

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OR REPRODUCTIONS TO BE
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Checked: LAA
Date: 11.16.21
Scale:

REGISTERED
643
PRELIMINARY
LAURA A. ANTONSON
OREGON
11/16/2007
LANDSCAPE ARCHITECT

JOB #1391C

L0.0

CLIENT / OWNER:

BONAVENTURE
CONTACT: MARK LOWEN
3425 BOONE ROAD SE
SALEM, OREGON 97317

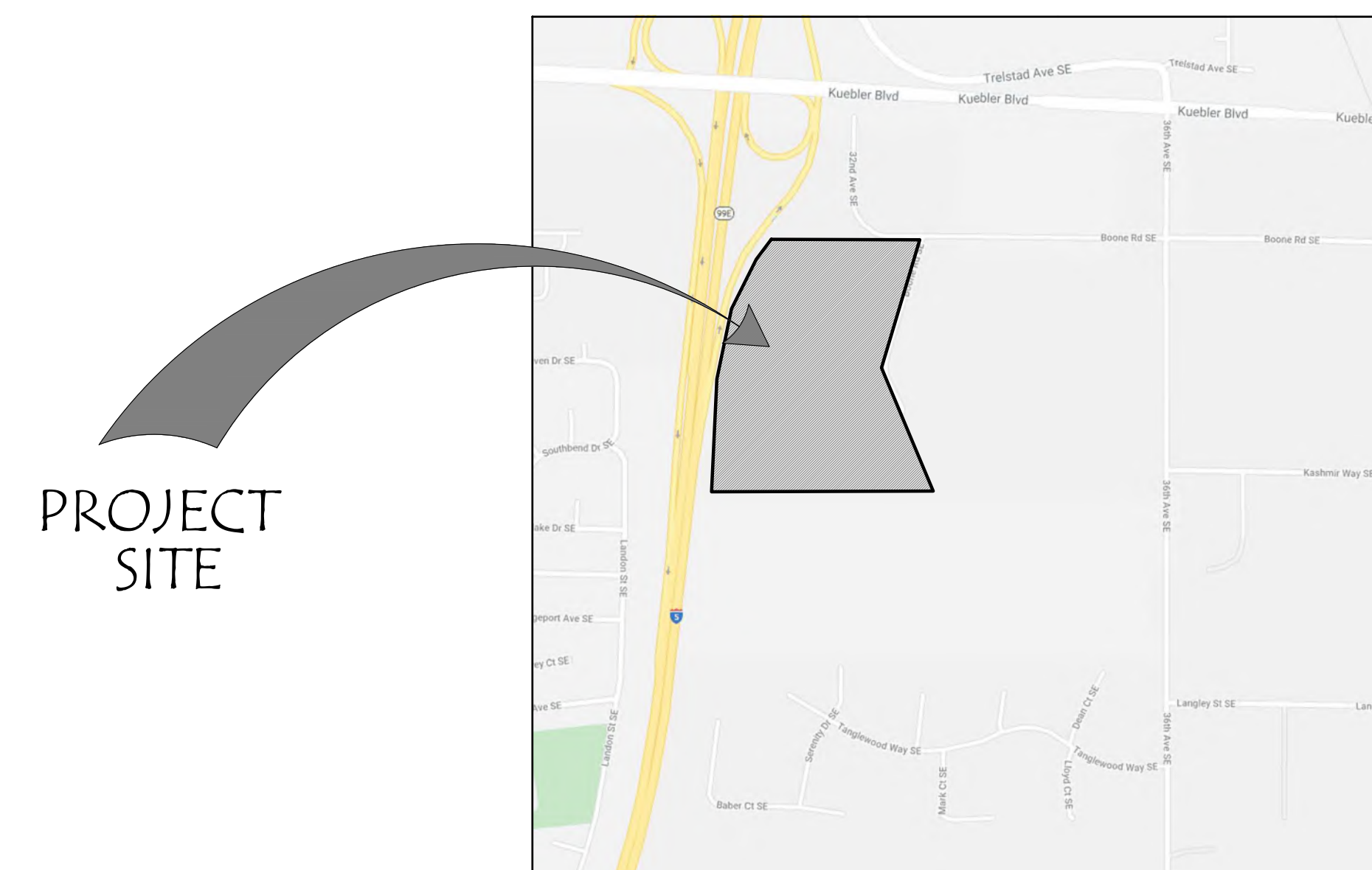
LANDSCAPE ARCHITECT:

LAURUS DESIGNS, LLC
LAURA ANTONSON, RLA, ASLA
1012 PINE STREET
SILVERTON, OREGON 97381
503 . 784 . 6494
LAURA@LAURUSDESIGNS.COM

SHEET INDEX:

- LO.0 COVER SHEET
- L1.1 PLANTING PLAN
- L1.2 PLANTING PLAN
- L1.3 PLANTING PLAN

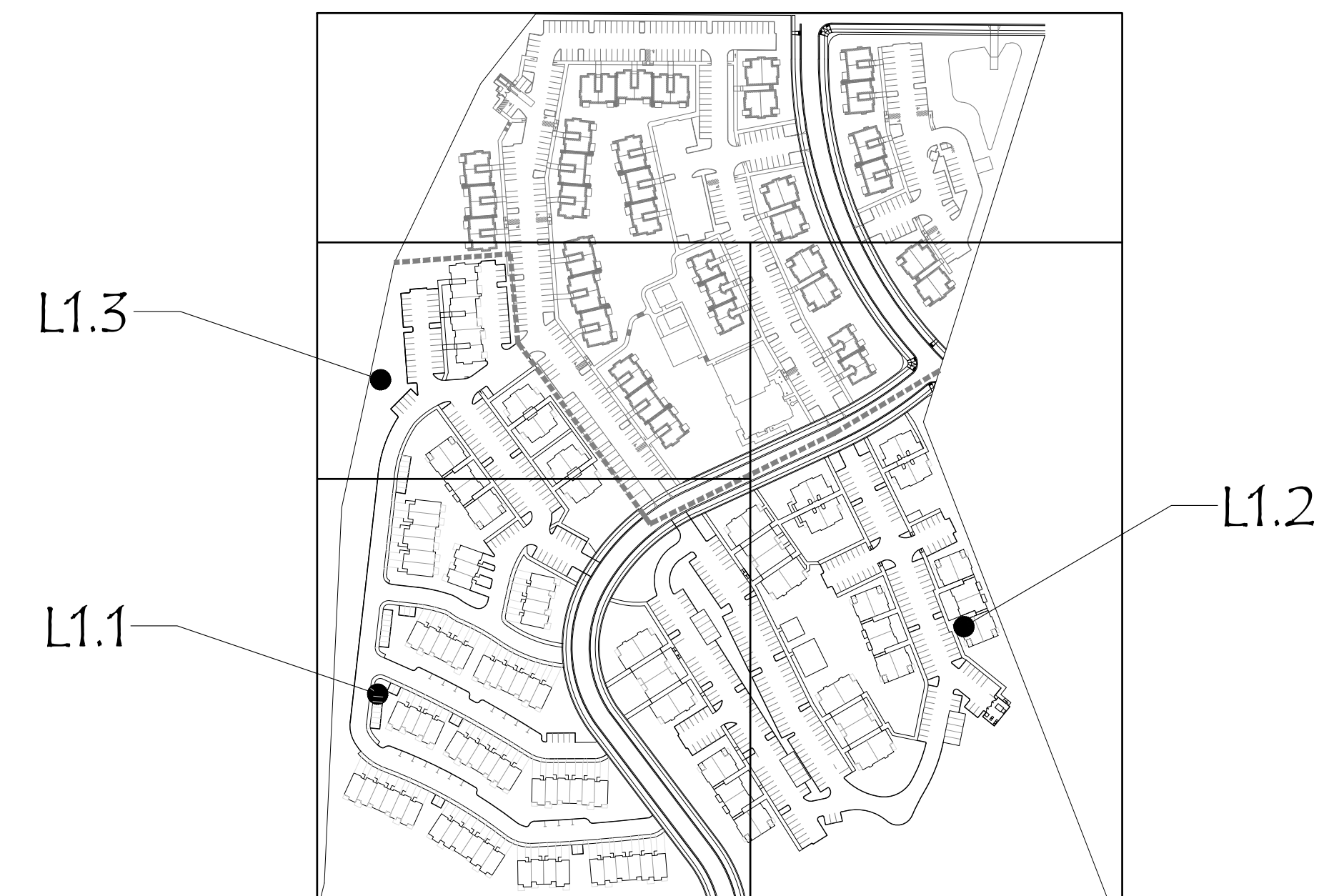
VICINITY MAP:



PROJECT
SITE

MAP COURTESY OF GOOGLE

KEY MAP:



CALL BEFORE YOU DIG:
1.800.332.2344
www.digsafelyoregon.com

MATCHLINE 'C': SEE SHEET L1.3

Legend:

- EXISTING DECIDUOUS TREE TO REMAIN
- EXISTING EVERGREEN TREE TO REMAIN
- STORMWATER FACILITY TO BE DETERMINED

General Notes:

- PRELIMINARY LANDSCAPE PLANS. NOT FOR CONSTRUCTION. LANDSCAPE CALCULATIONS BASED ON INFORMATION AVAILABLE AND ARE SUBJECT TO CHANGE.
- SEE CIVIL DRAWINGS FOR SITE PLAN.
- STREET TREES SELECTED FROM CITY OF SALEM APPROVED STREET TREE LIST. VERIFY TREE LOCATIONS AND VISION CLEARANCE.
- STORMWATER FACILITIES TO BE PLANTED PER CITY OF SALEM PUBLIC WORKS STORMWATER DESIGN MANUAL.
- GENERAL PLANT LEGEND SEE SHEET L1.3.
- ALL PLAYGROUNDS/TOT LOTS TO HAVE A 36" HEIGHT NON-SIGHT OBSCURING FENCE AND 12" MINIMUM WOODCHIP SURFACE. WOODCHIPS AND EQUIPMENT WILL CONFORM TO CPSC AND ASTM PLAYGROUND STANDARDS AND GUIDELINES.
- SITE TO BE IRRIGATED BY WATER EFFICIENT UNDERGROUND AUTOMATIC IRRIGATION SYSTEMS.

Multifamily Landscape Requirements

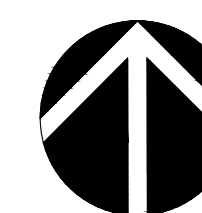
PHASE 2 SITE AREA SQUARE FOOTAGE (SF): 811,764 SF
 1 TREE PER 2000 SF GROSS AREA = 406 TREES
 EXISTING TREES TO REMAIN = 153 TREES
 LANDSCAPE TREES = 319 TREES
 TOTAL PROPOSED TREES = 472 TREES (DOES NOT INCLUDE 47 STREET TREES)

OPEN SPACE REQUIRED: 30% MINIMUM, INCLUDING ACTIVE AND PASSIVE RECREATION, PRIVATE SPACE
 OPEN SPACE PROVIDED: 31% (255,686 SF) INCLUDING LAWN AREAS, PLAYGROUND, AND SPORTS COURT

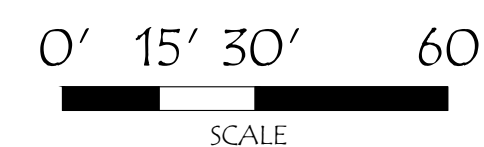
RUFFER TO ZONES RA AND RS: 1 TREE EVERY 30 LF AND 6" HT. SIGHT OBSCURING FENCE

BUILDING PERIMETER: 1 TREE (10 UNITS) PER 60 LF OF BUILDING WALL (WITHIN 25' OF BUILDING)
 1 SHRUB (1 PLANT UNIT) PER 25 LF
 2 PLANT UNITS AT ENTRY WAYS

PARKING: 1 CANOPY TREE PER 50 FEET OF PARKING PERIMETER (WITHIN 10' OF PARKING PERIMETER)



SCALE: 1"=30'-0"



Key Map



Laurus Designs, LLC
 1012 Pine Street
 Silverton, Oregon
 503.784.6494

PRELIMINARY PLANTING PLAN

MCKENZIE HEIGHTS PHASE 2 APARTMENTS & TOWNHOMES

36TH AVENUE SE SALEM, OREGON

NO CHANGES, MODIFICATIONS TO BE MADE TO THESE DRAWINGS WITHOUT WRITTEN AUTHORIZATION FROM THE DESIGN ENGINEER.
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 Scale:

REGISTERED 643
PRELIMINARY
 LAURA A. ANTONSON
 OREGON
 11/16/2007
 LANDSCAPE ARCHITECT

JOB #1388R

L1.1

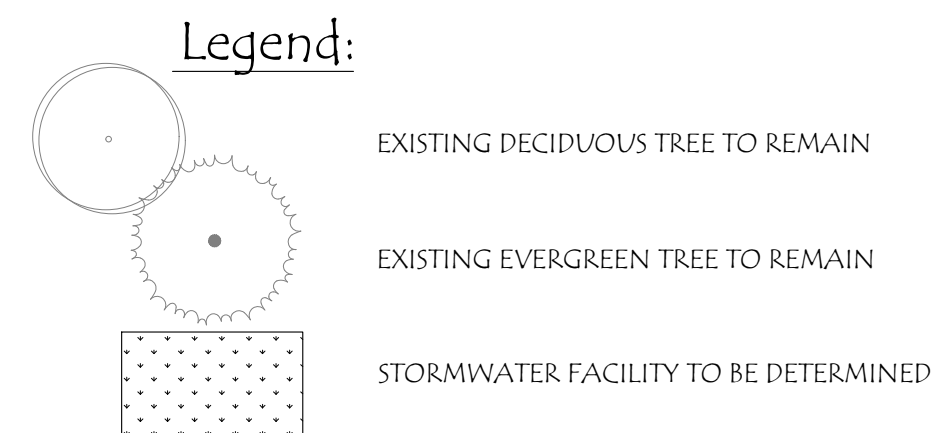
INTERSTATE 5

MATCHLINE 'A': SEE SHEET L1.2

PROPERTY BOUNDARY ZONE RA

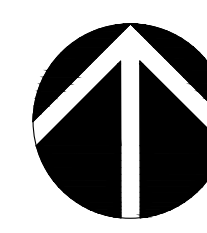


MATCHLINE 'B': SEE THIS SHEET

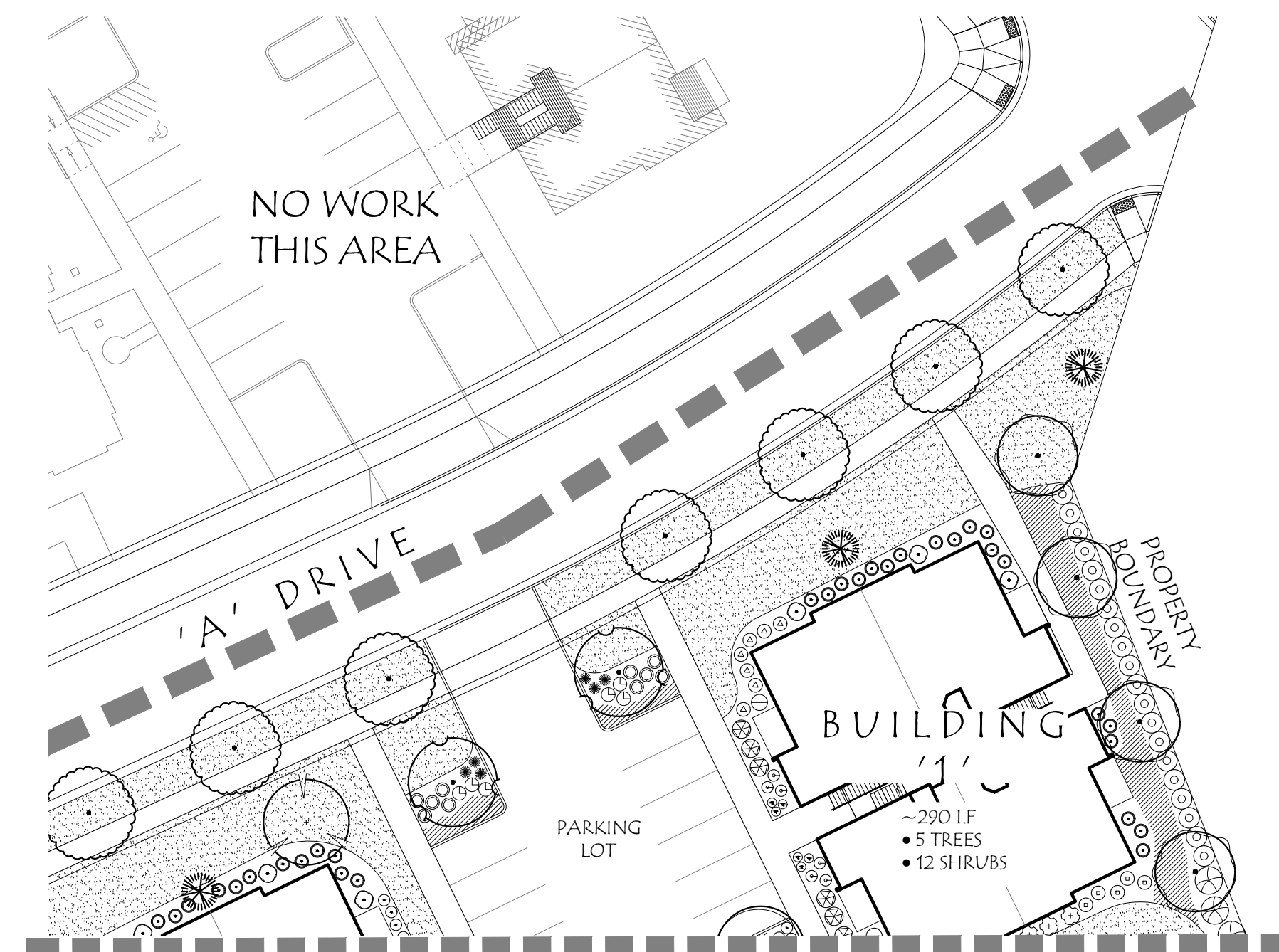


- General Notes:**
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 - SEE CIVIL DRAWINGS FOR SITE PLAN.
 - STREET TREES SELECTED FROM CITY OF SALEM APPROVED STREET TREE LIST. VERIFY TREE LOCATIONS AND VISION CLEARANCE.
 - STORMWATER FACILITIES TO BE PLANTED PER CITY OF SALEM PUBLIC WORKS STORMWATER DESIGN MANUAL.
 - GENERAL PLANT LEGEND SEE SHEET L1.3.
 - ALL PLAYGROUNDS/TOT LOTS TO HAVE A 36" HEIGHT NON-SIGHT OBSCURING FENCE AND 12" MINIMUM WOODCHIP SURFACE. WOODCHIPS AND EQUIPMENT WILL CONFORM TO CPSC AND ASTM PLAYGROUND STANDARDS AND GUIDELINES.
 - SITE TO BE IRRIGATED BY WATER EFFICIENT UNDERGROUND AUTOMATIC IRRIGATION SYSTEMS.

Key Map



SCALE: 1"=30'-0"
0' 15' 30' 60'
SCALE



MATCHLINE 'B': SEE THIS SHEET

PRELIMINARY PLANTING PLAN

**MCKENZIE HEIGHTS PHASE 2
APARTMENTS & TOWNHOMES**
36TH AVENUE SE
SALEM, OREGON

NO CHANGES, MODIFICATIONS OR REPRODUCTIONS TO BE MADE TO THESE DRAWINGS WITHOUT WRITTEN AUTHORIZATION FROM THE DESIGN ENGINEER. DIMENSIONS & NOTES TAKE PRECEDENCE OVER GRAPHICAL REPRESENTATION.

Design: LAA
Drawn: LAA
Checked: LAA
Date: 11.16.21
Scale:

REGISTERED 643
PRELIMINARY
LAURA A. ANTONSON
OREGON
11/16/2007
LANDSCAPE ARCHITECT

JOB #1391C

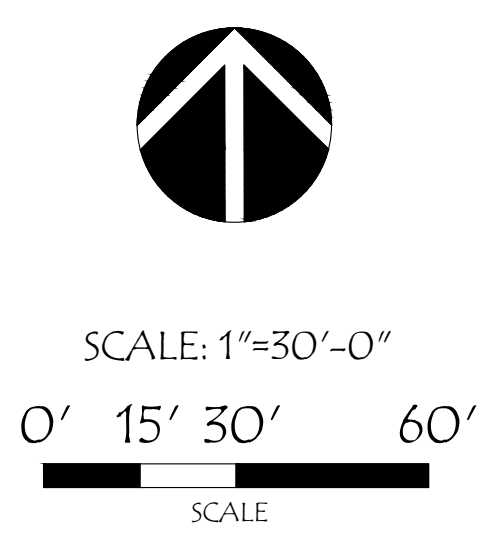
L1.2

Preliminary Plant Legend

TREES	BOTANICAL / COMMON NAME	SIZE
	<i>Acer circinatum</i> / Vine Maple	1 1/2" Cal., B&B
	<i>Acer rubrum</i> 'October Glory' / October Glory Red Maple	1 1/2" Cal., B&B
	<i>Calocedrus decurrens</i> / Incense Cedar	4-6' HT., B&B
	<i>Carpinus betulus</i> 'F5-KWICB' TM / Emerald Avenue European Hornbeam	1 1/2" Cal., B&B
	<i>Cercis canadensis</i> / Eastern Redbud	1 1/2" Cal., B&B
	<i>Chamaecyparis nootkatensis</i> / Nootka Cypress	4-6' HT., B&B
	<i>Chamaecyparis nootkatensis</i> 'Glauca Pendula' / Weeping Nootka False Cypress	4-6' HT., B&B
	<i>Cladrastis lutea</i> / American Yellowwood	1 1/2" Cal., B&B
	<i>Cornus florida</i> / Flowering Dogwood	1 1/2" Cal., B&B
	<i>Liriodendron tulipifera</i> / Tulip Poplar	1 1/2" Cal., B&B
	<i>Nyssa sylvatica</i> 'Wildfire' / Wildfire Tupelo	1 1/2" Cal., B&B
	<i>Pinus ponderosa willamettensis</i> / Willamette Valley Ponderosa Pine	4-6' HT., B&B
	<i>Tilia tomentosa</i> 'Sterling' / Sterling Silver Linden	1 1/2" Cal., B&B
	<i>Ulmus parvifolia</i> / Lacebark Elm	1 1/2" Cal., B&B
	<i>Zelkova serrata</i> 'Green Vase' / Green Vase Sawleaf Zelkova	1 1/2" Cal., B&B

SHRUBS	BOTANICAL / COMMON NAME	SIZE
	<i>Abelia x grandiflora</i> 'Kaleidoscope' / Kaleidoscope Abelia	1 Gal.
	<i>Abelia x grandiflora</i> 'Sherwoodii' / Sherwood Glossy Abelia	2 Gal.
	<i>Berberis thunbergii</i> 'Crimson Pygmy' / Crimson Pygmy Barberry	2 Gal.
	<i>Euonymus alatus</i> 'Compactus' / Compact Burning Bush	5 Gal.
	<i>Hydrangea paniculata</i> 'PeeGee Improved' / PeeGee Improved Panicle Hydrangea	3 Gal.
	<i>Ilex crenata</i> 'Soft Touch' / Soft Touch Japanese Holly	2 Gal.
	<i>Ligustrum japonicum</i> 'Texanum' / Texas Japanese Privet	5 Gal.
	<i>Myrica californica</i> / Pacific Wax Myrtle	5 Gal.
	<i>Nandina domestica</i> 'Firepower' / Firepower Heavenly Bamboo	1 Gal.
	<i>Physocarpus opulifolius</i> 'Donna May' / Donna May Ninebark	3 Gal.
	<i>Pinus mugo</i> 'Pumilio' / Mugo Pine	5 Gal.
	<i>Prunus laurocerasus</i> 'Mount Vernon' / Mount Vernon Laurel	1 Gal.
	<i>Rhaphiolepis indica</i> 'Ballerina' / Ballerina Indian Hawthorn	2 Gal.
	<i>Rhaphiolepis umbellata</i> 'Snow White' / Yedda Hawthorn	2 Gal.
	<i>Rosa x 'KO Double'</i> / Pink Double Knockout Rose	3 Gal.
	<i>Sarcococca confusa</i> / Fragrant Sarcococca	2 Gal.
	<i>Spinae x bumalda</i> 'Magic Carpet' / Magic Carpet Spirea	2 Gal.
	<i>Viburnum tinus</i> 'Spring Bouquet' / Spring Bouquet Laurestinus	5 Gal.
	<i>Weigela florida</i> 'Alexandra' TM / Wine and Rose Weigela	3 Gal.

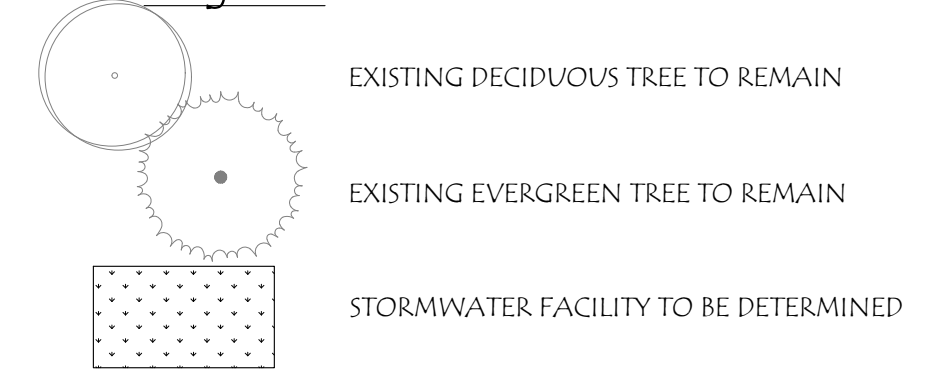
GRASSES / PERENNIALS	BOTANICAL / COMMON NAME	SIZE
	<i>Calamagrostis x acutiflora</i> 'Karl Foerster' / Karl Foerster Feather Reed Grass	1 Gal.
	<i>Hemerocallis</i> Spp. / Daylily	1 Gal.
	<i>Pennisetum alopecuroides</i> 'Hameln' / Hameln Dwarf Fountain Grass	1 Gal.
GROUND COVERS	BOTANICAL / COMMON NAME	SIZE
	<i>Arctostaphylos uva-ursi</i> 'Massachusetts' / Massachusetts Manzanita	1 Gal.
	<i>Rubus calycinoides</i> 'Emerald Carpet' / Emerald Carpet Creeping Raspberry	1 Gal.
	ProTime PT301 Water Smarter Fescue	Seed



Key Map

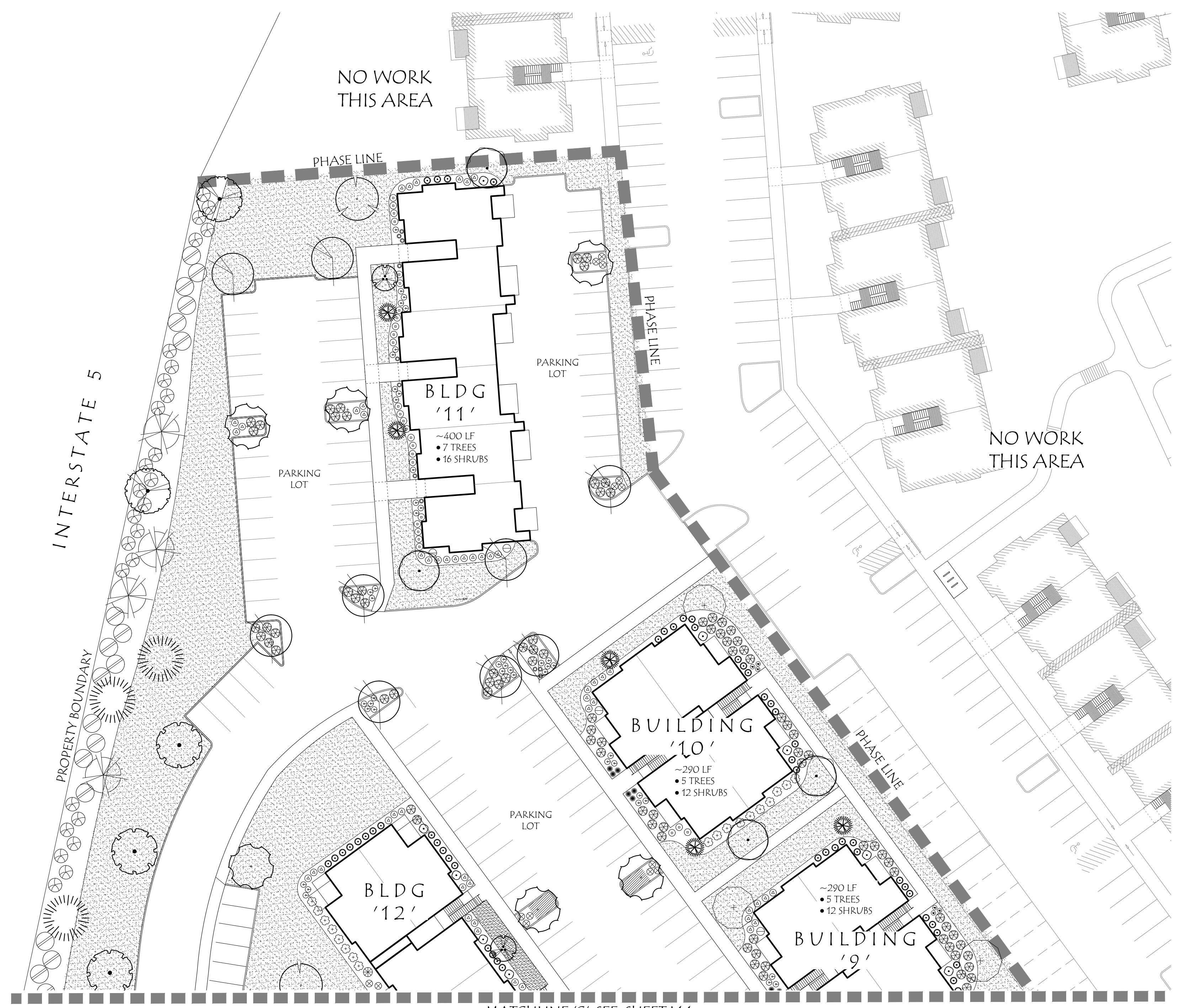


Legend:



General Notes:

1. PRELIMINARY LANDSCAPE PLANS. NOT FOR CONSTRUCTION. LANDSCAPE CALCULATIONS BASED ON INFORMATION AVAILABLE AND ARE SUBJECT TO CHANGE.
2. SEE CIVIL DRAWINGS FOR SITE PLAN.
3. STREET TREES SELECTED FROM CITY OF SALEM APPROVED STREET TREE LIST. VERIFY TREE LOCATIONS AND VISION CLEARANCE.
4. STORMWATER FACILITIES TO BE PLANTED PER CITY OF SALEM PUBLIC WORKS STORMWATER DESIGN MANUAL.
5. GENERAL PLANT LEGEND SEE THIS SHEET.
6. ALL PLAYGROUNDS/TOT LOTS TO HAVE A 36" HEIGHT NON-SIGHT OBSCURING FENCE AND 12" MINIMUM WOODCHIP SURFACE. WOODCHIPS AND EQUIPMENT WILL CONFORM TO CPSC AND ASTM PLAYGROUND STANDARDS AND GUIDELINES.
7. SITE TO BE IRRIGATED BY WATER EFFICIENT UNDERGROUND AUTOMATIC IRRIGATION SYSTEMS.



MATCHLINE 'C': SEE SHEET L1.1

NO CHANGES, MODIFICATIONS OR REPRODUCTIONS TO BE MADE TO THESE DRAWINGS WITHOUT WRITTEN AUTHORIZATION FROM THE DESIGN ENGINEER.
DIMENSIONS & NOTES TAKE PRECEDENCE OVER GRAPHICAL REPRESENTATION.

Design: LAA
Drawn: LAA
Checked: LAA
Date: 11.16.21
Scale:

REGISTERED 643
PRELIMINARY
LAURA A. ANTONSON
OREGON
11/16/2007
LANDSCAPE ARCHITECT

JOB #1391C

L1.3



1 FRONT ELEVATION
SCALE: 1/8" = 1'-0"



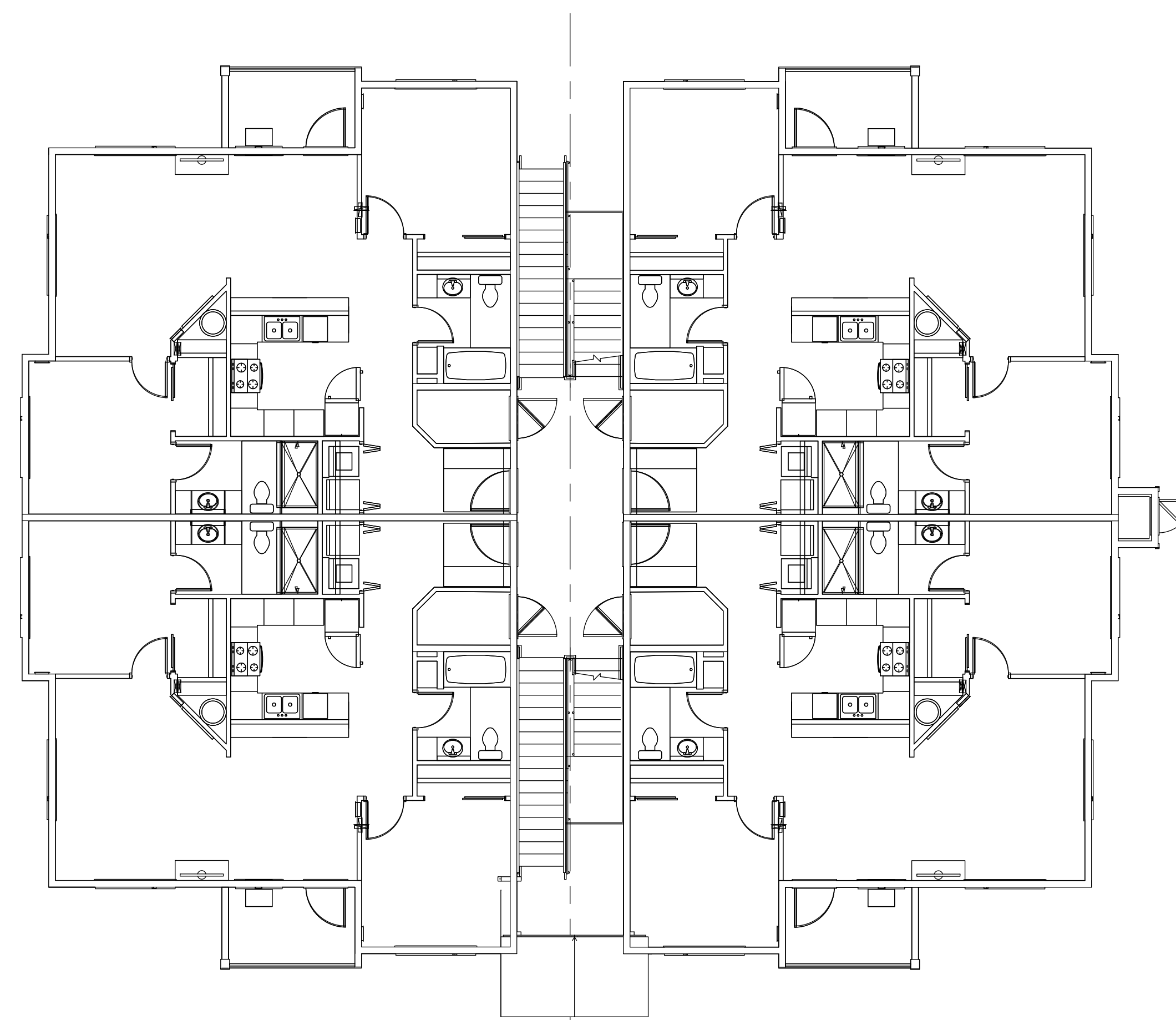
2 RIGHT ELEVATION
SCALE: 1/8" = 1'-0"



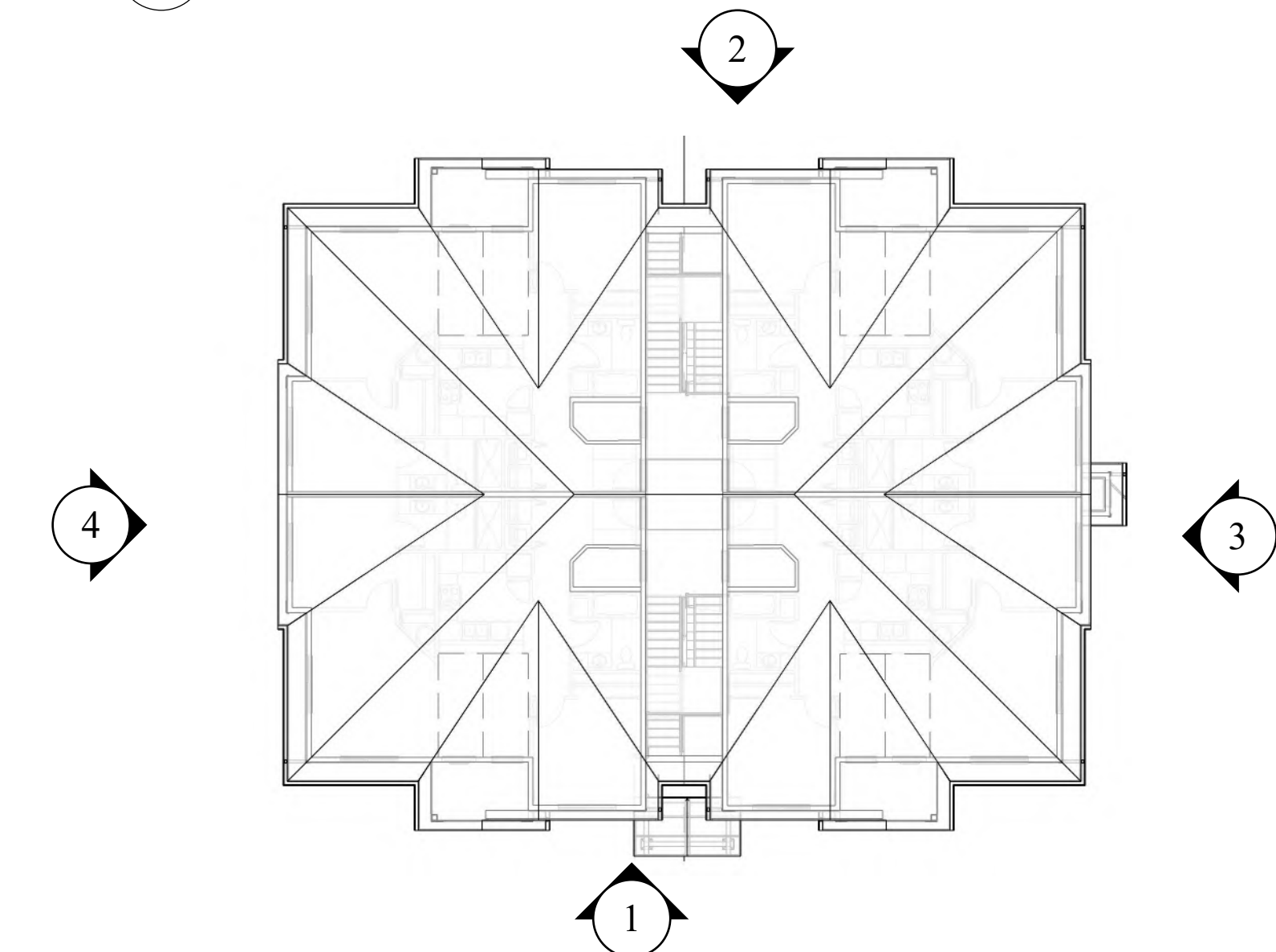
3 BACK ELEVATION
SCALE: 1/8" = 1'-0"



4 LEFT ELEVATION
SCALE: 1/8" = 1'-0"



5 FLOOR PLAN
SCALE: 1/8" = 1'-0"



6 ROOF / KEY PLAN
SCALE: 1/16" = 1'-0"

MATERIAL	COLOR
LAMINATED ARCHITECTURAL COMPOSITION SHINGLES	OWENS CORNING BLACK
FIBER CEMENT BOARD AND BATTEN 1x3 BATTENS 16" oc ON 4x8 FIBER CEMENT PANEL	ACCENT - BLDG SW6225 FOGGY DAY
HORIZONTAL FLOOR BAND, FASCIA, GUTTERS, SOFFIT AND DECK TRIM	SW7020 BLACK FOX
FIBER CEMENT LAP SIDING 6" REVEAL LAP PATTERN	MAIN BODY - ALL APARTMENTS SW6157 FAVORITE TAN
CULTURED STONE	ACCENT - ALL APARTMENTS SW7033 BRAINSTORM BRONZE
ADHERED STONE	ACCENT - ALL BUILDINGS SW6180 OAKMOSS
	ACCENT - BUILDINGS SW6151 QUIVER TAN
	ACCENT - ALL APARTMENTS SW6158 SAWDUST
	ACCENT - ALL APARTMENTS SW6158 SAWDUST
	MUTUAL MATERIALS COUNTRY LEDGESTONE HUDSON BAY

- GENERAL COLOR NOTES:**
- ALL WINDOWS TO BE VINYL - "CLAY"
 - ALL BUILDING TRIM AND DOWNSPOUTS TO MATCH ADJACENT CLADDING COLOR UNLESS OTHERWISE NOTED.
 - PAINT ALL EXPOSED STEEL CONNECTORS.
 - APPLY FIRST COAT OF PAINT TO TRIM/SIDING BEHIND STONE VENEER BEFORE INSTALLATION OF STONE

A EXTERIOR FINISH SCHEDULE
SCALE: NTS

REVISIONS:

**PRELIMINARY
NOT FOR
CONSTRUCTION**
November 19, 2021

PROJECT TITLE:
McKENZIE HEIGHTS APARTMENTS, PHASE 2
Salem, OR
36th and Boone Rd

SHEET TITLE:
EXTERIOR ELEVATIONS

SHEET:
A410

LOCATION: M:\Drafting\Projects\2104 Boone Rd App B2\3D Layout\44904 and Lic layout - A410

LAST SAVED: November 19, 2021
PRINTED: November 19, 2021



1 FRONT ELEVATION
 SCALE: 1/8" = 1'-0"



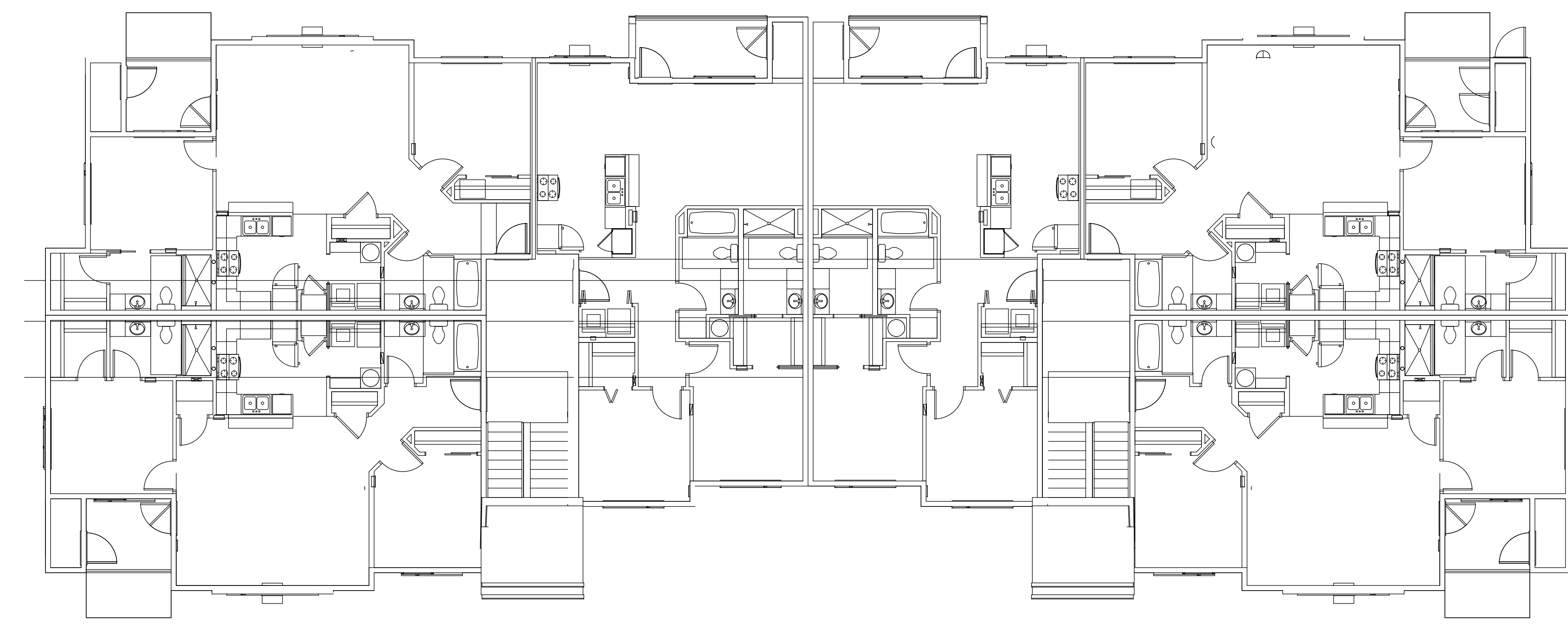
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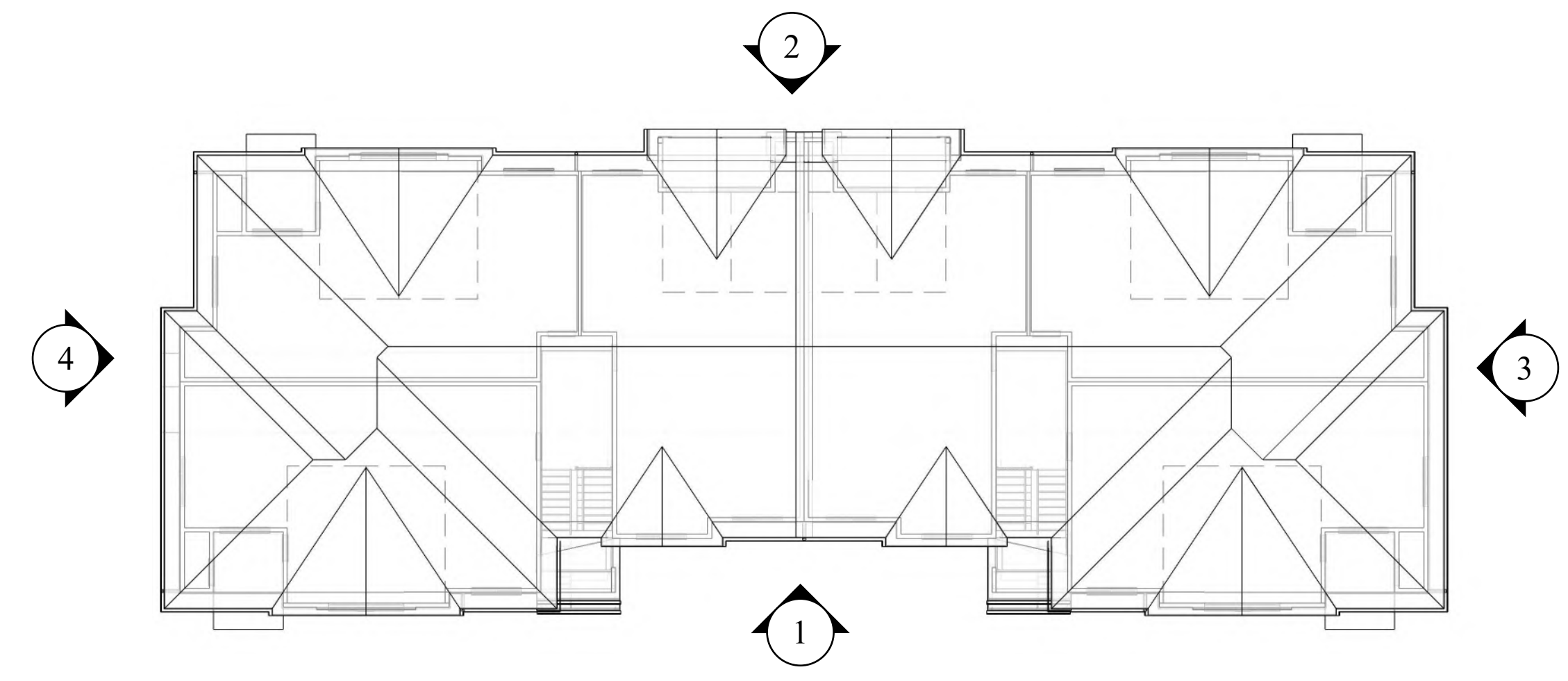
3 BACK ELEVATION
 SCALE: 1/8" = 1'-0"



4 LEFT ELEVATION
 SCALE: 1/8" = 1'-0"



5 FLOOR PLAN
 SCALE: 1/8" = 1'-0"



6 ROOF / KEY PLAN
 SCALE: 1/16" = 1'-0"

MATERIAL	COLOR
LAMINATED ARCHITECTURAL COMPOSITION SHINGLES	OWENS CORNING BLACK
FIBER CEMENT BOARD AND BATTEN 1x3 BATTENS 16" oc ON 4x8 FIBER CEMENT PANEL	ACCENT - BLDG SW6225 FOGGY DAY
HORIZONTAL FLOOR BAND, FASCIA, GUTTERS, SOFFIT AND DECK TRIM	SW7020 BLACK FOX
FIBER CEMENT LAP SIDING 6" REVEAL LAP PATTERN	MAIN BODY - ALL APARTMENTS SW6157 FAVORITE TAN
CULTURED STONE ADHERED STONE	ACCENT - ALL APARTMENTS SW7033 BRAINSTORM BRONZE
	ACCENT - ALL BUILDINGS SW6180 OAKMOSS
	ACCENT - BUILDINGS SW6151 QUIVER TAN
	ACCENT - ALL APARTMENTS SW6158 SAWDUST
	MUTUAL MATERIALS COUNTRY LEDGESTONE HUDSON BAY

- GENERAL COLOR NOTES:**
1. ALL WINDOWS TO BE VINYL - "CLAY"
 2. ALL BUILDING TRIM AND DOWNSPOUTS TO MATCH ADJACENT CLADDING COLOR UNLESS OTHERWISE NOTED.
 3. PAINT ALL EXPOSED STEEL CONNECTORS.
 4. APPLY FIRST COAT OF PAINT TO TRIM/SIDING BEHIND STONE VENEER BEFORE INSTALLATION OF STONE.

A EXTERIOR FINISH SCHEDULE
 SCALE: NTS

REVISIONS:

**PRELIMINARY
 NOT FOR
 CONSTRUCTION
 November 19, 2021**

PROJECT TITLE:
McKENZIE HEIGHTS APARTMENTS, PHASE 2
 Salem, OR
 36th and Boone Rd

SHEET TITLE:
 EXTERIOR ELEVATIONS

SHEET:
A420

DATE:
 10/31/2021

Bldg B- 18 plex Bldgs #2, #3, #7, #12



1 FRONT ELEVATION
SCALE: 1/8" = 1'-0"

BLDG STEPS
bldg 5 = 24" (shown)
bldg 6 = 36"
bldg 8 = 21"



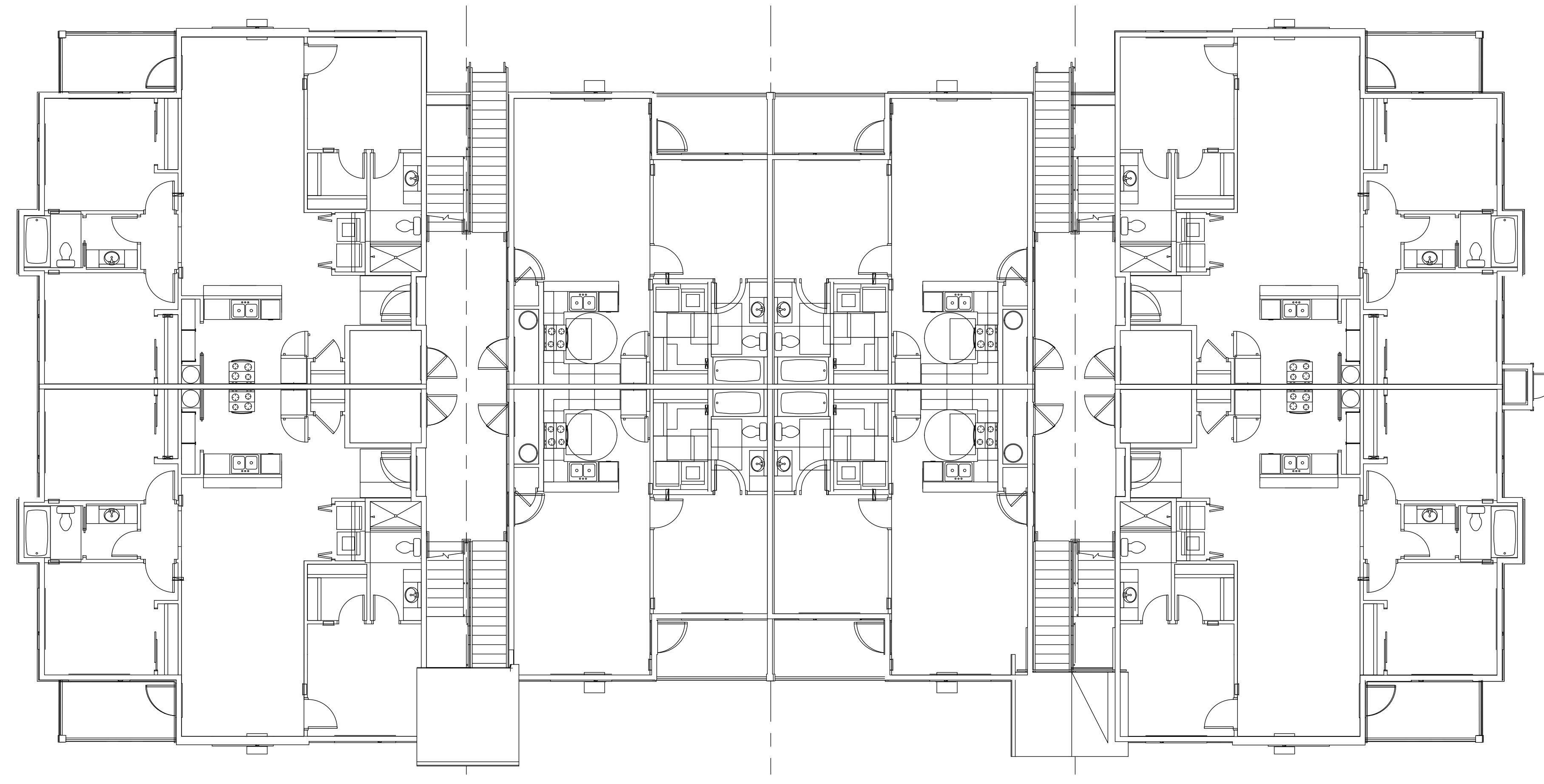
2 RIGHT ELEVATION
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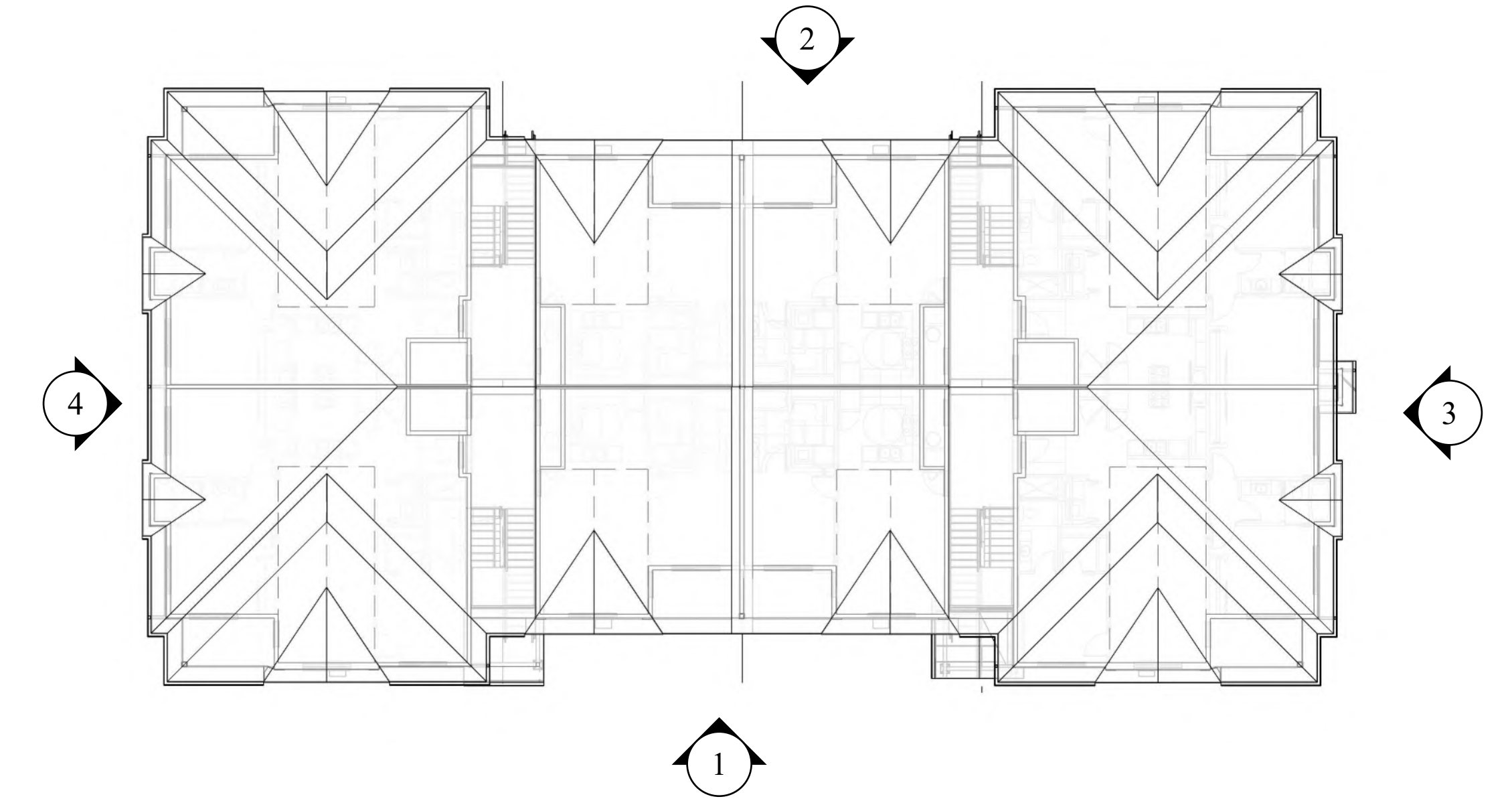
3 BACK ELEVATION
SCALE: 1/8" = 1'-0"



4 LEFT ELEVATION
SCALE: 1/8" = 1'-0"



5 FLOOR PLAN
SCALE: 1/8" = 1'-0"



6 ROOF / KEY PLAN
SCALE: 1/16" = 1'-0"

MATERIAL	COLOR
LAMINATED ARCHITECTURAL COMPOSITION SHINGLES	OWENS CORNING BLACK
FIBER CEMENT BOARD AND BATTEN 1x3 BATTENS 16" oc ON 4x8 FIBER CEMENT PANEL	ACCENT - BLDG SW6225 FOGGY DAY
HORIZONTAL FLOOR BAND, FASCIA, GUTTERS, SOFFIT AND DECK TRIM	SW7020 BLACK FOX
FIBER CEMENT LAP SIDING 6" REVEAL LAP PATTERN	MAIN BODY - ALL APARTMENTS SW6157 FAVORITE TAN
CULTURED STONE ADHERED STONE	ACCENT - ALL APARTMENTS SW7033 BRAINSTORM BRONZE
	ACCENT - ALL BUILDINGS SW6180 OAKMOSS
	ACCENT - BUILDINGS SW6151 QUIVER TAN
	ACCENT - ALL APARTMENTS SW6158 SAWDUST
	MUTUAL MATERIALS COUNTRY LEDGESTONE HUDSON BAY

- GENERAL COLOR NOTES:**
1. ALL WINDOWS TO BE VINYL - "CLAY"
 2. ALL BUILDING TRIM AND DOWNSPOUTS TO MATCH ADJACENT CLADDING COLOR UNLESS OTHERWISE NOTED.
 3. PAINT ALL EXPOSED STEEL CONNECTORS.
 4. APPLY FIRST COAT OF PAINT TO TRIM/SIDING BEHIND STONE VENEER BEFORE INSTALLATION OF STONE.

A EXTERIOR FINISH SCHEDULE
SCALE: NTS

LOCATION: M:\Drawing\Projects\2104 Boone Rd\Apx\FB\3D\LAYOUT\4004.Land Use.layout - A430
 LAST SAVED: November 19, 2021
 PRINTED: November 19, 2021

PRELIMINARY
 NOT FOR
 CONSTRUCTION
 November 19, 2021

REVISIONS:
 PROJECT TITLE:
McKENZIE HEIGHTS APARTMENTS, PHASE 2
 Salem, OR
 36th and Boone Rd

SHEET TITLE:
EXTERIOR ELEVATIONS
 SHEET:
A430
 PROJECT:
 2104
 DATE:
 10/31/2021

Bldg C- 24 plex Bldgs #5, #6, #8



1 FRONT ELEVATION
 SCALE: 1/8" = 1'-0"



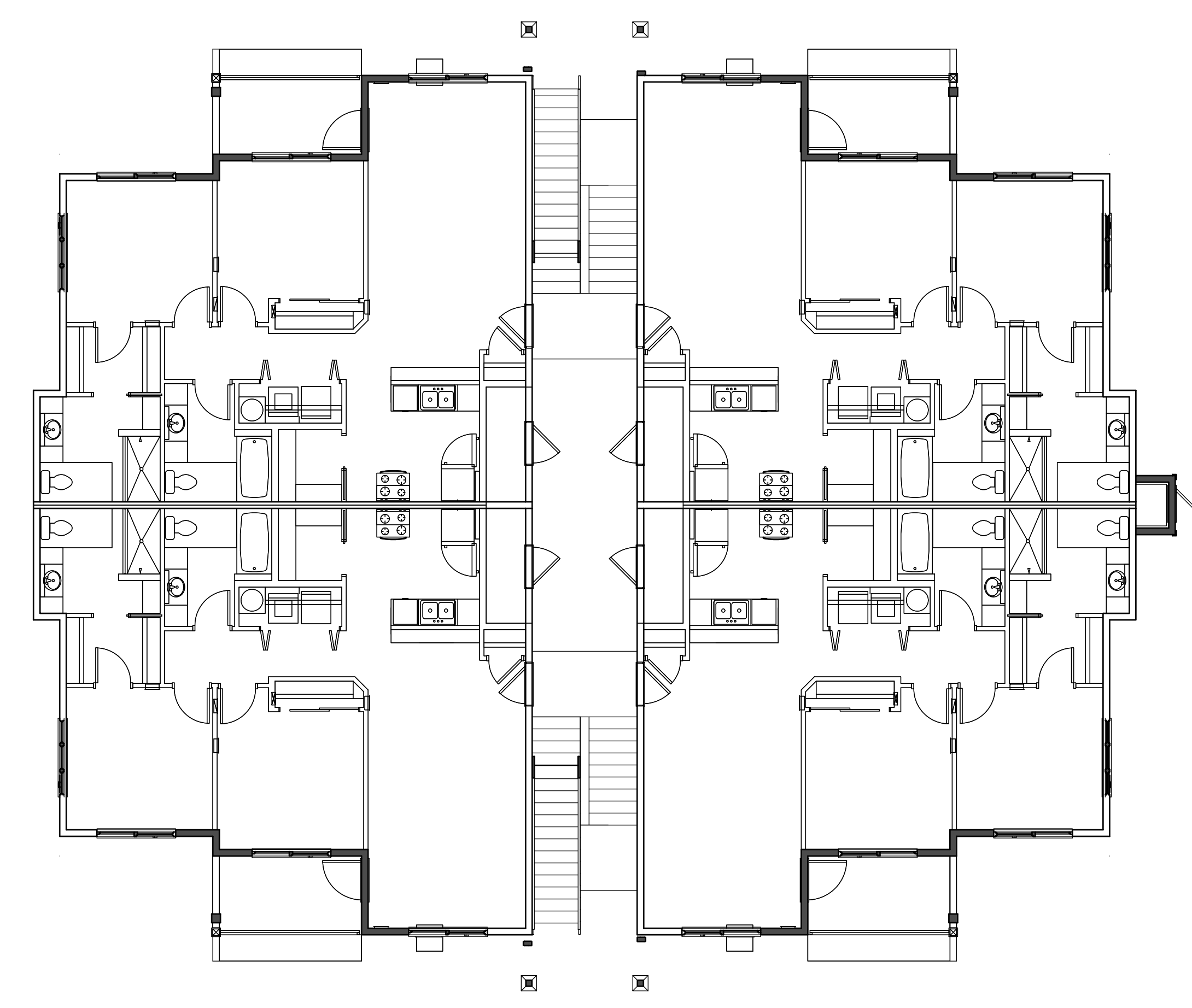
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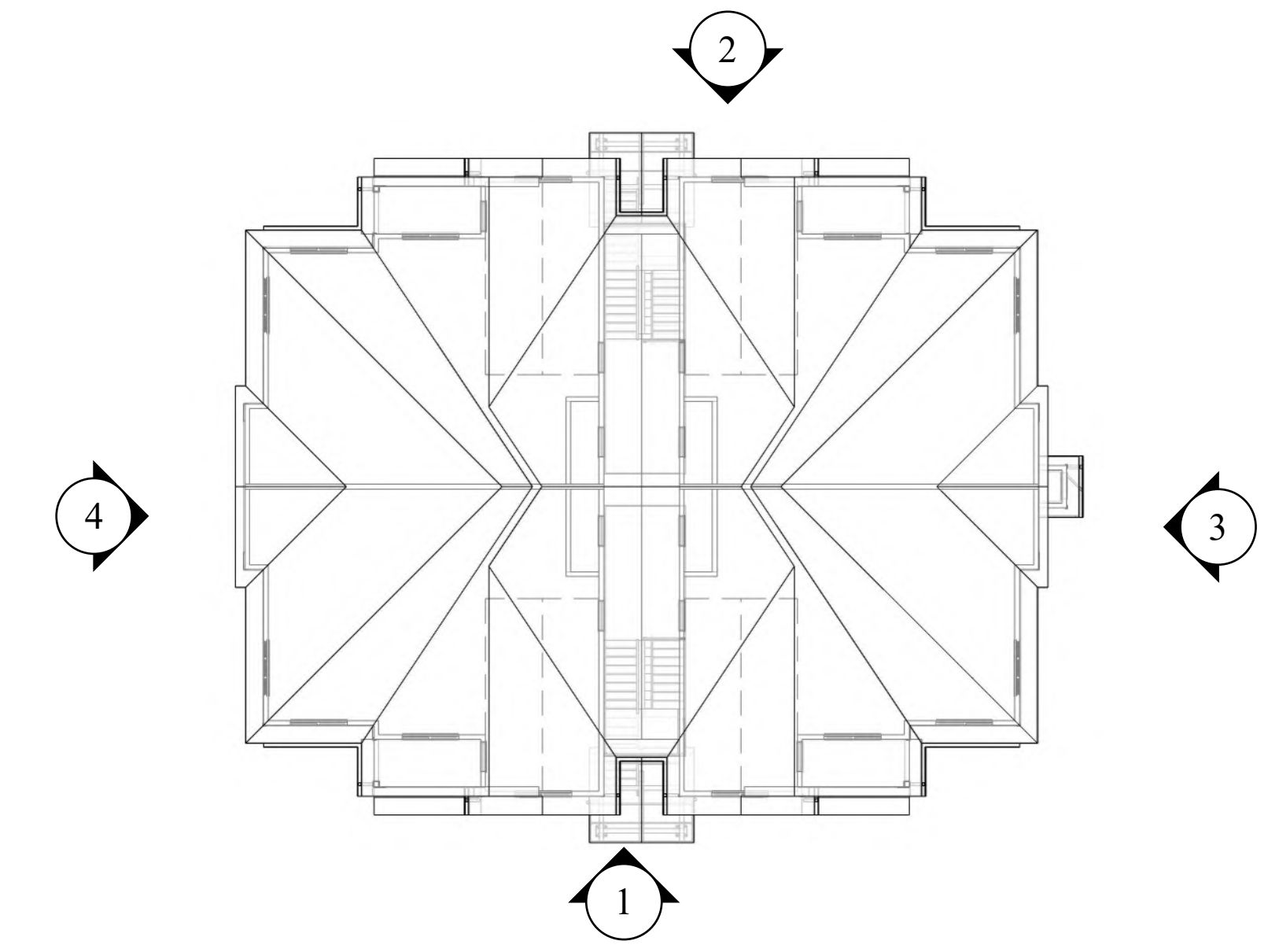
3 BACK ELEVATION
 SCALE: 1/8" = 1'-0"



4 LEFT ELEVATION
 SCALE: 1/8" = 1'-0"



5 FLOOR PLAN
 SCALE: 1/8" = 1'-0"



6 ROOF / KEY PLAN
 SCALE: 1/16" = 1'-0"

MATERIAL	COLOR
LAMINATED ARCHITECTURAL COMPOSITION SHINGLES	OWENS CORNING BLACK
FIBER CEMENT BOARD AND BATTEN 1x3 BATTENS 1/4" ON ON 4x8 FIBER CEMENT PANEL	ACCENT - BLDG SW625 FOGGY DAY
HORIZONTAL FLOOR BAND, FASCIA, GUTTERS, SOFFIT AND DECK TRIM	SW7020 BLACK FOX
FIBER CEMENT LAP SIDING 6" REVEAL LAP PATTERN	MAIN BODY - ALL APARTMENTS SW6157 FAVORITE TAN ACCENT - ALL APARTMENTS SW7033 BRAINSTORM BRONZE ACCENT - ALL BUILDINGS SW6180 OAKMOSS ACCENT - BUILDINGS SW6151 QUIVER TAN ACCENT - ALL APARTMENTS SW6158 SAWDUST
CULTURED STONE ADHERED STONE	MUTUAL MATERIALS COUNTRY LEDGESTONE HUDSON BAY

GENERAL COLOR NOTES:
 1. ALL WINDOWS TO BE VINYL - "CLAY"
 2. ALL BUILDING TRIM AND DOWNSPOUTS TO MATCH ADJACENT CLADDING COLOR UNLESS OTHERWISE NOTED.
 3. PAINT ALL EXPOSED STEEL CONNECTORS.
 4. APPLY FIRST COAT OF PAINT TO TRIM SIDING BEHIND STONE VENEER BEFORE INSTALLATION OF STONE

A EXTERIOR FINISH SCHEDULE
 SCALE: NTS

REVISIONS:

PRELIMINARY NOT FOR CONSTRUCTION
 February 3, 2022

PROJECT TITLE:
McKENZIE HEIGHTS APARTMENTS, PHASE 2
 Salem, OR
 36th and Boone Rd

SHEET TITLE:
 EXTERIOR ELEVATIONS

DATE: 10/31/2022

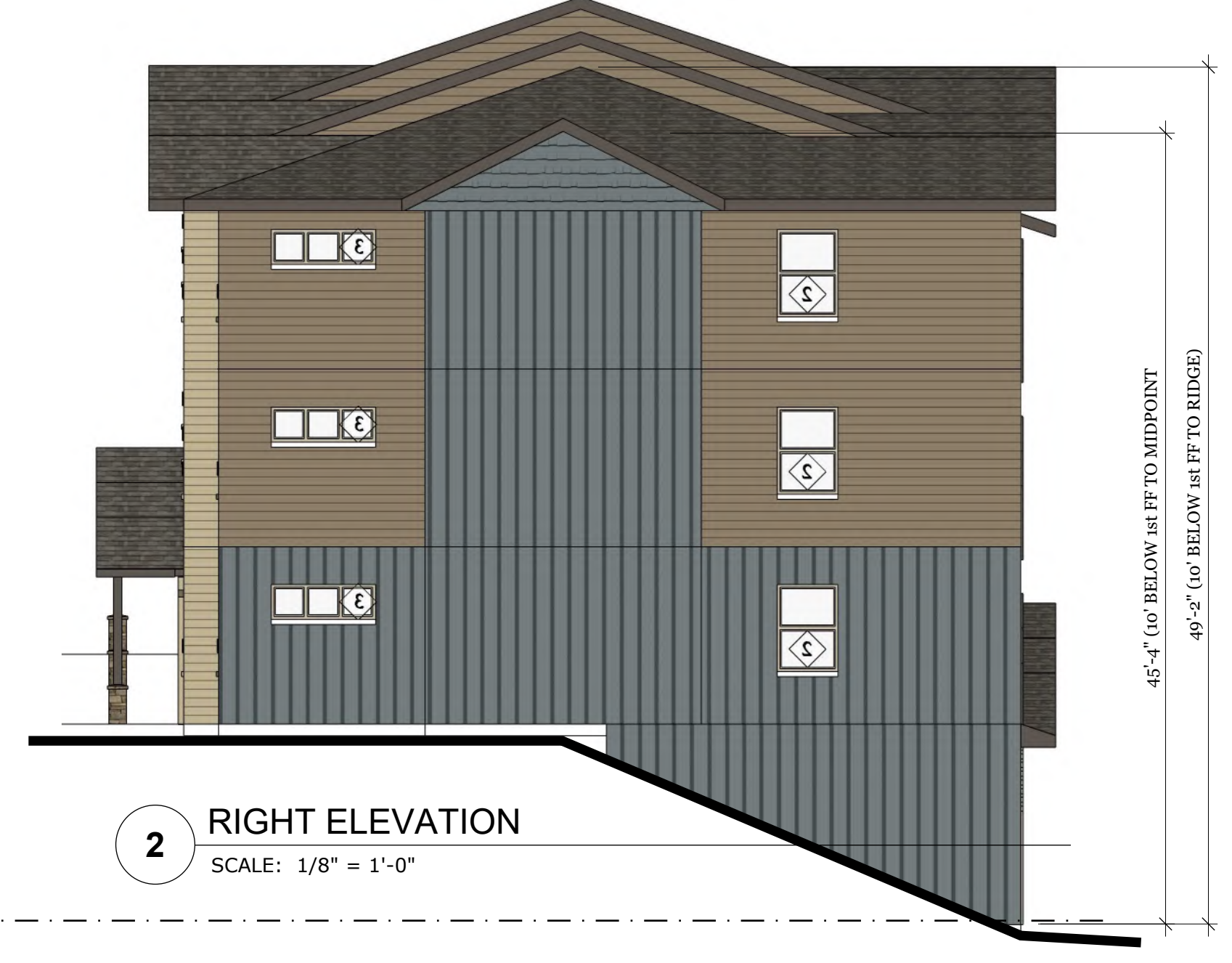
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Bldg D - 12 plex Bldgs #9, #10

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 LAST SAVED: February 3, 2022
 PRINTED: February 3, 2022



1 FRONT ELEVATION
 SCALE: 1/8" = 1'-0"



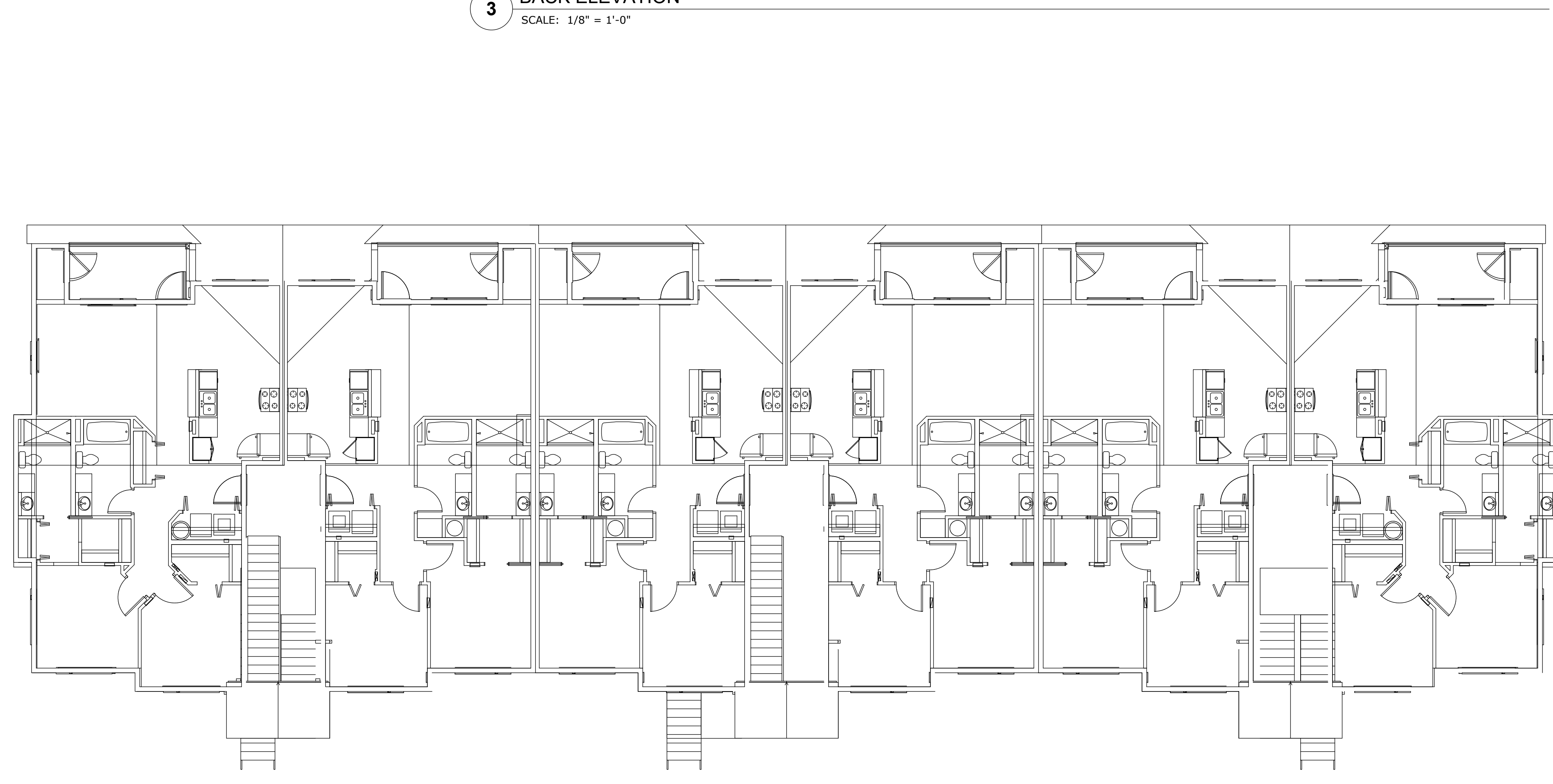
2 RIGHT ELEVATION
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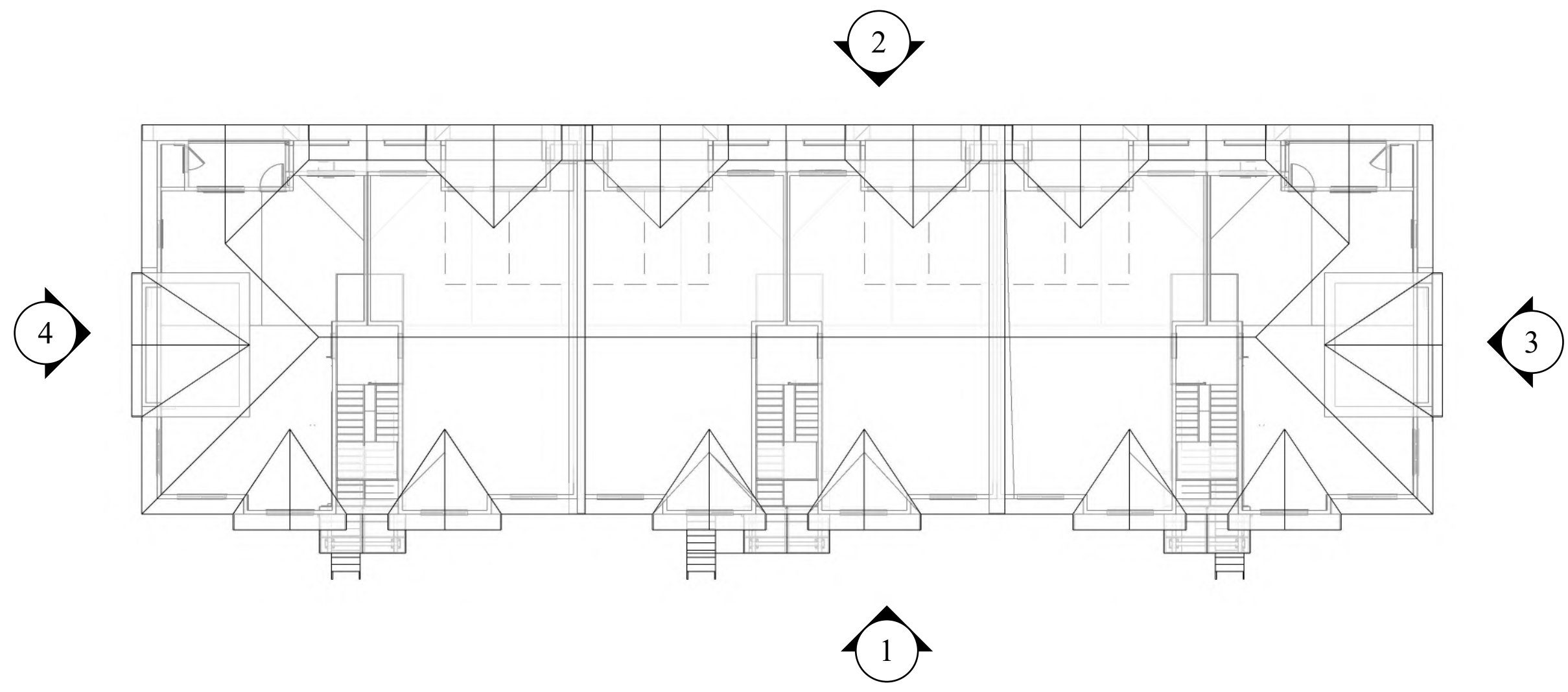
3 BACK ELEVATION
 SCALE: 1/8" = 1'-0"



4 LEFT ELEVATION
 SCALE: 1/8" = 1'-0"



5 FLOOR PLAN
 SCALE: 1/8" = 1'-0"



6 ROOF / KEY PLAN
 SCALE: 1/16" = 1'-0"

MATERIAL	COLOR
LAMINATED ARCHITECTURAL COMPOSITION SHINGLES	OWENS CORNING BLACK
FIBER CEMENT BOARD AND BATTEN 1x3 BATTENS 16" oc ON 4x8 FIBER CEMENT PANEL	ACCENT - BLDG SW625 FOGGY DAY
HORIZONTAL FLOOR BAND, FASCIA, GUTTERS, SOFFIT AND DECK TRIM	SW7020 BLACK FOX
FIBER CEMENT LAP SIDING 6" REVEAL LAP PATTERN	MAIN BODY - ALL APARTMENTS SW6157 FAVORITE TAN
CULTURED STONE ADHERED STONE	ACCENT - ALL APARTMENTS SW7033 BRAINSTORM BRONZE
	ACCENT - ALL BUILDINGS SW6180 OAKMOSS
	ACCENT - BUILDINGS SW6151 QUIVER TAN
	ACCENT - ALL APARTMENTS SW6158 SAWDUST
	MUTUAL MATERIALS COUNTRY LEDGESTONE HUDSON BAY

- GENERAL COLOR NOTES:**
- ALL WINDOWS TO BE VINYL - "CLAY"
 - ALL BUILDING TRIM AND DOWNSPOUTS TO MATCH ADJACENT CLADDING COLOR UNLESS OTHERWISE NOTED.
 - PAINT ALL EXPOSED STEEL CONNECTORS.
 - APPLY FIRST COAT OF PAINT TO TRIM/SIDING BEHIND STONE VENEER BEFORE INSTALLATION OF STONE.

A EXTERIOR FINISH SCHEDULE
 SCALE: NTS

REVISIONS:

PRELIMINARY NOT FOR CONSTRUCTION
 November 19, 2021

PROJECT TITLE:
McKENZIE HEIGHTS APARTMENTS, PHASE 2
 Salem, OR
 36th and Boone Rd

SHEET TITLE:
 EXTERIOR ELEVATIONS

DATE: 10/31/2021

SHEET: A450

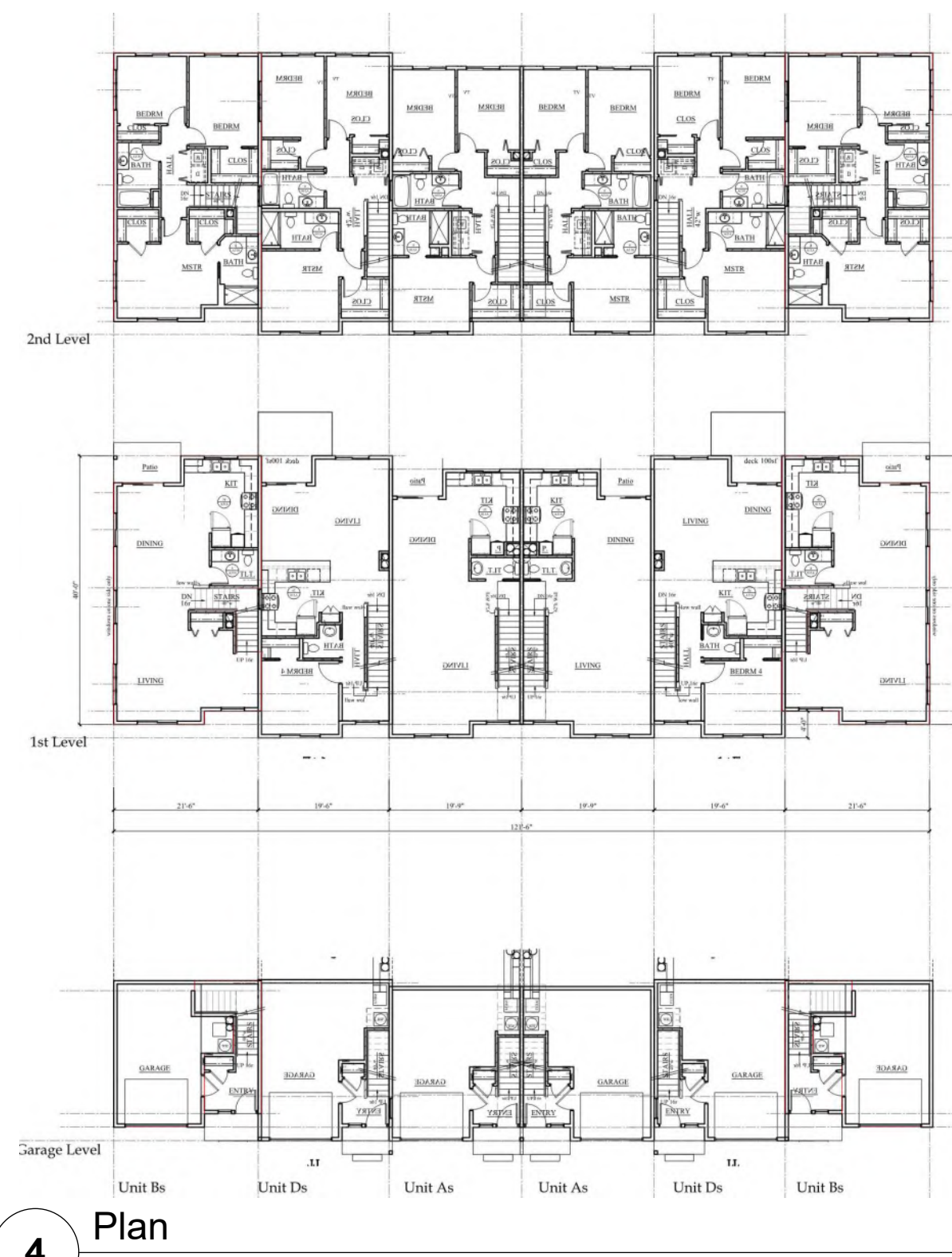
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LAST SAVED: November 19, 2021
 PRINTED: November 19, 2021

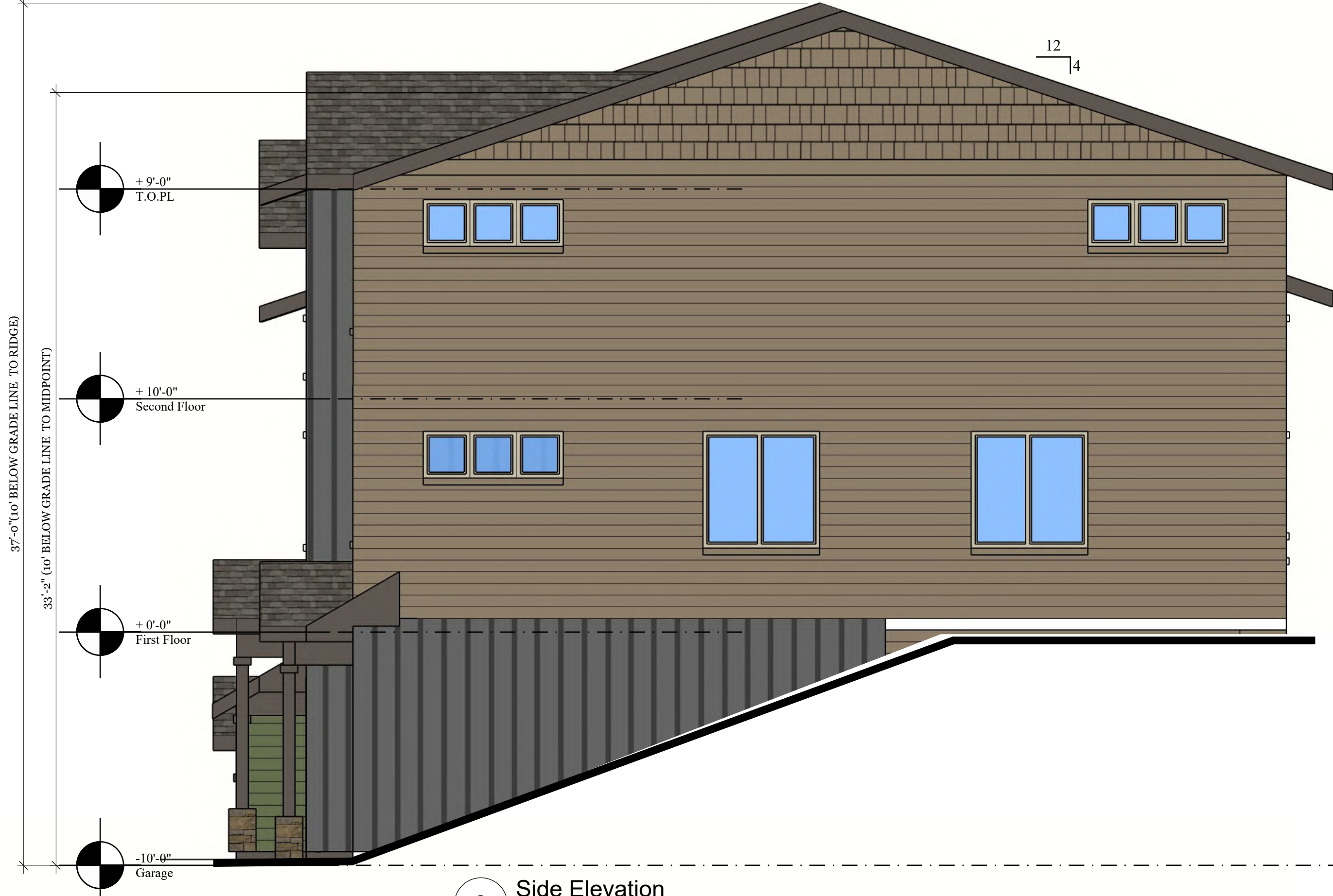
Bldg E - 18 plex Bldg #11



5 Perspective
1/8" = 1'-0"



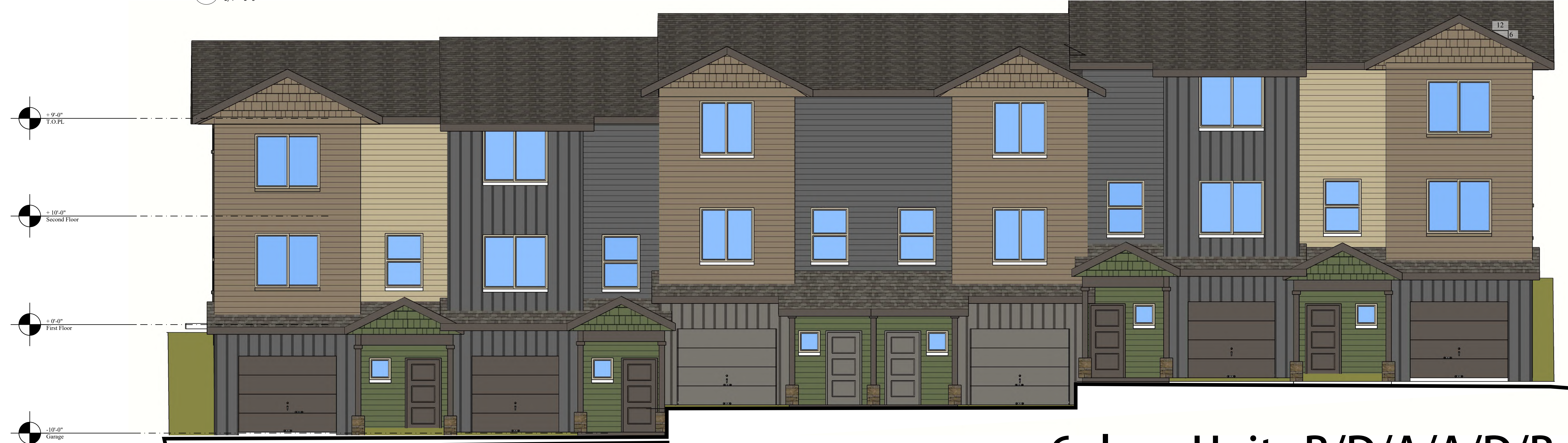
4 Plan
1/8" = 1'-0"



3 Side Elevation
1/8" = 1'-0"



2 Rear Elevation
1/4" = 1'-0"



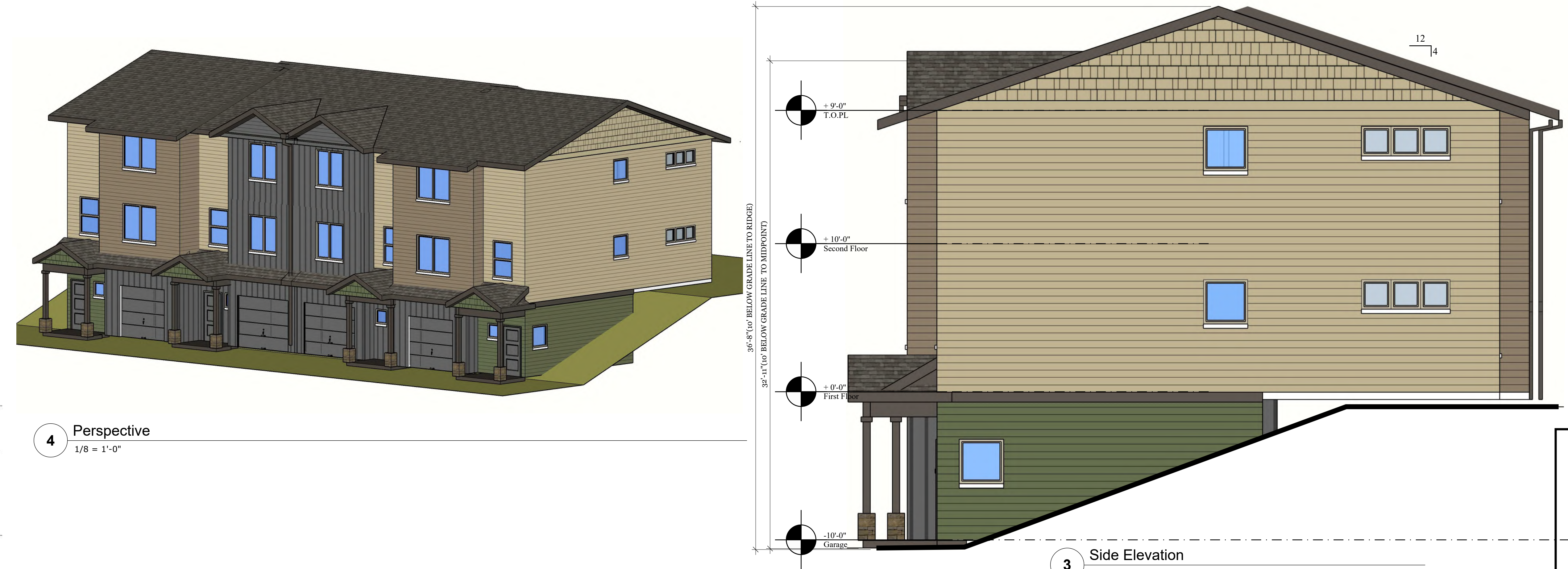
1 Front Elevation
1/4" = 1'-0"

**PRELIMINARY
NOT FOR
CONSTRUCTION
November 19, 2021**

REVISIONS:	
PROJECT TITLE:	BOONE ROAD TOWNHOMES
	36th and Boone Rd
	SALEM, OR
SHEET TITLE:	EXTERIOR ELEVATIONS
DRAWN BY:	19xx
PROJECT:	5/13/19
DATE:	
SHEET:	A3.1

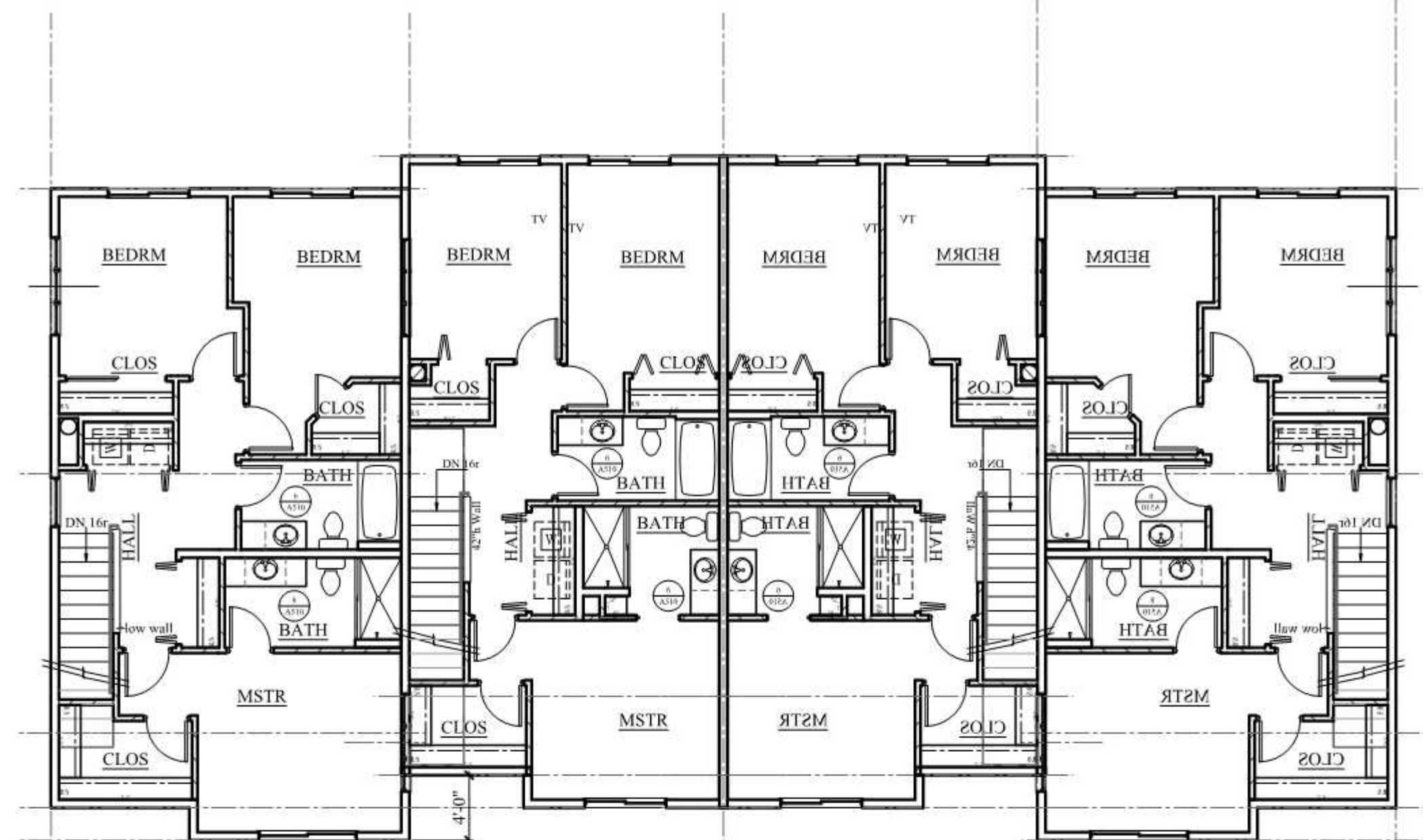
6plex - Units B/D/A/A/D/B

LOCATION: M:\Drafting\Project\2019\Townhomes\A4-RELEASE\11-19-21\Layout - A3.1
 LAST SAVED: November 19, 2021
 PRINTED: November 19, 2021

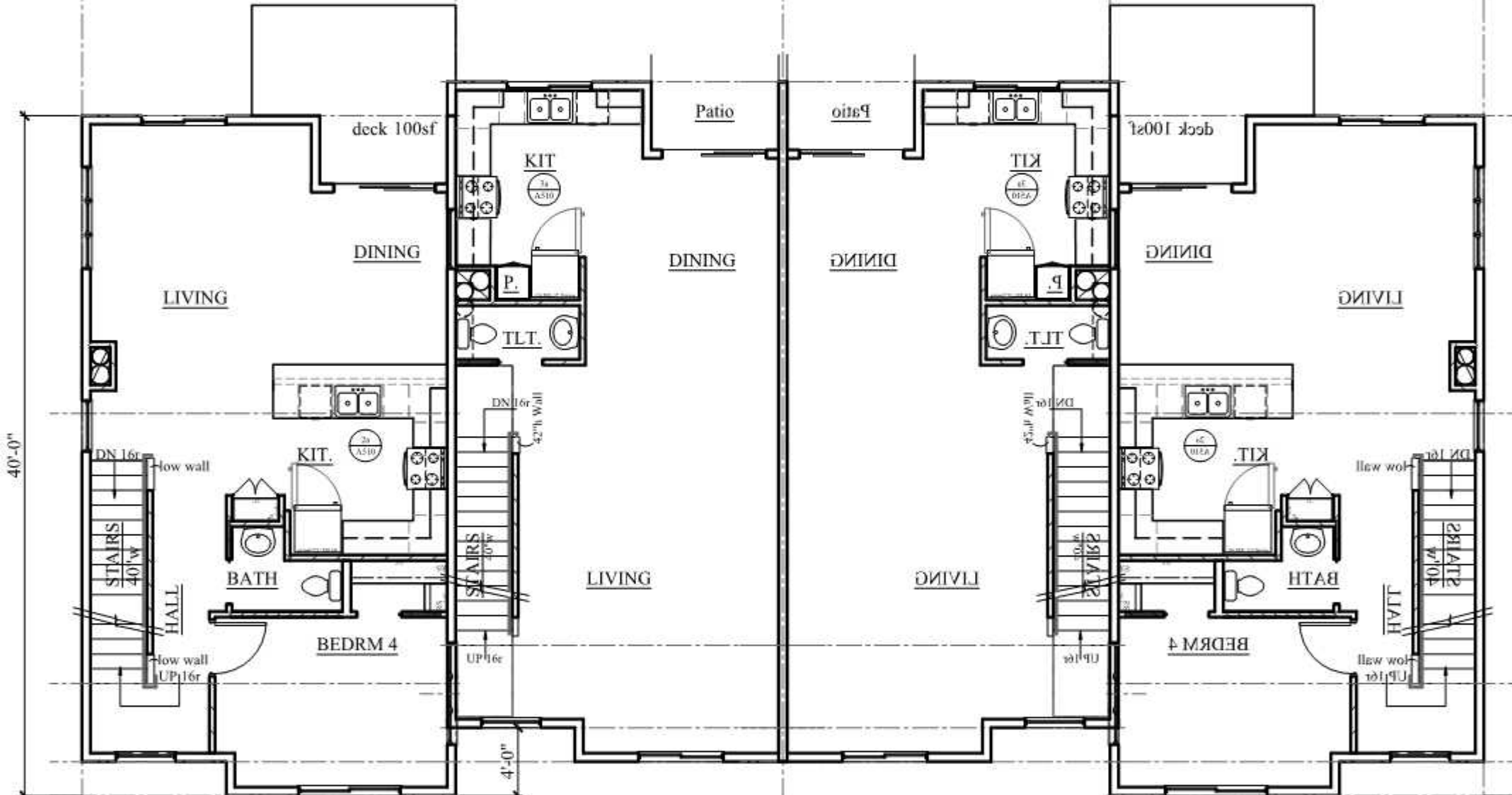


4 Perspective
 1/8" = 1'-0"

3 Side Elevation
 1/4" = 1'-0"



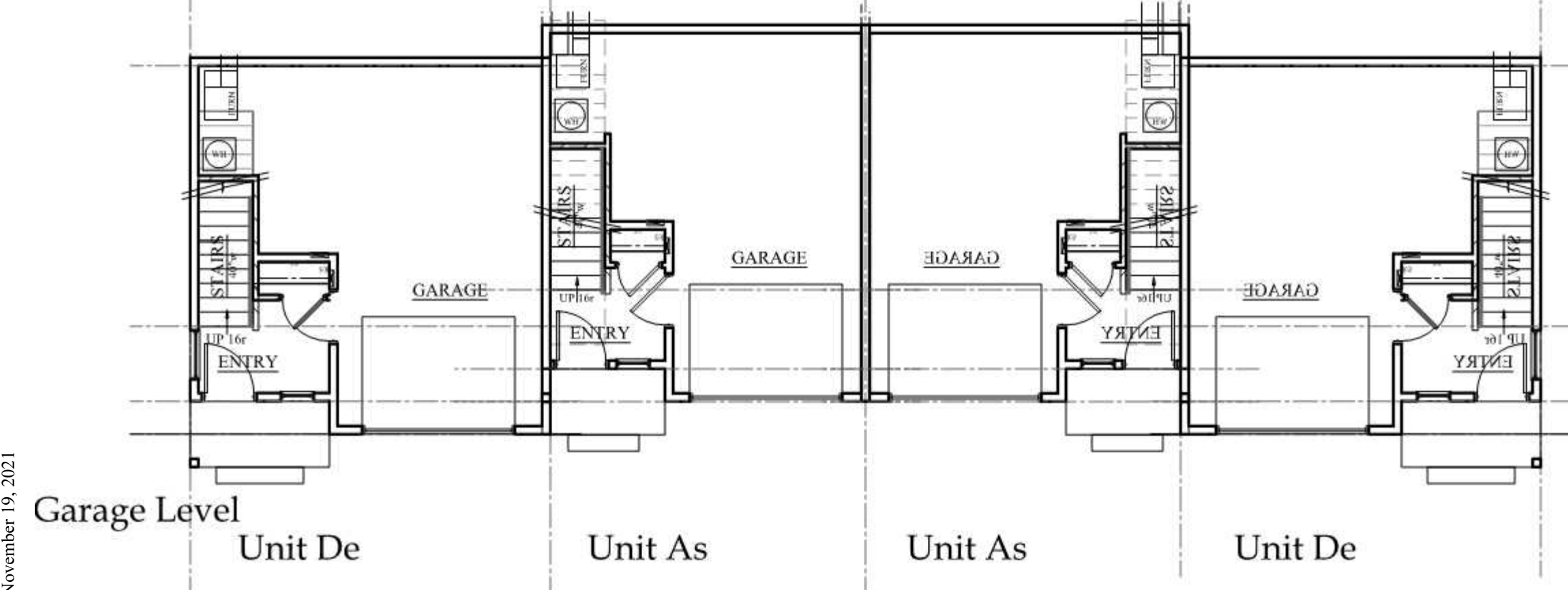
2nd Level



1st Level

LOCATION: M:\Drawing\Project\202x townhomes\A4-RELEASE 11-19-21\layout - 03.2

LAST SAVED: November 19, 2021
 PRINTED: November 19, 2021



Garage Level

5 Floor Plans
 1/8" = 1'-0"



2 Rear Elevation
 1/4" = 1'-0"



1 Front Elevation
 1/4" = 1'-0"

4plex - Units De/A/A/De

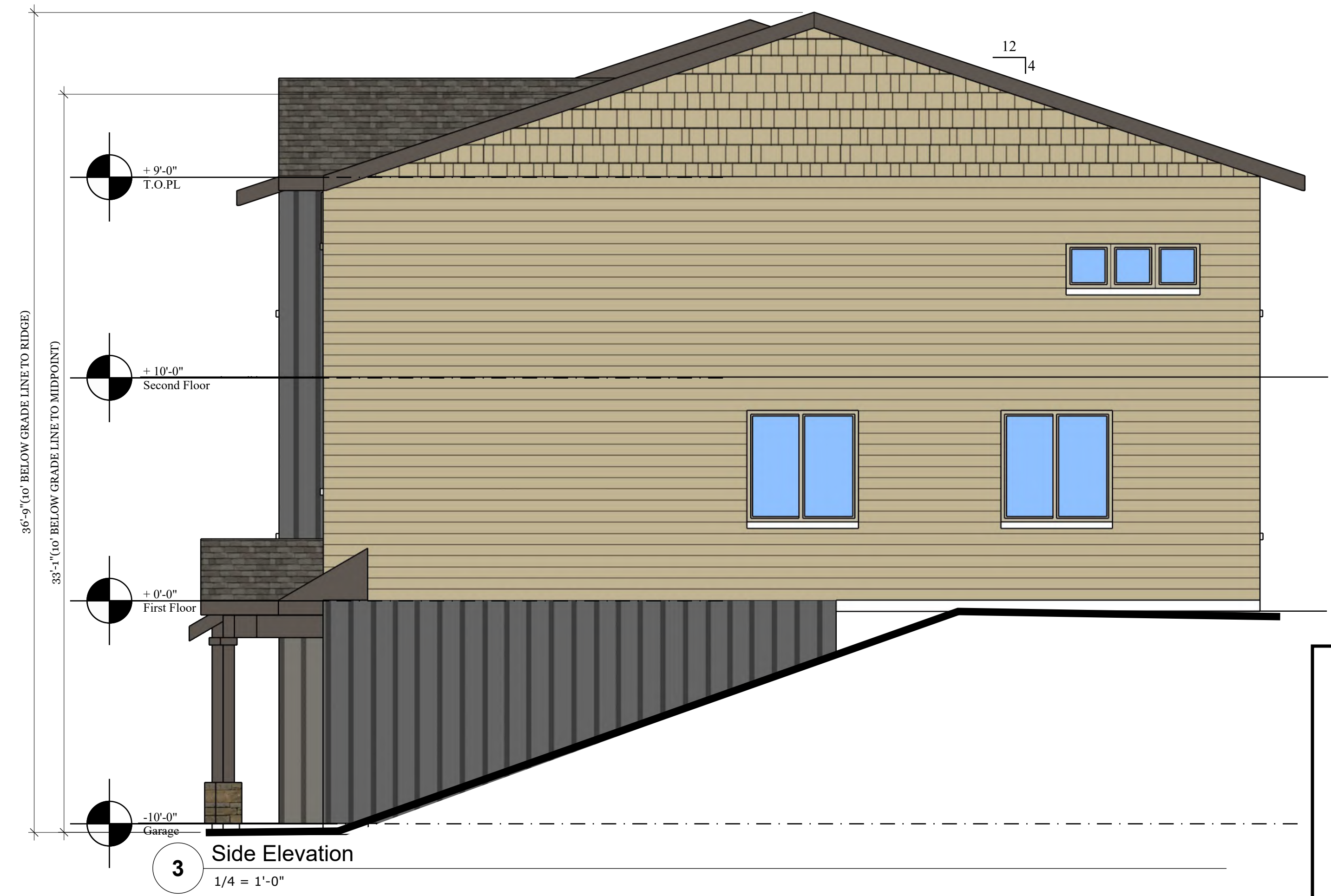
REVISIONS:

**PRELIMINARY
 NOT FOR
 CONSTRUCTION
 November 19, 2021**

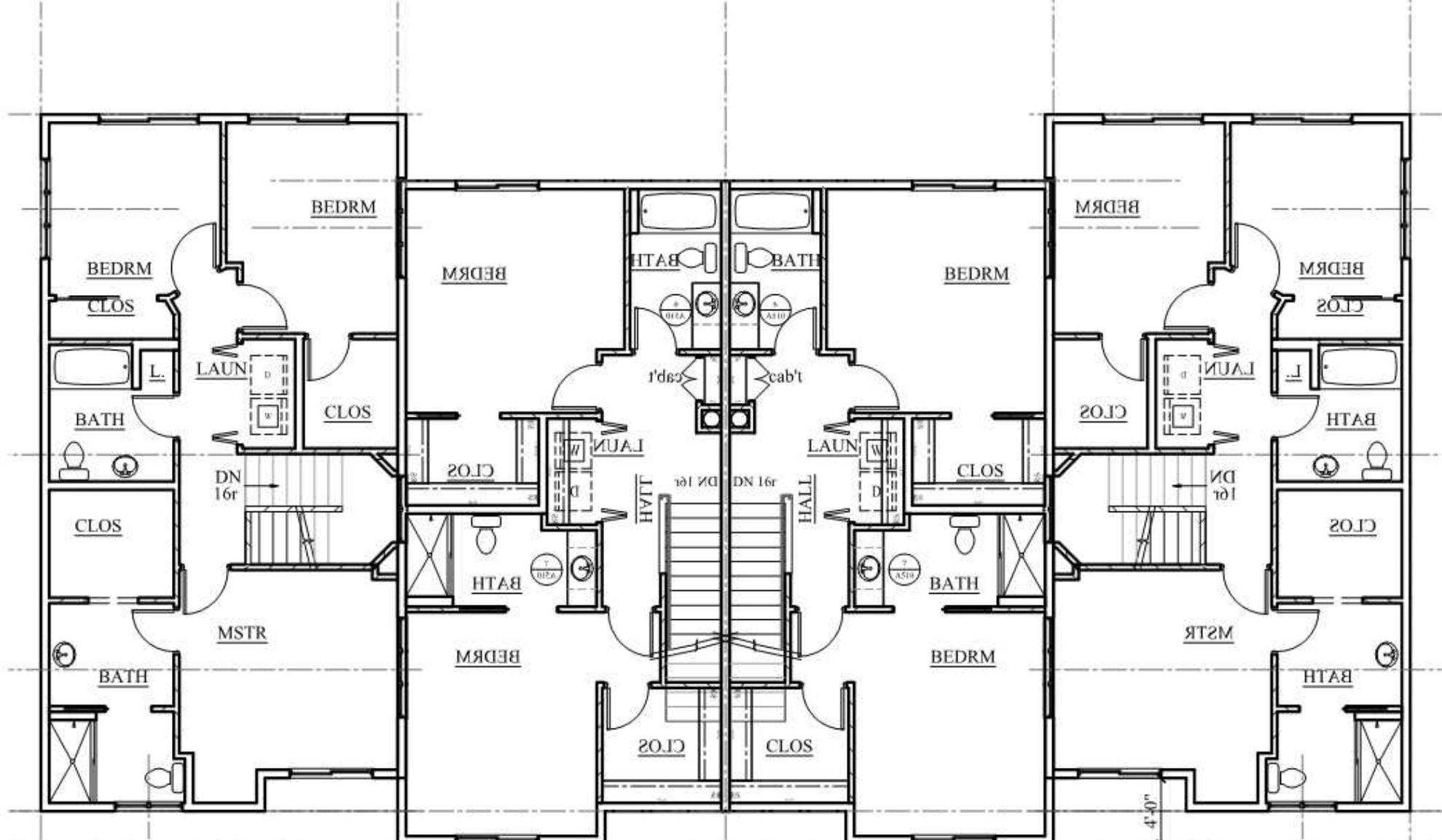
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SALEM, OR	36th and Boone Rd
SHEET TITLE:	EXTERIOR ELEVATIONS
GRABBY:	SHEET:
19xx	A3.2
5/13/19	



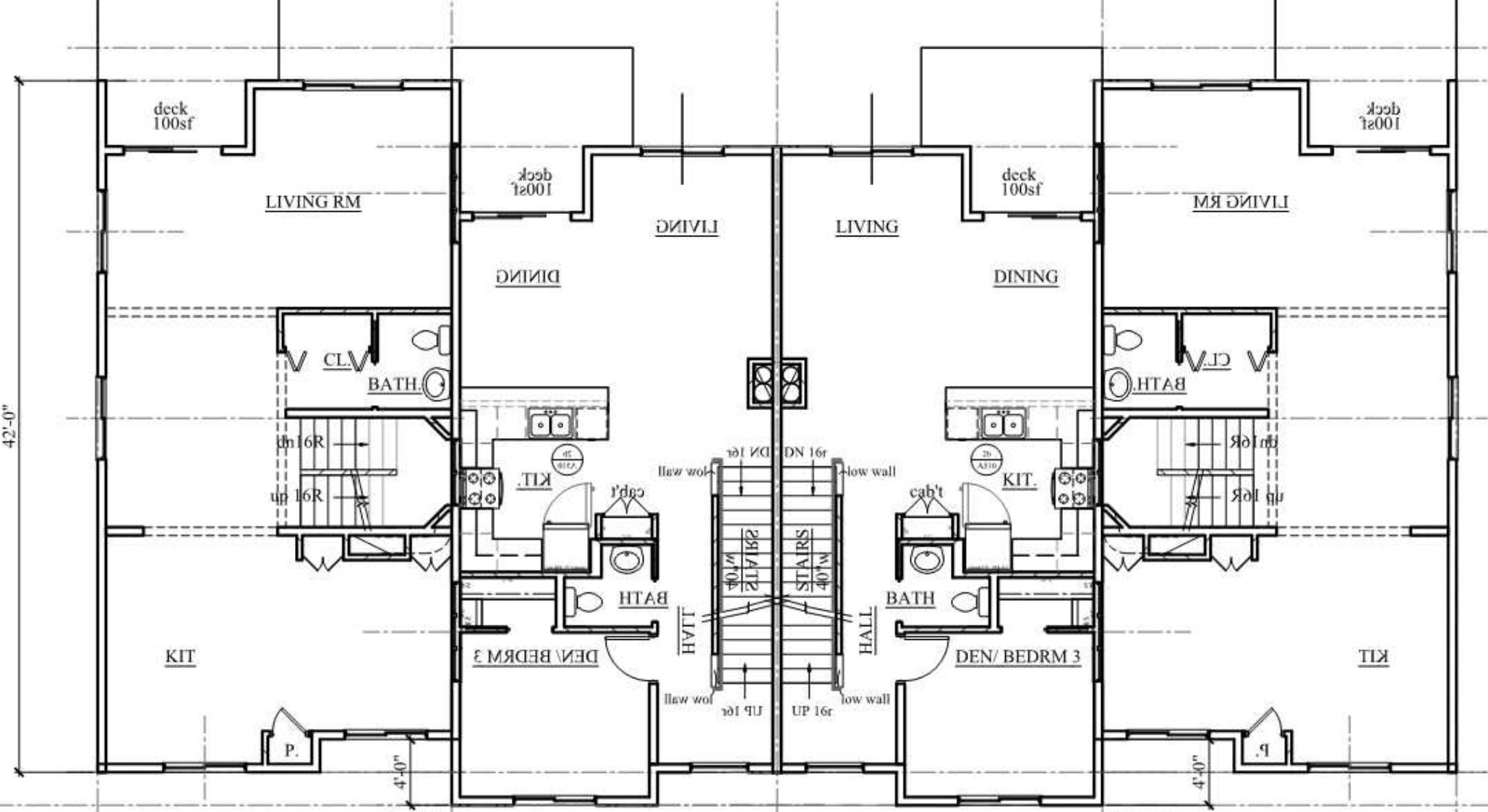
4 Perspective
1/8 = 1'-0"



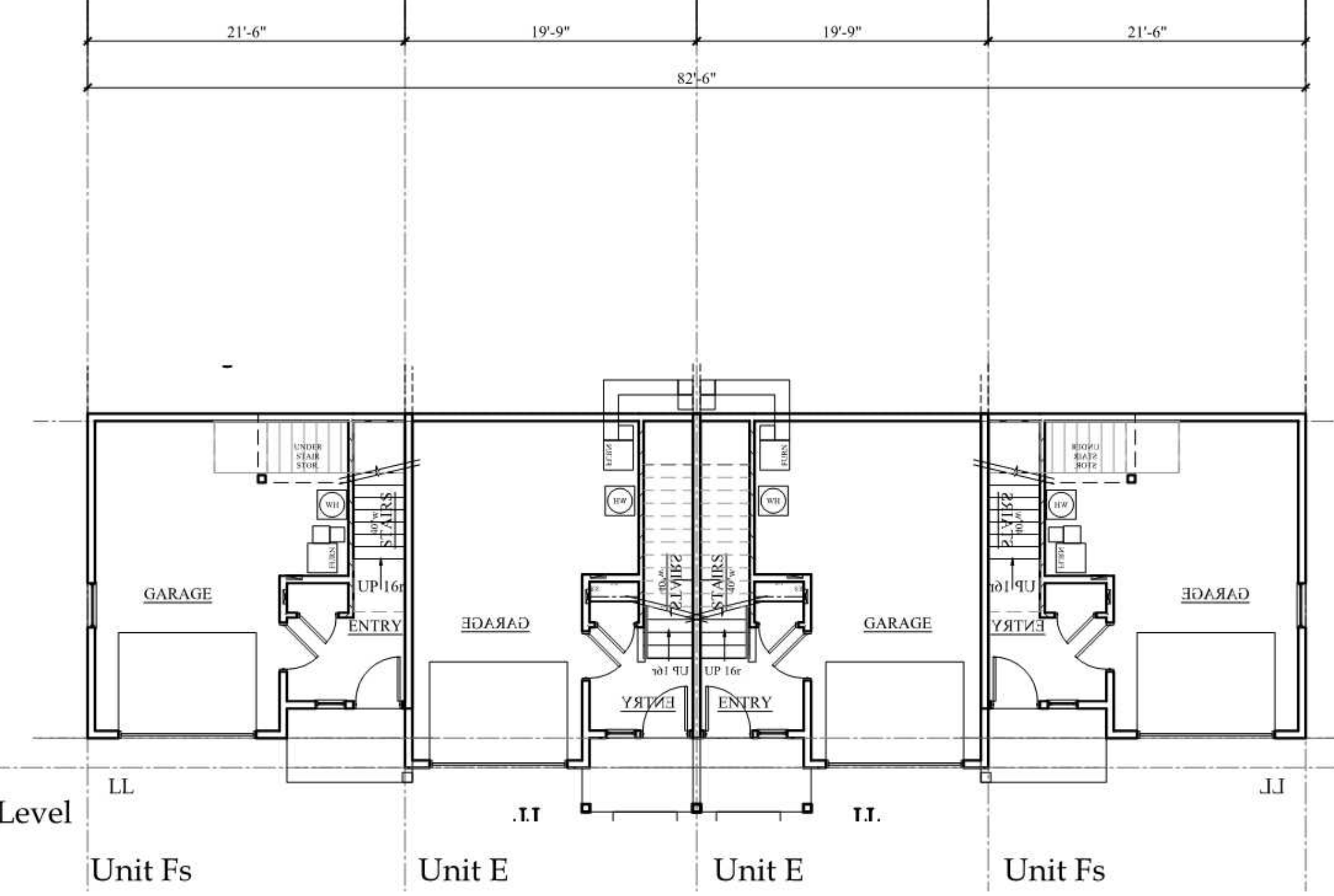
3 Side Elevation
1/4 = 1'-0"



2nd Level



1st Level



Garage Level

5 Floor Plan
1/8 = 1'-0"



2 Rear Elevation
1/8 = 1'-0"



1 Front Elevation
1/8 = 1'-0"

REVISIONS:

**PRELIMINARY
 NOT FOR
 CONSTRUCTION
 November 19, 2021**

PROJECT TITLE:
 SALEM, OR

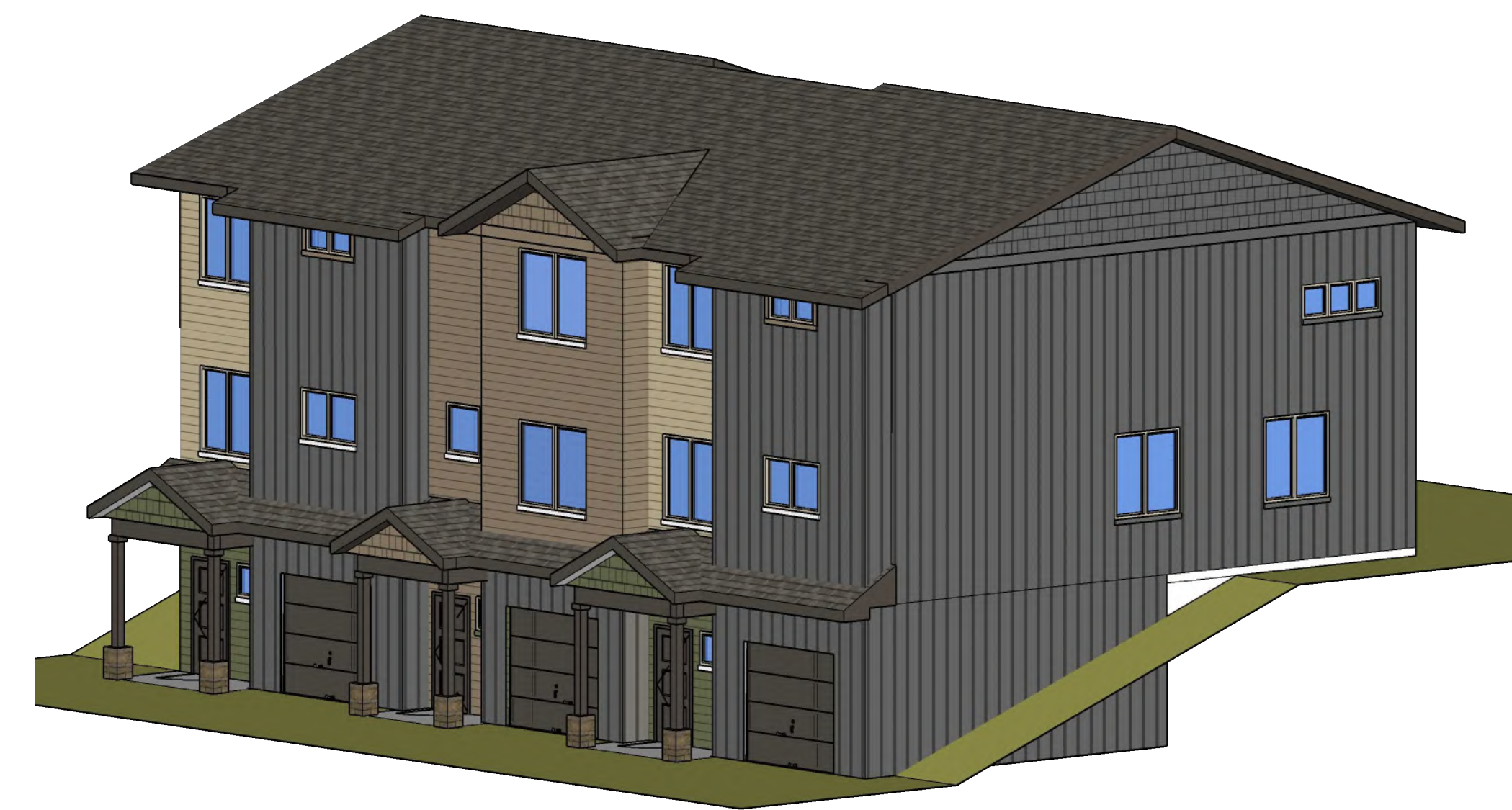
BOONE ROAD TOWNHOMES
 36th and Boone Rd

SHEET TITLE:
 EXTERIOR ELEVATIONS

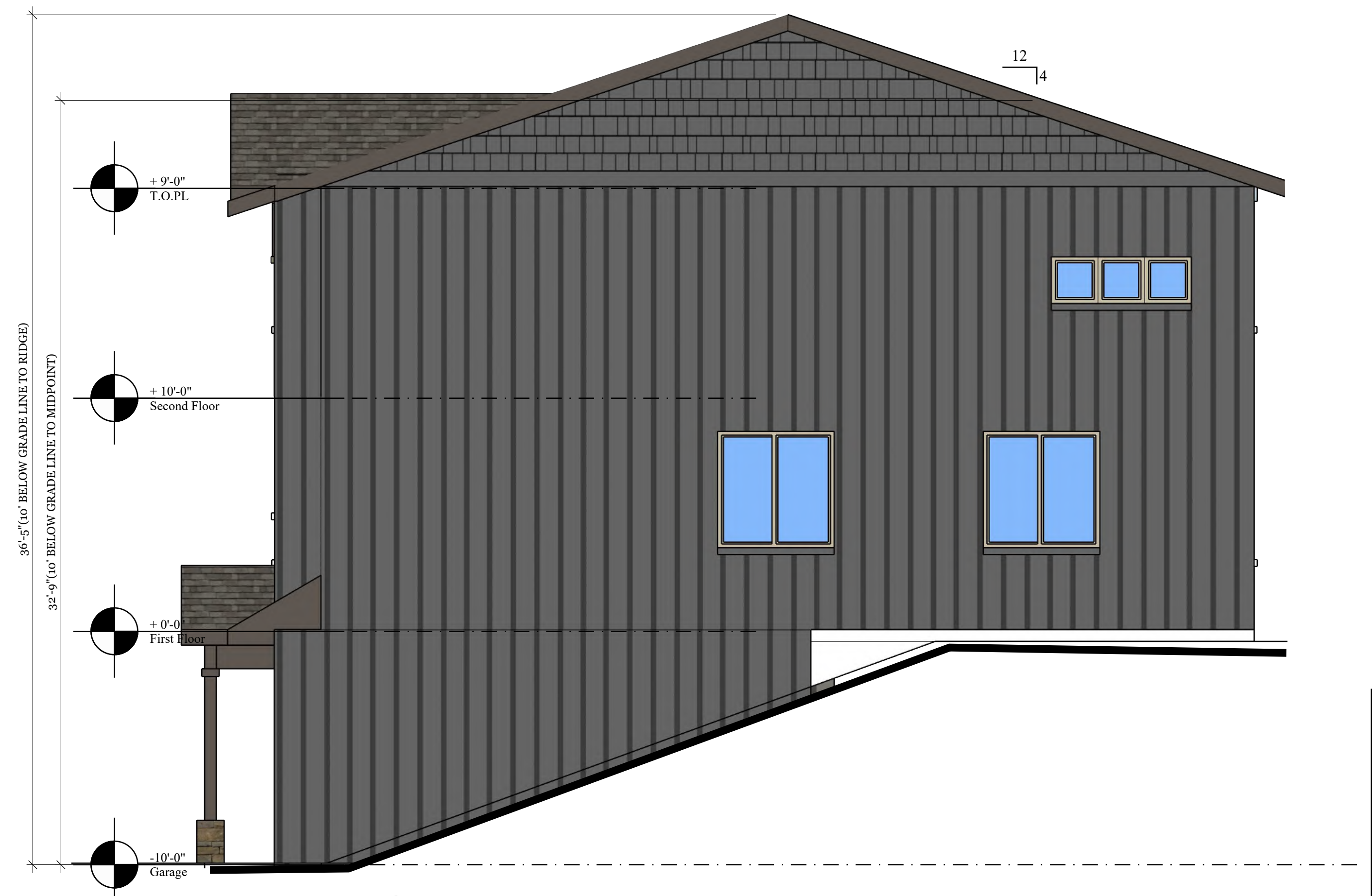
DRAWN BY:	SHEET:
PROJECT:	A3.3
DATE:	
5/13/19	

4plex - Units F/E/E/F

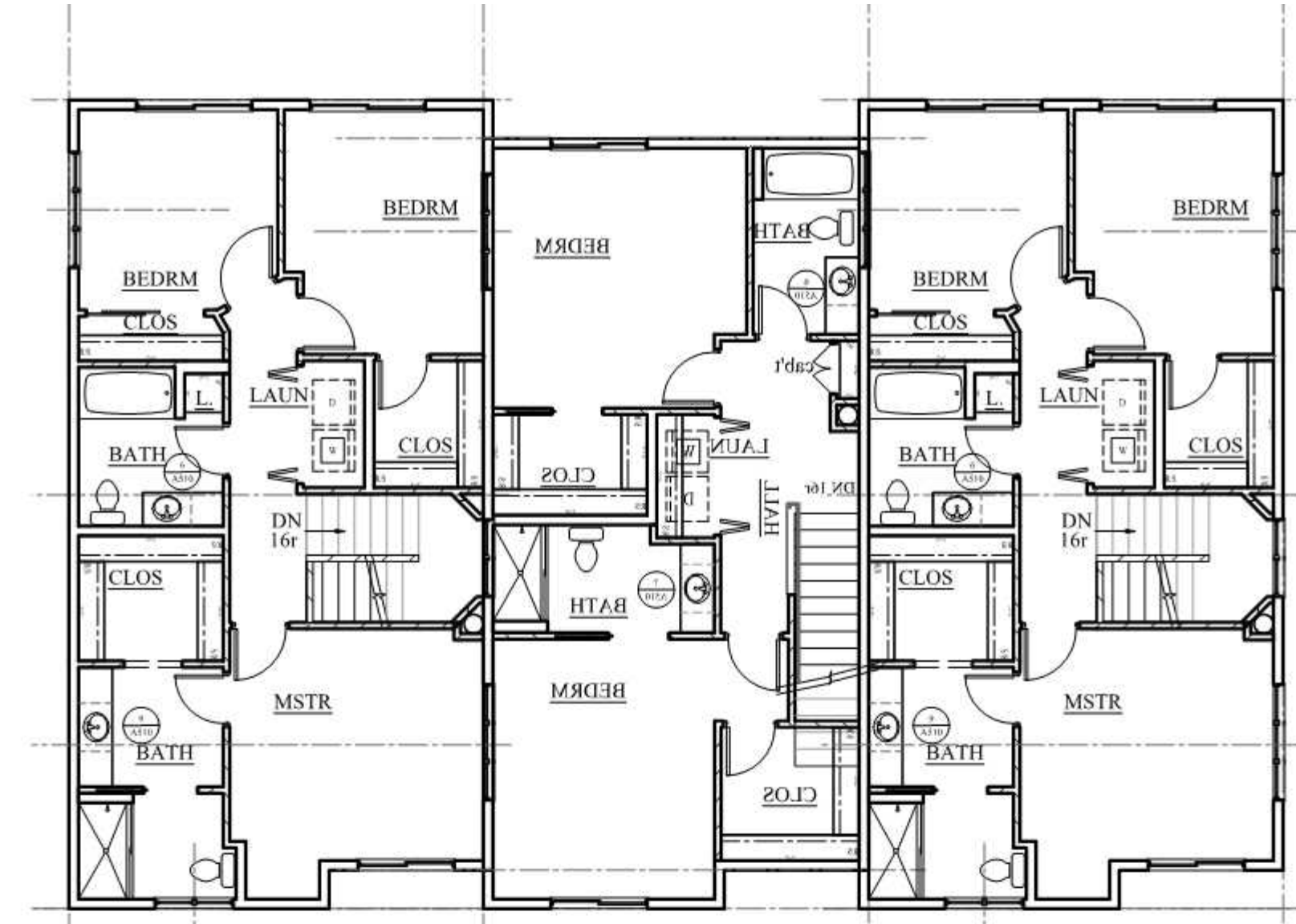
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 LAST SAVED: November 19, 2021
 PRINTED: November 19, 2021



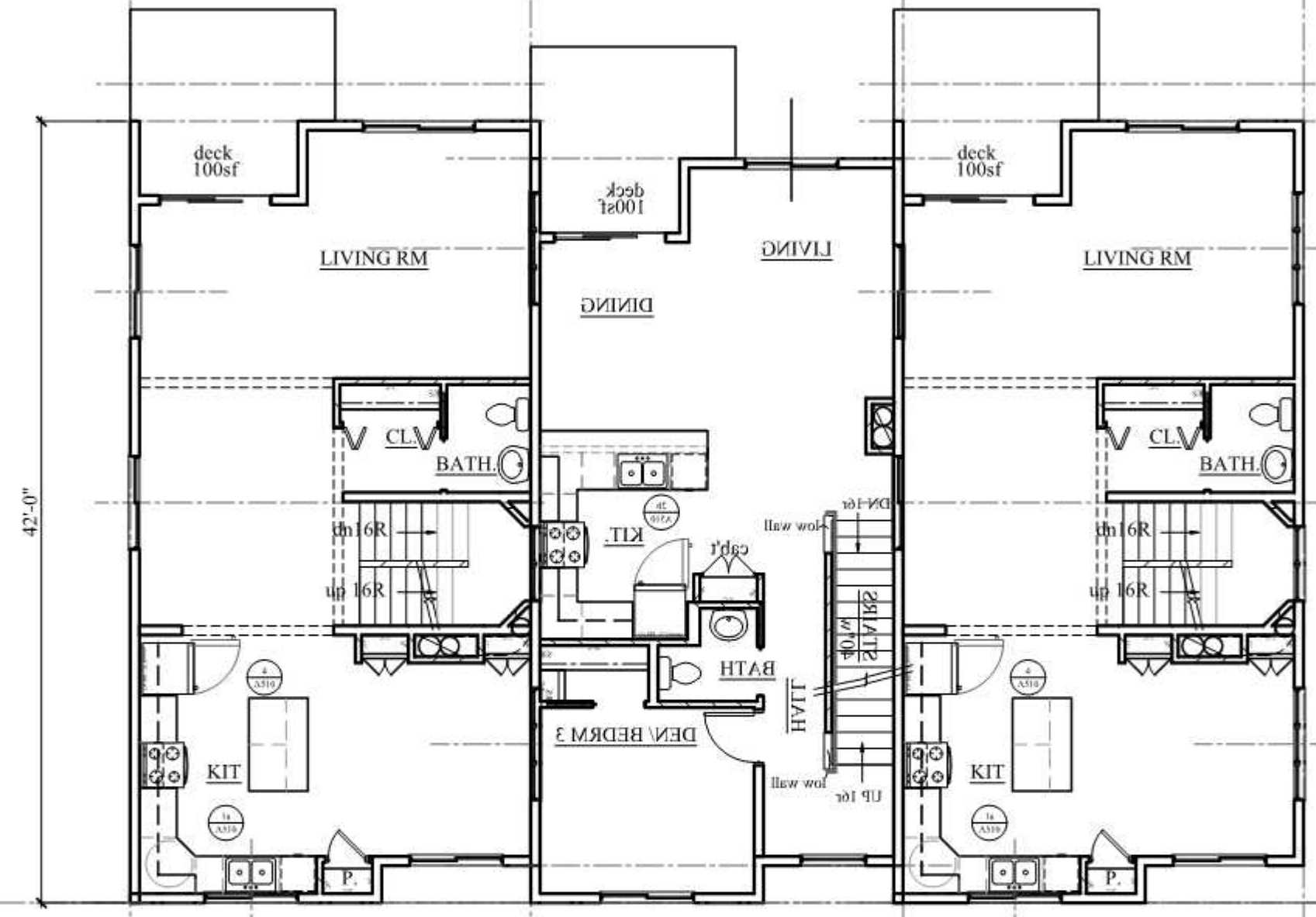
4 Perspective
 1/8" = 1'-0"



3 Side Elevation
 1/4" = 1'-0"



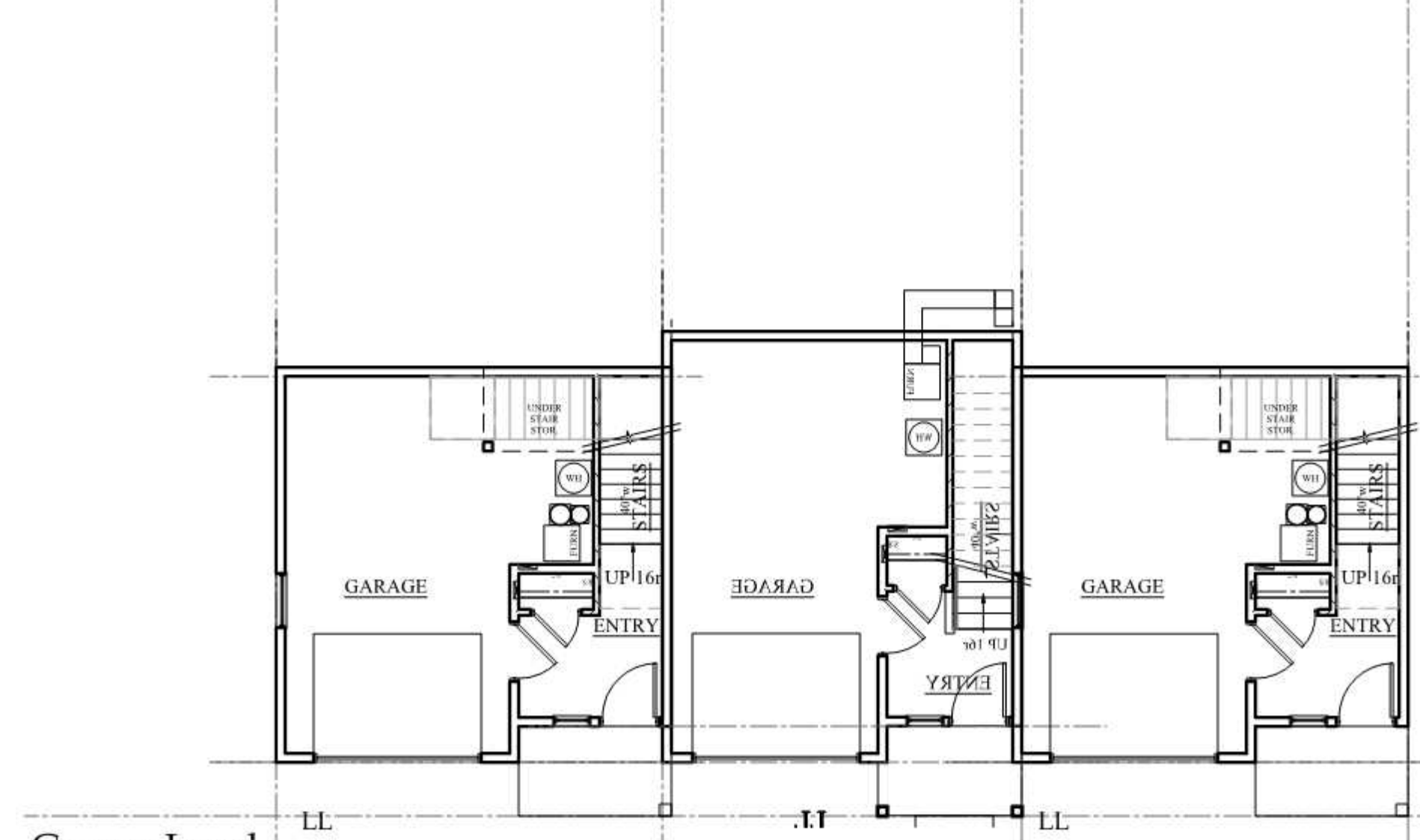
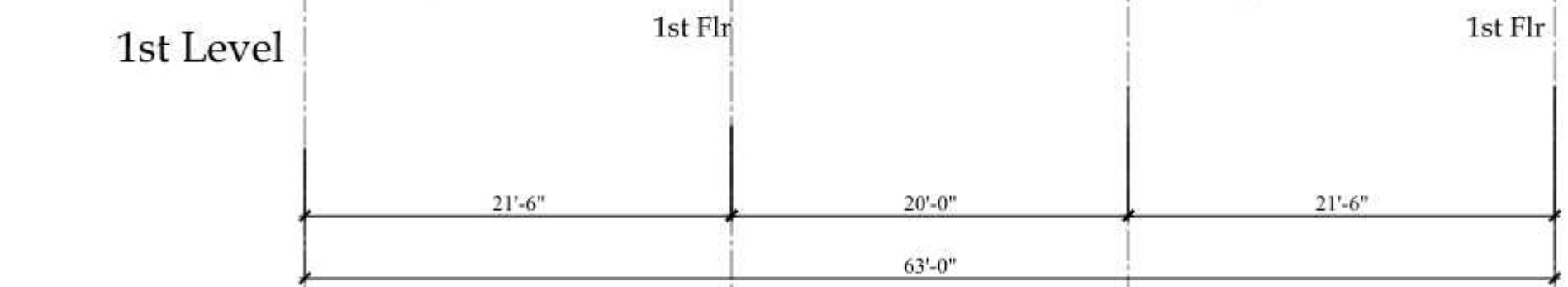
2nd Level



1st Level

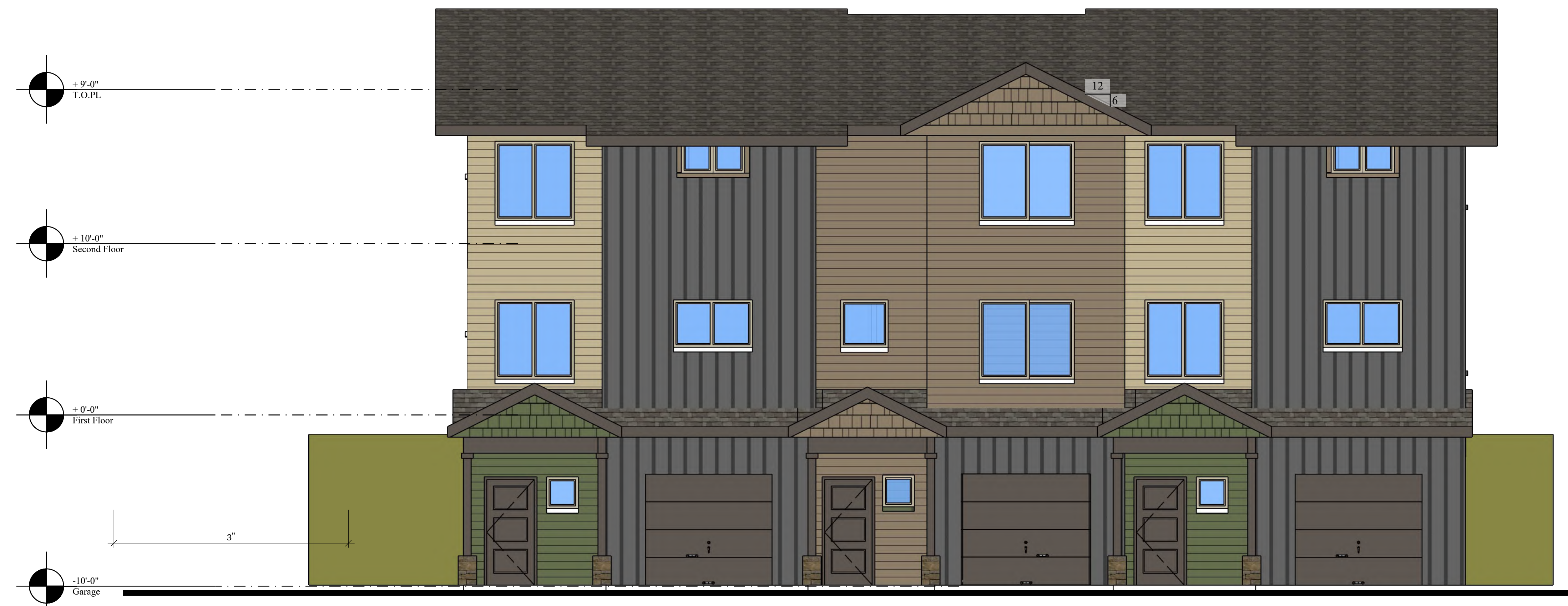


2 Rear Elevation
 1/8" = 1'-0"



Garage Level

5 Floor Plan
 1/8" = 1'-0"



1 Front Elevation
 1/8" = 1'-0"

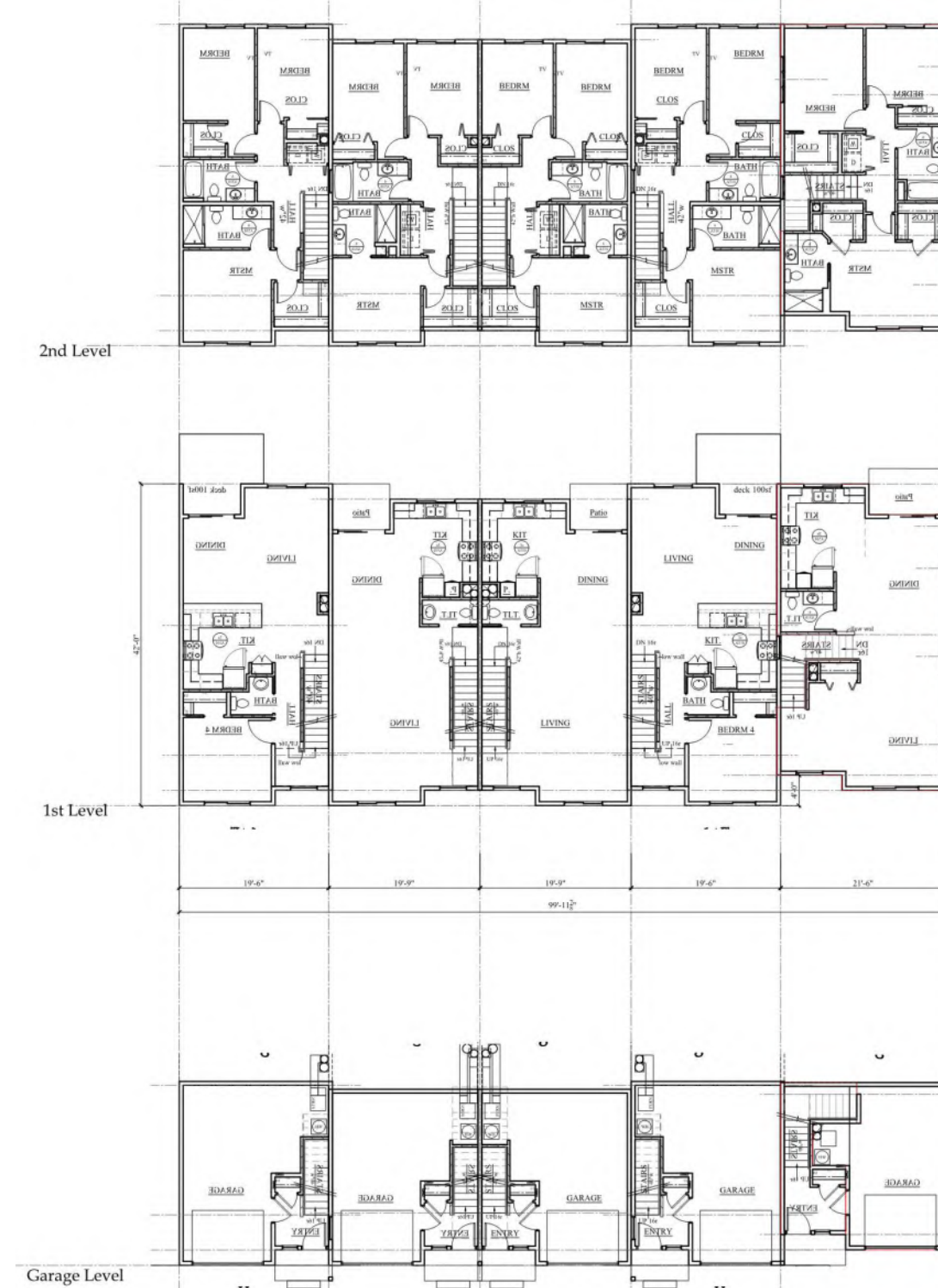
3plex - Units F/E/F

REVISIONS:								
PRELIMINARY NOT FOR CONSTRUCTION November 19, 2021								
PROJECT TITLE:								
SALEM, OR								
BOONE ROAD TOWNHOMES 36th and Boone Rd								
SHEET TITLE: EXTERIOR ELEVATIONS								
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PROJECT:	A3.4							
DATE:								
5/13/19								

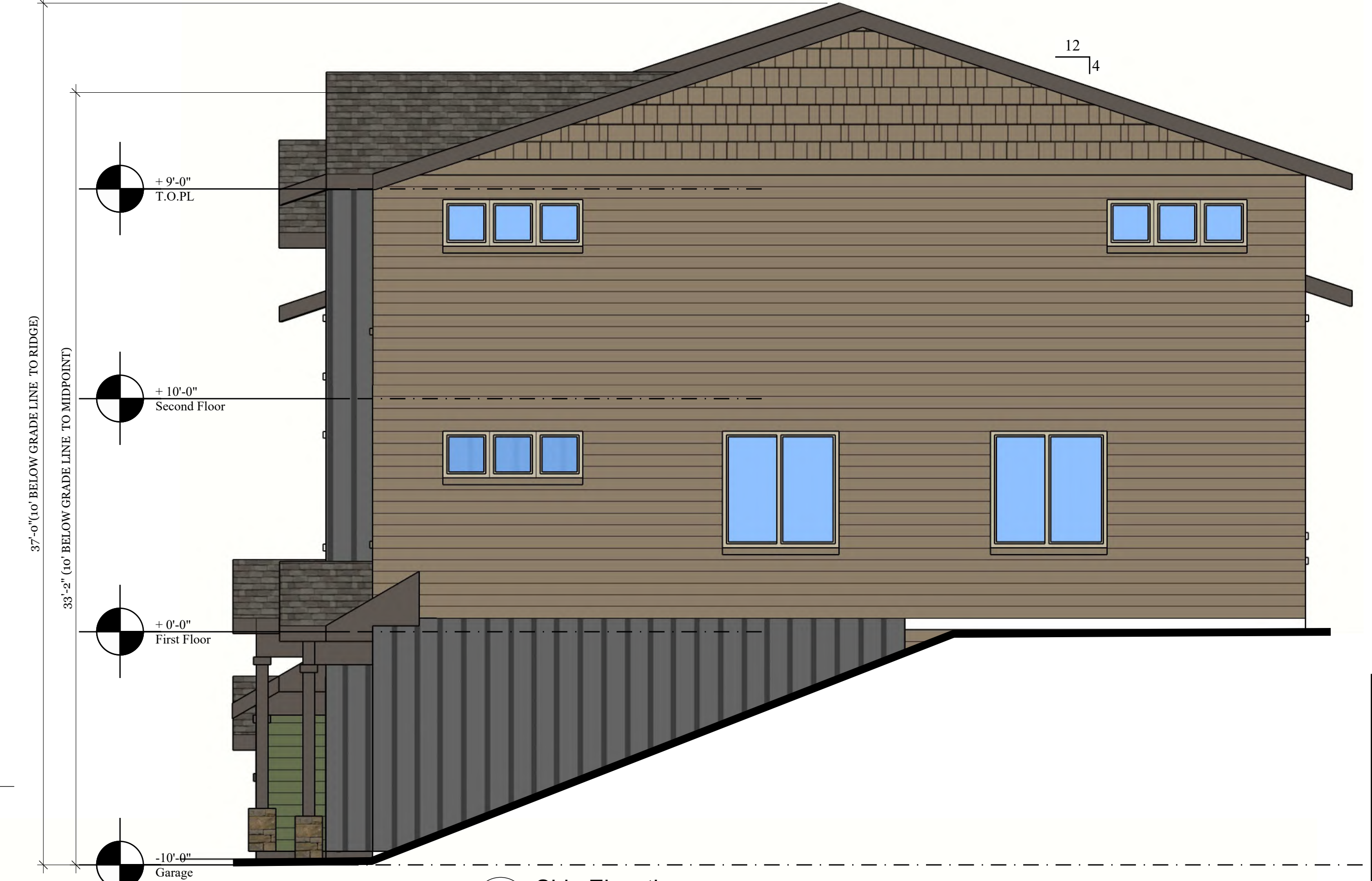
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 LAST SAVED: November 19, 2021
 PRINTED: November 19, 2021



5 Perspective
1/8" = 1'-0"



4 Plan
1/8" = 1'-0"



3 Side Elevation
1/8" = 1'-0"



2 Rear Elevation
1/4" = 1'-0"



1 Front Elevation
1/4" = 1'-0"

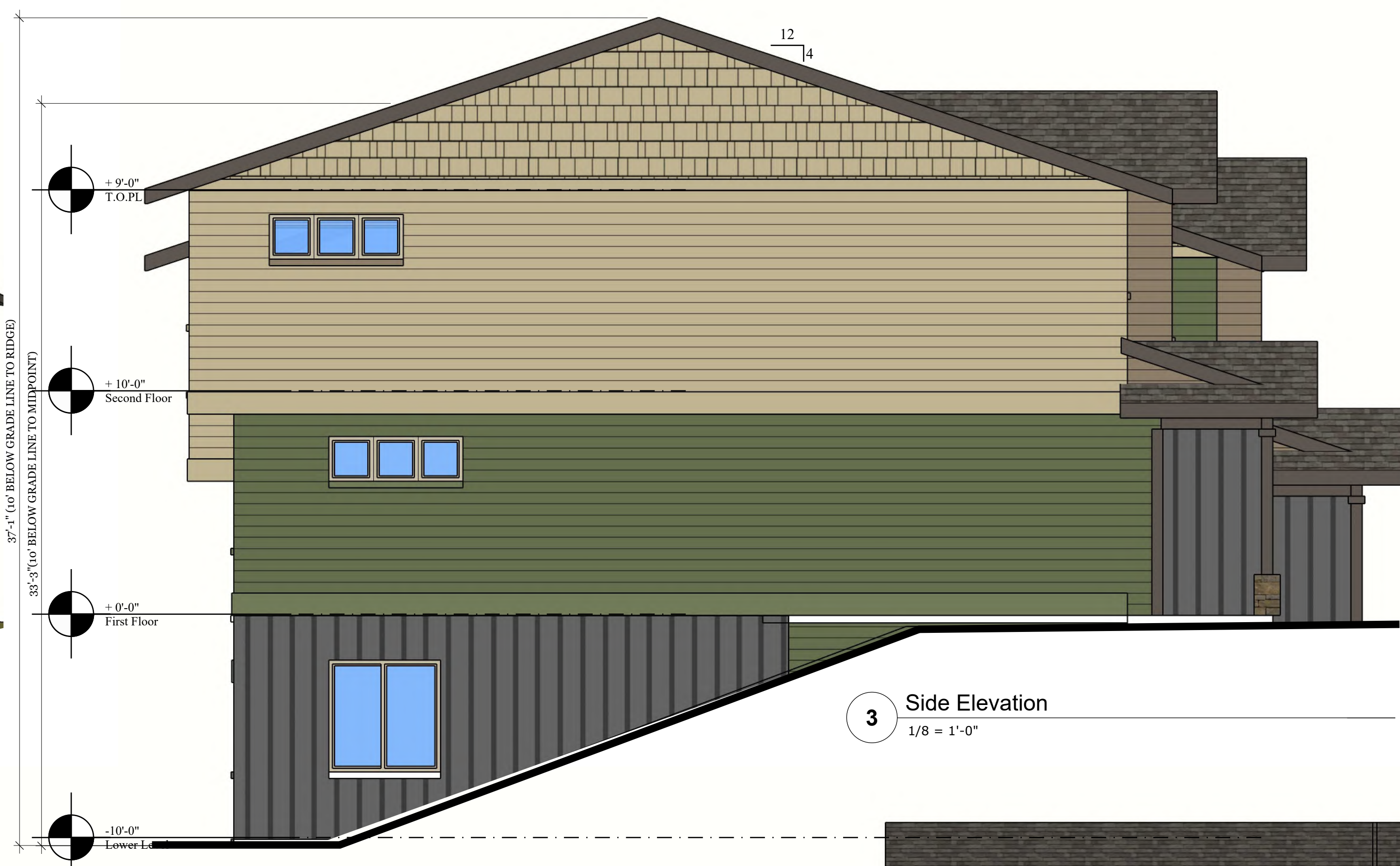
5plex - Units D/A/A/D/B

**PRELIMINARY
 NOT FOR
 CONSTRUCTION
 November 19, 2021**

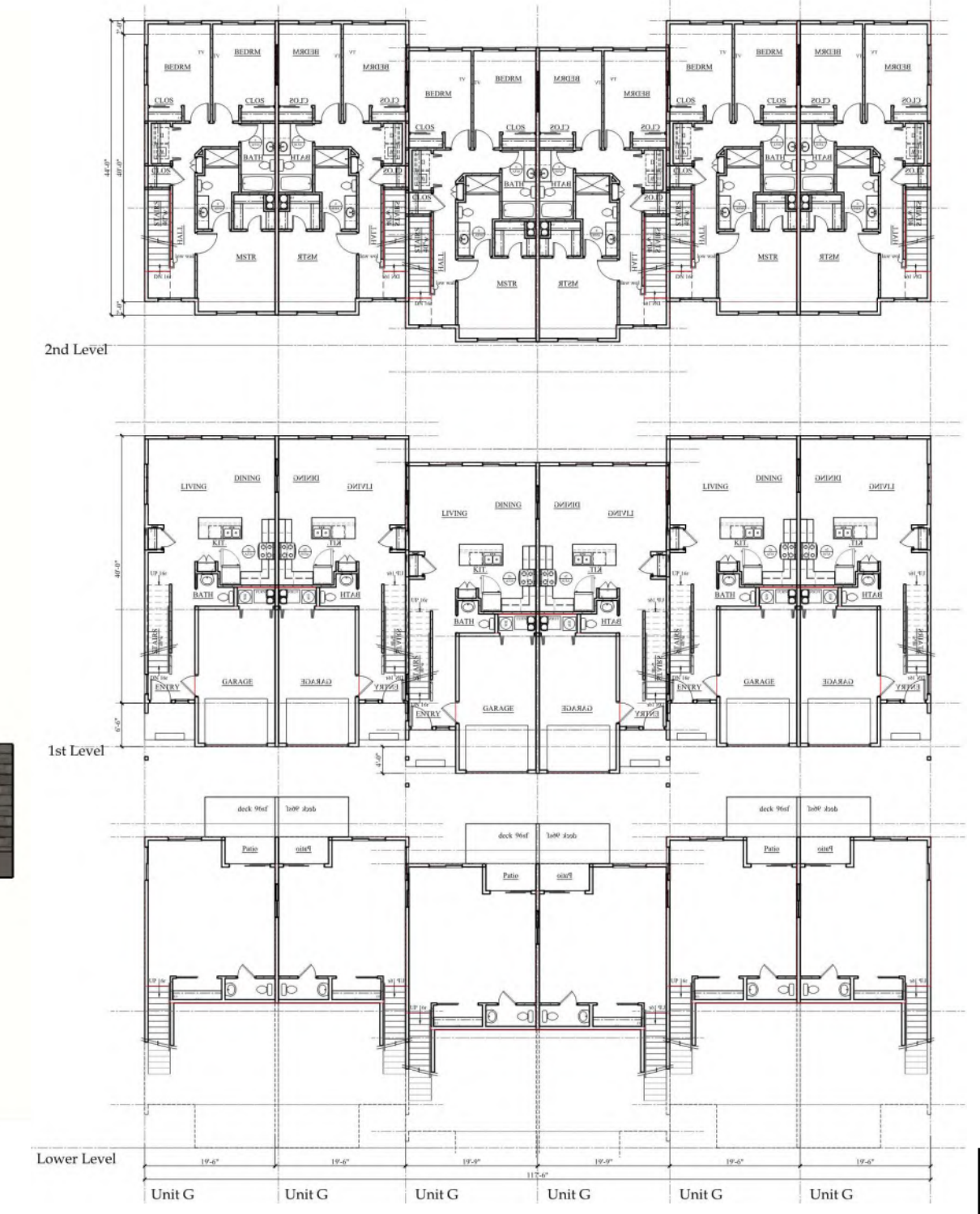
REVISIONS:	
PROJECT TITLE:	SALEM, OR
BOONE ROAD TOWNHOMES 36th and Boone Rd	
SHEET TITLE: EXTERIOR ELEVATIONS	
DRAWN BY: PROJECT: DATE:	SHEET: A3.5



5 Perspective
1/8 = 1'-0"



3 Side Elevation
1/8 = 1'-0"



4 Plan
1/8 = 1'-0"



2 Rear Elevation
1/4 = 1'-0"



1 Front Elevation
1/4 = 1'-0"

REVISIONS:

**PRELIMINARY
NOT FOR
CONSTRUCTION
November 19, 2021**

PROJECT TITLE:	BOONE ROAD TOWNHOMES
SALEM, OR	36th and Boone Rd
SHEET TITLE:	EXTERIOR ELEVATIONS
SHOWN BY:	19xx
DATE:	5/13/19
SHET:	A3.6

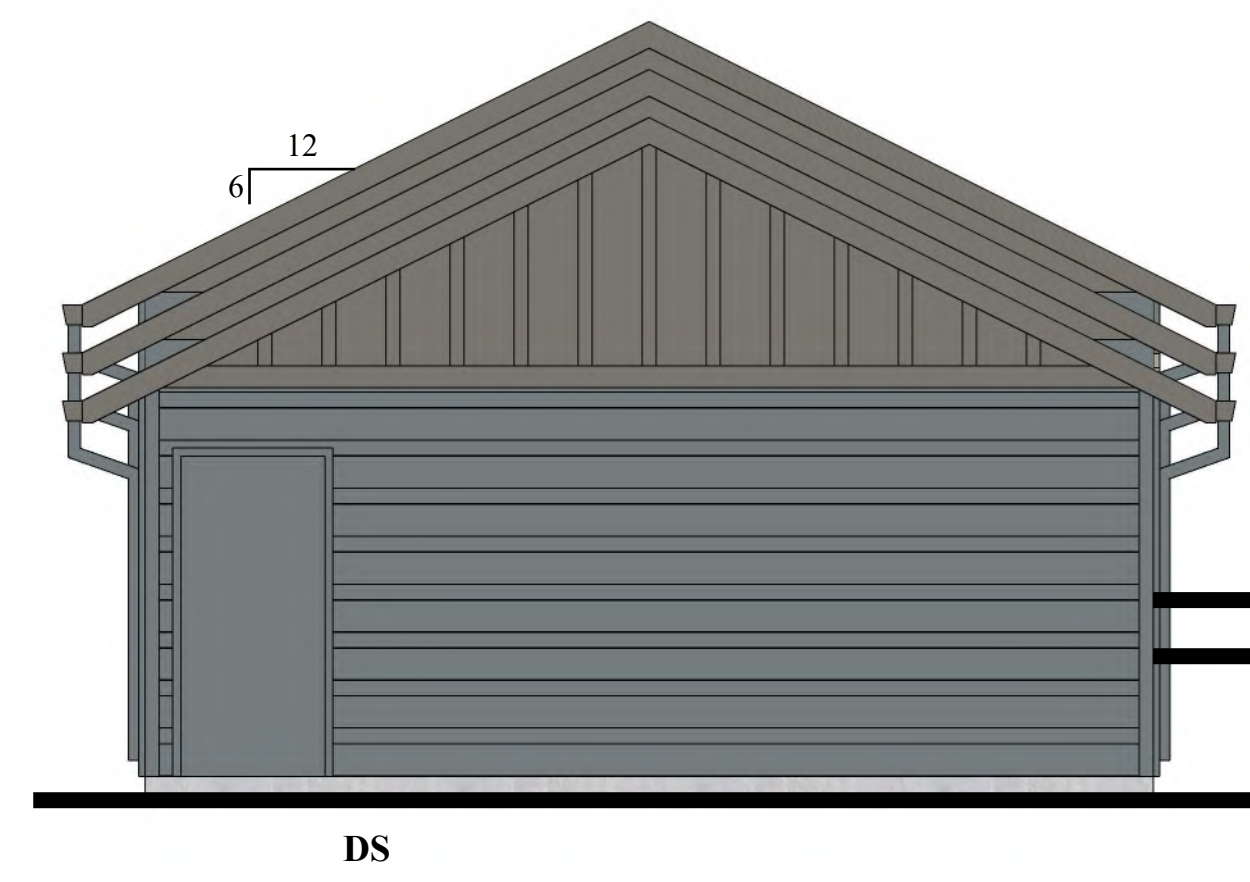
3425 Boone Rd, SE
 Salem, OR 97317
 Phone: (503) 566-5715
 Fax: (503) 588-3531

BONAVENTURE
 Senior Housing

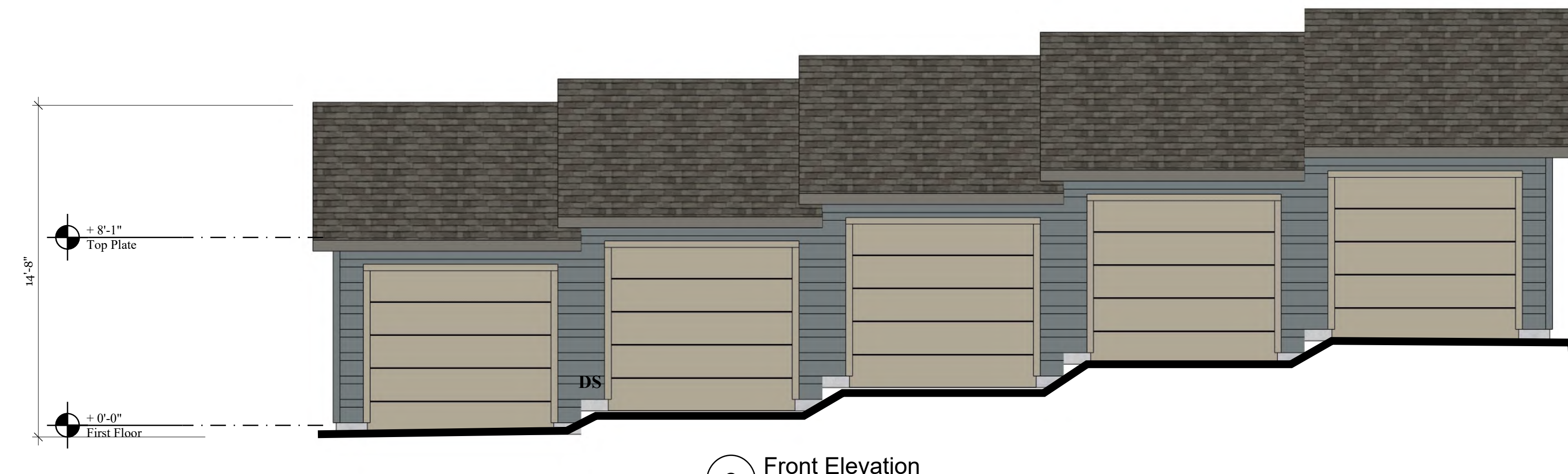
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LAST SAVED: November 19, 2021
 PRINTED: November 19, 2021

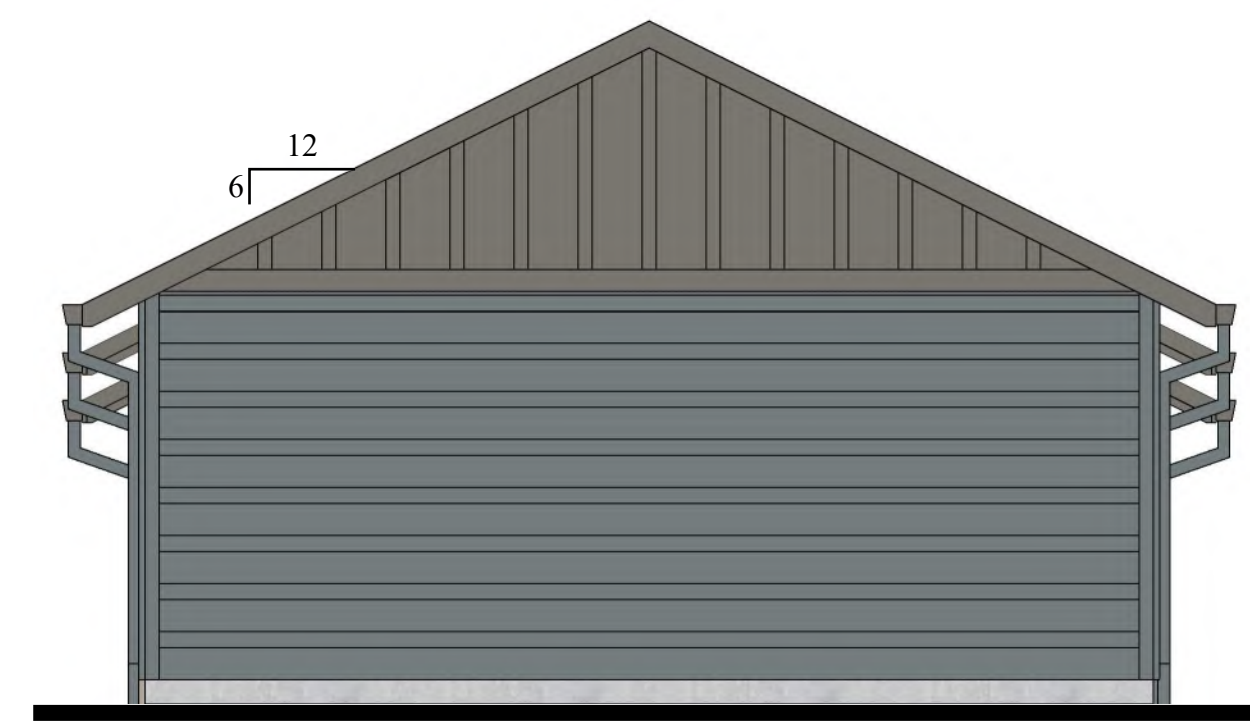
6plex - Unit Gs



1 Left Elevation
SCALE: 1/4" = 1'-0"



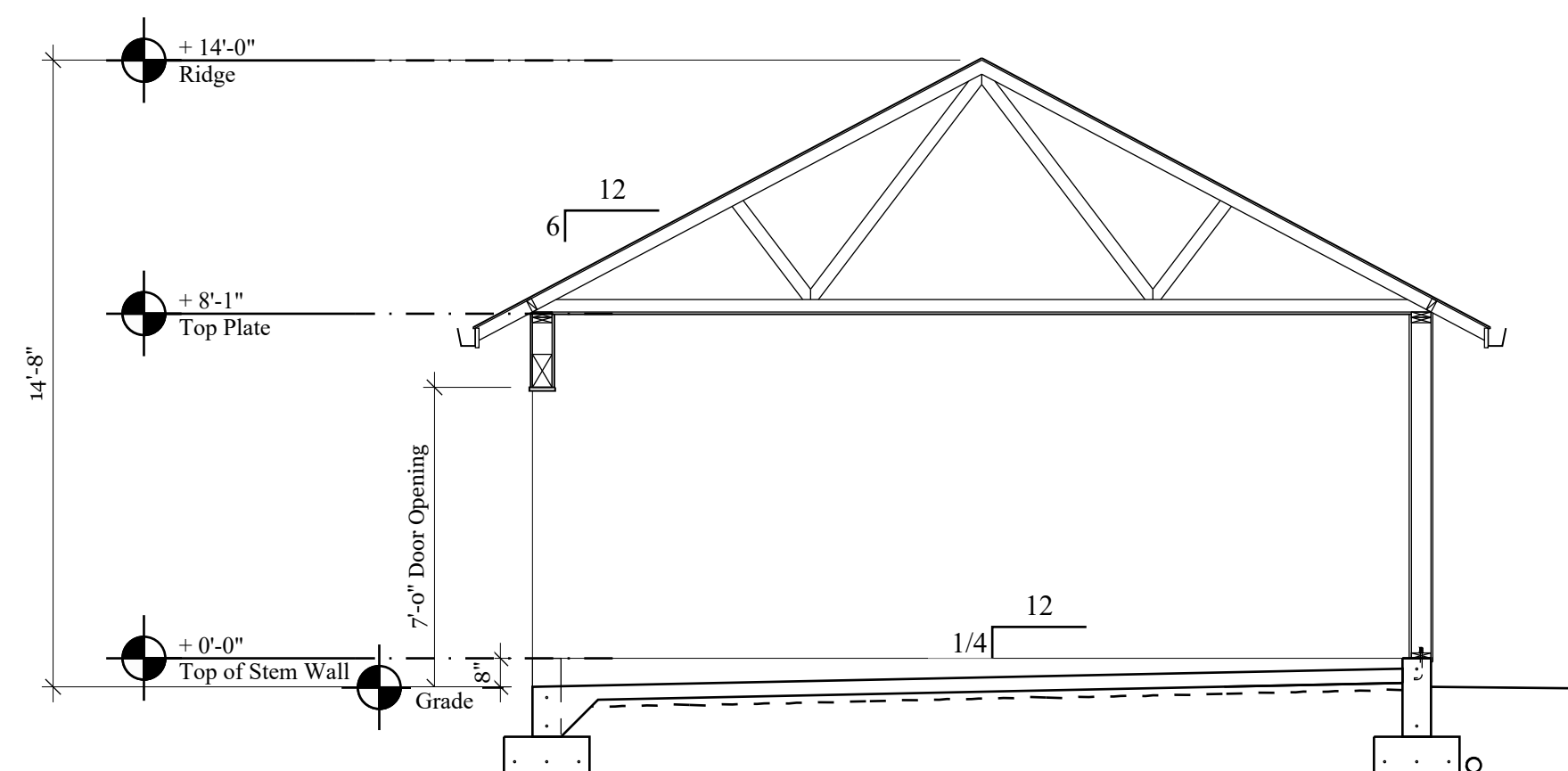
2 Front Elevation
SCALE: 1/4" = 1'-0"



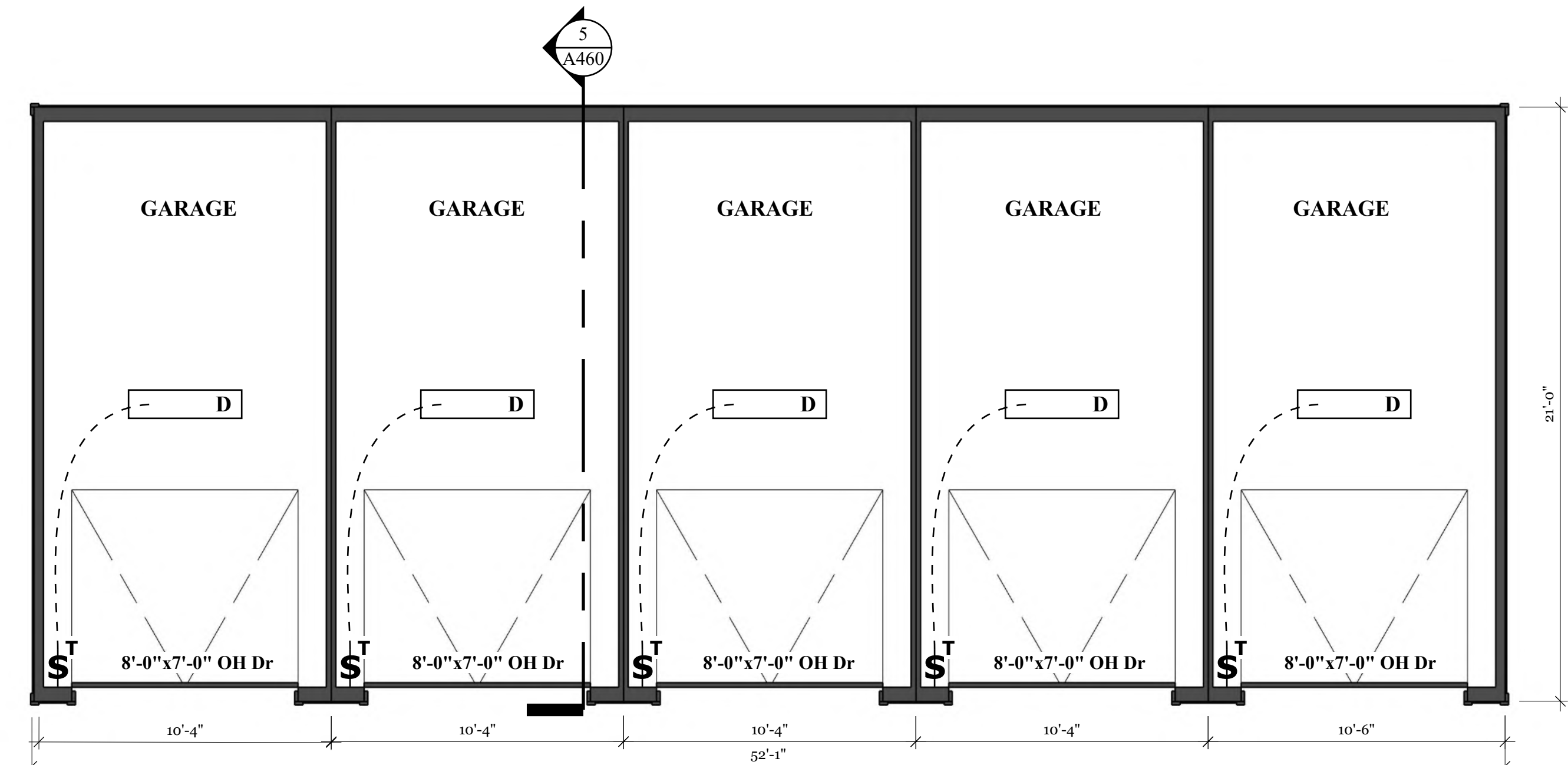
3 Right Elevation
SCALE: 1/4" = 1'-0"



4 Rear Elevation
SCALE: 1/4" = 1'-0"



5 Building Section
SCALE: 1/4" = 1'-0"



6 Floor Plan
SCALE: 1/4" = 1'-0"

MATERIAL	COLOR
LAMINATED ARCHITECTURAL COMPOSITION SHINGLES	OWENS CORNING BLACK
FIBER CEMENT BOARD AND BATTEN	ACCENT - BLDG SW625 FOGGY DAY
1x3 BATTENS 16" ON CN	
4x8 FIBER CEMENT PANEL	ACCENT - ALL APARTMENTS SW703 BRAINSTORM BRONZE
HORIZONTAL FLOOR BAND, FASCIA, GUTTERS, SOFFIT AND DECK TRIM	SW7020 BLACK FOX
FIBER CEMENT LAP SIDING	MAIN BODY - ALL APARTMENTS SW6157 FAVORITE TAN
6" REVEAL LAP PATTERN	ACCENT - ALL APARTMENTS SW703 BRAINSTORM BRONZE
CULTURED STONE	ACCENT - ALL BUILDINGS SW6180 OAKMOSS
ADHERED STONE	ACCENT - BUILDINGS SW6151 QUIVER TAN
	ACCENT - ALL APARTMENTS SW6158 SAWDUST
	MUTUAL MATERIALS COUNTRY LEDGESTONE HUDSON BAY

- GENERAL COLOR NOTES:**
- ALL WINDOWS TO BE VINYL - "CLAY"
 - ALL BUILDING TRIM AND DOWNSPOUTS TO MATCH ADJACENT CLADDING COLOR UNLESS OTHERWISE NOTED.
 - PAINTE ALL EXPOSED STEEL CONNECTORS.
 - APPLY FIRST COAT OF PAINT TO TRIM/SIDING BEHIND STONE VENEER BEFORE INSTALLATION OF STONE

A EXTERIOR FINISH SCHEDULE
SCALE: NTS

Garage

REVISIONS:

**PRELIMINARY
NOT FOR
CONSTRUCTION**
November 19, 2021

PROJECT TITLE: McKENZIE HEIGHTS APARTMENTS, PHASE 2
Salem, OR
36th and Boone Rd

SHEET TITLE: EXTERIOR ELEVATIONS

GRAIN BY: SHAWN

PROJECT: 2104

DATE: 10/31/2021

SHEET: A460

MWSH BOONE ROAD PROPERTY LLC

Salem, Oregon

A Land Use Application for:

Type III Process

CONDITIONAL USE PERMIT: SRC 240.005(d)

Applicant:

MWSH Boone Road Property LLC

Project:

McKenzie Heights II Apartments / Town Homes

Submitted:

November 19, 2021

Prepared by:

MWSH Boone Road Property LLC

McKenzie Heights II Apartments / Town Homes – CUP
Exhibit 54 - Narrative

Applicant & Property Owner

MWSH Boone Road Property LLC

3425 Boone Road SE
Salem, OR 97317
Contact: Mark D. Lowen
503-480-3151 - o
503-586-4104 – c
MLowen@liveBSL.com

Contact: John Eld
503-373-3161 - o
jeld@liveBSL.com

Civil Engineering

Multi/Tech Engineering Services, Inc.

1155 SE 13th Street
Salem, Oregon 97302
Contact: Brandie Dalton
503-363-9227
bdalton@mtengineering.net

Tax Lot Information:

Tax Map: 083W13A0-00300 02300

Lot Area:

41.62 acres

Current Zoning District:

IC (Industrial Commercial)

**Current Comprehensive Plan
Designation**

IC (Industrial Commercial)

Attachments :

(50) Land Use Application – Type III / Conditional Use Permit : SRC 240.005(d)

(54) Application Narrative

(60) Site Plan

(61) Existing Conditions Plan

SITE HISTORY:

The subject property is the second development phase of a parcel 32.42 acres in size, zoned IC, and located on Boone Road (083W13A/Tax Lot 300). The applicant is developing this portion of Tax Lot 300 being the Southwest corner of the site that is 19.05 acres in size.

On November 30, 2020, a Design Review Pre-App (Pre-App AP20-104) was held to discuss the development of the subject property as apartments and Townhomes.

PROPOSAL:

Under SRC 551.005(a)-Table 551-1, multiple family dwellings are allowed within the IC zone with a Conditional Use permit.

The applicant is proposing a development consisting of 210-apartment units and 62 townhome units as shown on the site plans. The applicant is applying for a Conditional Use for the construction of an apartment / townhome complex.

East Side:

150-apartment units / 8 buildings

West Side:

60-apartment units / 4 buildings

62- town home units / 12 buildings

CONDITIONAL USE CRITERIA:

SRC 240.005(d) - An application for a Conditional Use permit shall be granted if all of the following criteria are met:

- (1) The proposed use is allowed as a conditional use in the zone.**
- (2) The reasonably likely adverse impacts of the use on the immediate neighborhood can be minimized through the imposition of conditions; and**
- (3) The proposed use will be reasonably compatible with and have minimal impact on the livability or appropriate development of surrounding property.**

APPLICANT’S REASONS ADDRESSING CHAPTER 240.005(d):

(1) Under SRC 551.005(a)-Table 551-1, multiple family dwellings are allowed within the IC zone with a Conditional Use permit.

(2) The proposed apartments and town homes will have little to no impact on the neighborhood. The property is bordered on the west side by I-5 which provides a buffer and a setback of at least 100 feet from any development to the west. The property to the north is zoned IC and is phase I of this multi-family development with 210 apartment units. The property to the east is zoned IC and is currently vacant. The proposed apartments and town homes are setback at least 20 feet from any property line. The large setbacks and adjacent zoning help eliminate any impacts on the surrounding neighborhood.

The proposed apartments and town homes will have less an impact on the area then an industrial use that is allowed within the IC zone.

A Traffic Impact Analysis (TIA) dated November 18, 2021, has been provided as part of this submitted.

(3) The site is bisected by “A” Drive, with town home and apartment units on the west side and apartment units on the east side. 32nd Avenue will connect to “A” Avenue connecting to Boone Road to the north and 36th Avenue to the east.

The surrounding land uses within the vicinity are zoned and used as follows and as shown.

North: IC (Industrial Commercial); Multi-family / apartments

East: IC (Industrial Commercial); Undeveloped

South: RA (Residential Agriculture); vacant land

West: I-5

The apartments and town homes will be required to go through Site Plan/Design Review, which requires open space and landscaping at a higher percent than what a commercial use would be required to provide. Amenities like landscaped open space and play area will help with the visual appeal of this area and reduce impacts on the neighborhood. The design standards are in place to help ensure compatibly with adjacent uses.

The proposed apartment / townhome development will provide pedestrian paths and sidewalks throughout the site connecting to “A” Drive, and 32nd Avenue. These pedestrian paths will provide access and circulation to the surrounding neighborhoods, increasing their livability as well.

Therefore, this criteria will be complied with through the Site Plan/Design Review process.

Residential Development

Establishing Residential Uses.

The location and density of residential uses shall be determined after considering the proximity to services. Such services include, but are not limited to, shopping, employment and entertainment opportunities, parks, religious institutions, schools and municipal services. Relative proximity shall be determined by distance, access, and ability to provide services to the site.

Multi-Family Housing.

Multiple family developments should be located in areas that provide walking, auto or transit connections to:

- 1) Employment Centers
- 2) Shopping Areas
- 3) Transit Service
- 4) Parks
- 5) Public Buildings

Findings: The subject property is located along Boone Road which is located southwest of Kuebler Boulevard and west of Commercial Street. Both areas will provide services to this development with existing and future uses.

The proposed development will have access to services to the east and northeast along Turner Road, to the west along Boone Road and along Commercial Street. There is a park area located off Landon Street to the southwest of the site. Along these areas are existing offices, shopping, Transit, and parks. All services that will be available to the future residents of this development.

This area of Salem is growing and changing. There are several commercial projects proposed along Kuebler Boulevard and along Boone Road existing and currently being proposed.

Transit Service is available to the west of the site along Battlecreek Road, Route 6 (12th/Battlecreek).

Conclusion:

The applicant requests approval of a Conditional Use Permit: SRC 240.005(d), Type III Review. Providing justification in the form of plans, detailed reports, supporting documents and findings in support of the proposed application. As addressed in this narrative and the supporting plans and documents, this proposal does meet all applicable code provisions. As such, the applicant respectfully requests that the Type III review for the Conditional Use Permit approved as submitted.

McKenzie Heights Phase 2

Class 3-Site Plan Review

November 19, 2021

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

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

Applicant Findings: The applicant is requesting to meet Design Review Standards, except for the following Standards:

Section 803.030-Street Spacing (Block Length)

Section 702.020(e)(5)-Ped Paths

Section 702.020(d)(2)-Parking Location

Section 702.020(e)(4)-Buildable Frontage

Section 702.020(e)(1)-Building Length

Therefore, the applicant has requested adjustments and will meet the guidelines to those standards. All standards and guidelines have been addressed and met as outlined within this narrative and on the site plans.

The subject property is 32.42 acres in size, zoned IC, and located on Boone Road (083W13A/Tax Lot 300). The applicant is developing is 18.08 (19.06 including right of way) acres.

SITE AREAS

BOUNDARY _____	1,412,323 S.F.
TOTAL SITE _____	830,133 S.F.
R.O.W. DEDICATION _____	42,469 S.F.
NET DEVELOPABLE _____	787,664 S.F.

The applicant is proposing a development consisting of 210-apartment units and 62 townhouse units as shown on the site plans.

East Side of A Drive:

9.40 Acres

150-units

West Side of A Drive:

8.68 Acres

60-units

62-townhouse units

Industrial Commercial (IC)-SRC Chapter 551

Setbacks:

East Side-

North: 20-foot; (A Drive)
East: 10-foot; (Vacant IC zone properties)
West: 25-foot; (A Drive)

West Side-

North: 20-foot; (Adjacent Crown Pointe Phase 1)
East: 20-foot; (Adjacent Crown Pointe Phase 1)
South: 20-foot; (A Drive)
West: 10-parking; (Adjacent right-of-way (I-5))

Therefore, all setback requirements have been met. Setbacks are shown on the tentative plan.

Maximum Height: Maximum building height allowed in the IC zone is 70'. All proposed buildings are in compliance with the requirements of the Code.

All buildings and townhomes are under 45 feet in height, measured to the highest point. See attached Building Elevations.

All proposed garage buildings (3 Garage Buildings) are under 15 feet in height (measured to the roof line)

Therefore, the buildings are in compliance with the building height requirement.

Stormwater: As stated on the Grading and Drainage Plan, the proposal is treating at least 80% hard surface with Green Water Infrastructure. A Preliminary Drainage Report dated November 9, 2021, has been submitted as part of this proposal. Therefore, meeting the requirements of the Public Works Department. Therefore, meeting the requirements of the Public Works Department.

(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;*

Applicant Findings: The subject property has street frontage on Boone Road to the north, 32nd Avenue to the east, and A Drive to the east and west. A Traffic Impact Analysis (TIA) dated November 18, 2021, was done for Phase 1 and 2 of the sites. The TIA has been provided as part of this submitted.

As shown on the site plan, safe and efficient access and circulation has been provided into and throughout the development. The proposed development 26-foot wide driveways throughout the site. The driveways provide circulation throughout the site and onto the surrounding street system.

The design of on-site circulation is clearly identifiable, safe, pedestrian friendly and interconnected. The subject property is located in a developing area where improved streets and sidewalks continue as required by the City. Improved access is required by code. Approval does not adversely affect the safe

and healthful development of any adjoining land or access thereto.

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

Applicant Findings: The development is for a 210-unit apartment and 62 townhome units. Code required 1 vehicle parking space for all one-bedroom units, 1.5 vehicle parking spaces for all two and three-units, and 2 vehicle parking spaces for each townhome.

The applicant is required to provide a minimum of 300 on-site vehicle parking spaces for the apartments and a minimum of 124 on-site vehicle parking spaces for the townhome units.

As shown on the site plan, 485 on-site parking spaces are being provided. Plus, each townhome unit has a garage which equals 1 vehicle parking space. Building 11 has parking underneath as well, which is 8 garages. Therefore, there is a total of 547 on-side parking spaces that will be shared between the east and west sides of the development with Phase 2.

East Side: (207 required)

162 Standard Parking Stalls

120 Compact Parking Stalls

7 Handicap Parking Stalls

15 Garages

304 Total Parking Stalls

West Side: (214 required)

102 Standard Stalls

70 Compact Stalls

1 Handicap Parking Stalls

8 Garages under Building 13

62 Garages under the townhomes

243 Total Parking Stalls

Adequate parking has been provided throughout the development with about 2.60 parking spaces per dwelling unit.

All parking areas will be served by 26-foot wide internal two-way accessways that run through the development. Parking areas and driveways have been designed to City standards and provide safe circulation throughout the development.

Bike racks have been provided on the site and located in a convenient location for the residents.

Bicycle parking is also required on site. The Code requires 0.1 bicycle parking space per dwelling unit. Twenty-eight (28) bicycle parking spaces are required for this development. Bike racks will be provided on the site and located in a convenient location for the residents.

West side:

12 Bicycle Spaces (2 racks)

East side:

42 Bicycle Spaces (7 rack)

The design of pedestrian circulation systems shall provide clear and identifiable connections within the multiple family development and to adjacent uses and public streets/sidewalks. The proposed development provides safe and convenient bicycle and pedestrian access from within the development to adjacent residential areas.

Therefore, this standard has been met.

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

Applicant Findings: Utility plans have been provided that show how the site will be served with City water, sewer, storm water facilities, and other utilities appropriate to the development.

McKenzie Heights Phase 2-Block Length

November 19, 2021

Applicant Findings: The subject property, Phase 2, has street frontage on, 32nd Avenue to the east, and A Drive to the east/west. A Traffic Impact Analysis (TIA) dated November 18, 2021, was provided as part of the submittal for Phase 1.

As shown on the site plan, safe and efficient access and circulation has been provided into and throughout the development. The proposed development 26-foot wide driveways throughout the site. The driveways provide circulation throughout the site and onto the surrounding street system. The design of on-site circulation is clearly identifiable, safe, pedestrian friendly and interconnected. The subject property is located in a developing area where improved streets and sidewalks continue as required by the City. Improved access is required by code. Approval does not adversely affect the safe and healthful development of any adjoining land or access thereto.

Sec. 803.030. - Street spacing.

(a) Streets shall have a maximum spacing of 600 feet from right-of-way line to right-of way line along one axis, and not less than 120 feet and not more than 400 feet from right-of-way line to right-of-way line along the other axis.

(b) Street spacing may be increased where one or more of the following exist:

(1)Physical conditions preclude streets meeting the spacing requirements. Physical conditions include, but are not limited to, topography or the existence of natural resource areas such as wetlands, ponds, streams, channels, rivers, lakes, or a resource protected by state or federal law.

(2)Buildings or other existing development on adjacent lands, including previously subdivided but vacant lots or parcels, physically preclude streets meeting the spacing requirements, considering the potential for redevelopment.

(3)An existing public street or streets terminating at the boundary of the development site exceed the spacing requirements, or are situated such that the extension of the street or streets into the development site would create a block length exceeding the spacing requirements. In such cases, the block length shall be as close to the spacing requirements as practicable.

(4)Strict application of the spacing requirements would result in a street network that is no more beneficial to vehicular, pedestrian, or bicycle traffic than the proposed street network, and the proposed street network will accommodate necessary emergency access.

Applicant Findings:

(A) Block length shall be a maximum of 600 feet between street centerlines. The length of the blocks was taken into consideration at the time of design layout and per Partition 19-12 Conditions of Approval. The 32nd and A Drive street extensions exceed the 600-foot block

length allowed. The applicant is requesting an alternative street design to allow a greater than 600-foot street spacing per 803.030.

There are more than enough street connections within the proposed development to provide for adequate circulation.

Due to the wetlands and steep slopes to the east and south, additional street connections cannot be made.

The site plan provided shows how the street alignment will be constructed when the entire site is developed. As shown on the site plan, the proposed development provides a safe and efficient circulation pattern throughout the development for vehicles and pedestrians.

- (B) The purpose of this requirement is to help provide safe and efficient vehicle and pedestrian circulation throughout the development. As stated above, there are more than adequate street connections and sidewalks proposed that will provide safe and efficient circulation.

The subject property is zoned IC. The subject property is being developed with multi-family dwellings and townhomes.

The development provides street connections to the east and west (A Drive) to help enhance circulation throughout the neighborhood when those properties are developed. The proposal will have little to no impact on the surrounding neighborhood since the development is surrounded by I-5 or mainly vacant IC land.

A Drive:



A Drive runs through Phase 2 and is about 1200 feet in length. A Drive provides a street connection to the properties to the south for future development. The proposed street exceeds the maximum spacing of 600 feet from right-of-way line to right-of way line. However, due to the topography on the south site of A Drive, it is too steep to provide a street connection that will be safe and efficient. A connection from A Drive to the southeast would have a 17.5% street grade, which is well over the 12% allowed (See attached grading plan). Furthermore, there is a waterway located on the eastern portion of the site that will make a street connection difficult. So, at this time, it is most efficient to avoid street connections in certain areas.

Due to the topography and the location of waterway to the south and east, additional street connections from A Drive are not feasible. Nor is it needed due to the street connections provided as shown on the street plan provided. A connection to the southeast would also result in the loss of trees, loss of density, and require significant grading.

I-5 is located to the west of the subject property. Therefore, a street connection to the west is not feasible or allowed.



McKenzie Heights Phase 2 Adjustment Class-2 Application

Proposal:

The subject property is 32.42 acres in size, zoned IC, and located on Boone Road (083W13A/Tax Lot 300). The applicant is only developing the southwest corner of the site that is 18.08 (19.06 including right of way) acres in size.

The applicant is proposing a development consisting of 210-apartment units and 62 townhouse units as shown on the site plans.

East Side:

409,572 square feet (9.40 acres)
150-units proposed

West Side:

378,092 square feet (8.68 acres)
60-units and 62-townhomes proposed

The applicant is requesting an adjustment greater than 20% adjustment to Sec. 702.020(e) Façade and building design:

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

Adjustment Criteria-SRC 250.005(d)(2) Criteria:

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

- (A) The purpose of this requirement is to provide a pedestrian friendly development with building located close to the sidewalks instead of parking areas.**



A Drive (North-East Side)

The subject property has 491 feet of buildable width (this excludes required side setbacks and driveways) along A Drive. Due to the 10-foot PUE, Buildings 1, 4, and cannot be located on the 5-foot setback line along A Drive. Code requires a minimum of 40% of the buildable width be occupied by buildings. As shown on the site plan, the buildings total 186 feet of the buildable width along the street frontage. Therefore, occupying 37% of the buildable width of street frontage along A Drive. Due to required parking and the location of the proposed driveways, additional buildings could not be provided along the setback line of A Drive.

The applicant's proposal also includes additional landscaped within the existing development, which is equally or better because landscaping helps to enhance the pedestrian appeal of a site. See attached landscape plans.



A Drive (West Side)

The subject property has 626 feet of buildable width (this excludes required side setbacks and driveways) along A Drive. Due to the 10-foot PUE, Buildings 8 and 10 cannot be located on the 5-foot setback line along A Drive. Code requires a minimum of 40% of the buildable width be occupied by buildings. As shown on the site plan, the buildings total 217 feet of the buildable width along the street frontage. Therefore, occupying 34% of the buildable width of street frontage along A Drive. Due to required parking and the location of the proposed driveways, additional buildings could not be provided along the setback line of A Drive.

The applicant's proposal also includes additional landscaped within the existing development, which is equally or better because landscaping helps to enhance the pedestrian appeal of a site. See attached landscape plans.

- (B) The apartment development will provide additional landscaped areas throughout the site along with pedestrian paths/sidewalks through, along with visual appealing buildings. All of which will create a pedestrian friendly development. The reduction of buildings along the setback line will have no effect on the proposed use or surrounding uses.
- (C) There are several adjustments being requested for this proposal. The several adjustments do not have any effect on the project.

McKenzie Heights Phase 2 Adjustment Class-2 Application

Proposal:

The subject property is 32.42 acres in size, zoned IC, and located on Boone Road (083W13A/Tax Lot 300). The applicant is only developing the southwest corner of the site that is 18.08 (19.06 including right of way) acres in size.

<u>SITE AREAS</u>	
BOUNDARY _____	1,412,323 S.F.
TOTAL SITE _____	830,133 S.F.
R.O.W. DEDICATION _____	42,469 S.F.
NET DEVELOPABLE _____	787,664 S.F.

East Side:
409,572 square feet (9.40 acres)
150-units proposed

West Side:
378,092 square feet (8.68 acres)
60-units and 62 townhomes proposed

The applicant is proposing a development consisting of 210-apartment units and 62 townhouse units as shown on the site plans.

The applicant is requesting an adjustment greater than 20% adjustment to Sec. 702.020(e) Façade and building design:

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

These standards are intended to promote building and site design that contributes positively to a sense of neighborhood and to the overall streetscape by carefully relating building mass, entries and yards to public streets.

Adjustment Criteria-SRC 250.005(d)(2) Criteria:

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

McKenzie Heights Phase 2

Adjustment Class-2 Application

November 19, 2021

Proposal:

The subject property is 32.42 acres in size, zoned IC, and located on Boone Road (083W13A/Tax Lot 300). The applicant is only developing the southwest corner of the site that is 18.08 (19.06 including right of way) acres in size.

A street extension, A Drive runs through the development, creating two sites.

East Side:

409,572 square feet (9.40 acres)

150-units proposed

West Side:

378,092 square feet (8.68 acres)

60-units and 62 townhomes proposed

The applicant is proposing a development consisting of 210-apartment units and 62 townhouse units as shown on the site plans.

The applicant is requesting an adjustment greater than 20% adjustment to Sec. 702.020(e)(5) Façade and building design:

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

Adjustment Criteria-SRC 250.005(d)(2) Criteria:

(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.**

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

(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 Findings:

- (A) The purpose of this requirement is to provide a pedestrian friendly development with buildings entrances facing the street. The applicant is requesting an adjustment to allow a**

Building 7 to not have direct pedestrian access from the building to A Drive as shown on the site. Due to the topography of the site and the need for a retaining wall, a pedestrian pathway cannot feasibly be provided.



All buildings face the interior of the lot. The rear side of Buildings 7 and 8 face A Drive and are located within 25 feet of the property line. The side of Buildings 1, 4, 5, and 9 face A Drive and are located within 25 feet of the property line. The sides of the townhomes face A Drive also. The street side of these buildings (rear/side) will be designed to be visually appealing, by providing similar design as is being provided for the front building facade for all buildings. In order to be consistent with the front facade of the building; windows, offsets, and architectural features will be incorporated in the portions of the building facing the right-of-way.

All buildings within the development have direct pedestrian access onto sidewalks. The internal pedestrian circulation system consists of hard 6-foot-wide surfaced sidewalks that provide easily identifiable and safe connections between the residential units, parking, recreation areas, manager's apartment, and the trash disposal area. The pedestrian system connects the buildings to the public sidewalk system within Phase 1, Boone Road, 32nd Avenue, and A Drive via the proposed internal sidewalk system.

Proposed and existing sidewalks will further enhance the pedestrian connections and circulation to and from the site. The proposed sidewalks to and from the site will provide pedestrian circulation to the entrances of the buildings.

One of the requirements in SRC 702.020(d)(4) is "To ensure safe pedestrian access to and throughout the development site, pedestrian pathways shall be provided that connect to and between buildings, common open space, and parking areas, and that connect the development to the public sidewalks". The proposal still meets the requirement of SRC 702.020(d)(4) by providing a sidewalk connection from within the project to the public

sidewalk along A Drive and through Phase 1.

Due to the slope of the site, Buildings 7 is below the street level and requires a retaining wall. Making it very difficult to provide pedestrian paths.

Proposed pedestrian sidewalk connections are illustrated on the tentative site plan. The proposed development provides safe and convenient bicycle and pedestrian access from within the development to adjacent residential areas. Due to the topography and retaining wall near Building 7, providing a pedestrian pathway is not feasible. However, there are more than adequate pathways from Building 7 to the internal sidewalk system that are equally or better met by the proposal.

- (B) The apartment development will provide landscaped areas throughout the site along with pedestrian paths/sidewalks throughout, along with visual appealing buildings. All of which will create a pedestrian friendly development. Buildings not facing the street will have no effect on the proposed use or surrounding uses.
- (C) There are several adjustments being requested for this proposal. The adjustments do not have any effect on the project.

McKenzie Heights Phase 2

Adjustment Class-2 Application

November 17, 2021

Proposal:

The subject property is 32.42 acres in size, zoned IC, and located on Boone Road (083W13A/Tax Lot 300). The applicant is only developing the southwest corner of the site that is 18.08 (19.06 including right of way) acres in size.

The applicant is proposing a development consisting of 210-apartment units and 62 townhouse units as shown on the site plans.

The applicant is requesting an adjustment greater than 20% adjustment to Sec. 702.020(d) Façade and building design:

“SRC 702.020(d)(2): “To minimize the visual impact of on-site parking and to enhance the pedestrian experience, off-street surface parking areas and vehicle maneuvering areas shall be located behind or beside buildings and structures. Off-street surface parking areas and vehicle maneuvering areas shall not be located between a building or structure and a street.”

Adjustment Criteria-SRC 250.005(d)(2) Criteria:

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

- (A)** The purpose of this requirement is to provide a pedestrian friendly development with buildings located close to the sidewalks instead of parking areas.

Due to the required street extensions, required driveway location and shape of the lot, Buildings 8, 9, and a 4-unit townhome building cannot be moved in front of the parking along A Drive.



McKenzie Heights II – Narrative Adjustment for Reduced Setbacks– Exhibit 75REV01

McKenzie Heights 2

South Boundary

Adjustment for Reduced Setbacks

SRC 702.020(e)(2) provides that where a development site abuts property zoned RA, building shall be set back for the abutting RA zoned property as set forth in Table 702.5 to provide appropriate transitions between new buildings and structures on site and existing buildings and structures on abutting sites. Buildings two or more stories in height require a minimum 1-foot setback for each 1 foot of building height, but in no case less than 20 feet.

Along the south boundary the project has some townhouse units proposed that are presently proposed to be 20 feet from the south boundary.

The proposed townhomes are by building code defined as two story with a basement building.

The projected height of the proposed buildings in relation to the rear (south) property line is less than 20 feet.

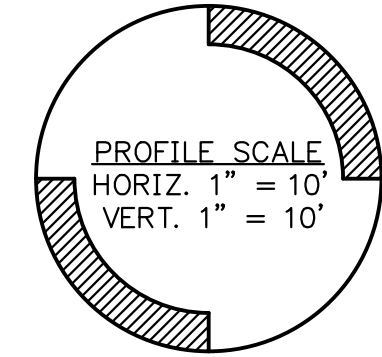
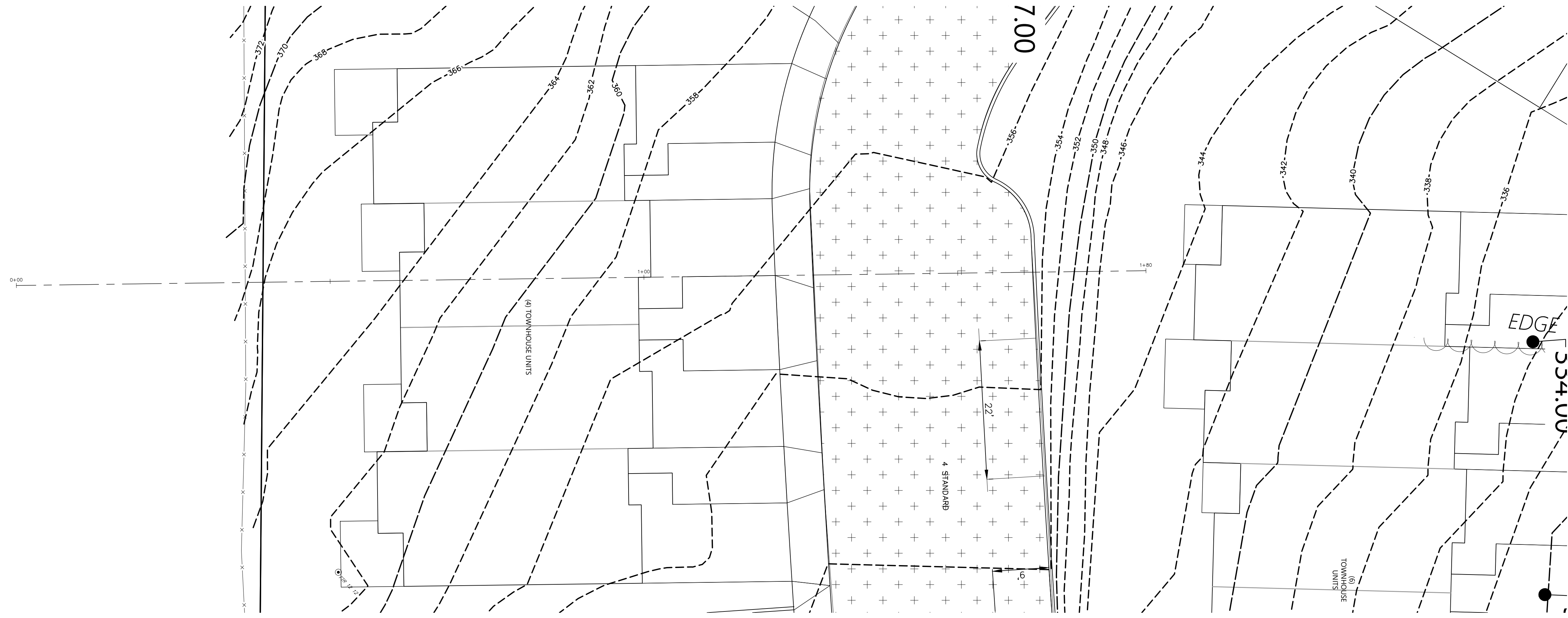
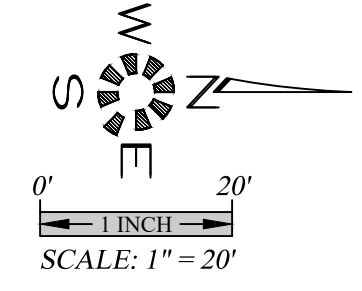
The property to the south slopes up away from the project site. Rising in elevation above the proposed finish floor of the townhomes 6 and 10 feet. (A section drawing is attached to illustrate this information).

The goal of the setbacks set out in Table 702.5 are as stated to provide an appropriate transition between new buildings and structures on site and existing buildings and structures on abutting sites. At present, the property to the south of the project site is vacant in this area, not structures or residences exist on the “abutting sites”.

Given the lack of structures on the abutting property and the rising gradient to the south, the transition will be achieved by natural features. The proposed townhomes are in a practical since very much like conventual structures, not the same as stacked apartment buildings. The main living area of the until is on the lower floor and the upper floor is the bedroom/sleeping area of the structure. This fact also supports the justification for the reduced setbacks.

The use of the larger setbacks creates issues with the proposed layout that would force the reduction in the open space on the site and possible impact the open atmosphere that is trying to be achieved in offering an alternative housing style for the project site.

Based on the above we believe that an adjustment to the minimum set back from those set out in Table 702.5 for the few townhouse units along the south boundary is justified.



4PLEX PROFILE

McKENZIE HEIGHTS PHASE 2

MULTITECH ENGINEERING EXEMPT FROM LIABILITY IF NOT STAMPED APPROVED
NOT FOR CONSTRUCTION UNLESS STAMPED APPROVED HERE

NO CHANGES, MODIFICATIONS OR REPRODUCTIONS TO BE MADE TO THESE DRAWINGS WITHOUT WRITTEN AUTHORIZATION FROM THE DESIGN ENGINEER.
 DIMENSIONS & NOTES TAKE PRECEDENCE OVER GRAPHICAL REPRESENTATION.

7070 SITE	MARK-BLD PROF
Design: M.D.G.	
Drawn: T.M.S.	
ProjMgr: M.D.G.	
Date: AUG. 2020	
Scale: AS SHOWN	
As-Built: ----	

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MWSH BOONE ROAD PROPERTY LLC

Salem, Oregon

Planning Review Checklist responses for:

21-121613-ZO

21-121614-RP

21-121616-ZO

21-121618-ZO

22-103391-DR

3400 Block of Boone Rd SE

Applicant:

MWSH Boone Road Property LLC

Project:

McKenzie Heights II Apartments / Town Homes

Adjustment to use interior building corridors as common pathways

Submitted:

March 7, 2022

Prepared by:

MWSH Boone Road Property LLC

The applicant is requesting an adjustment to Sec. 702.020(d)(4) parking and site design: to permit interior building corridors as common pathways

“(4) To ensure safe pedestrian access to and throughout a development site, pedestrian pathways shall be provided that connect to and between buildings, common open space, and parking areas, and that connect the development to the public sidewalks.”

Adjustment Criteria-SRC 250.005(d)(2) Criteria:

(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.

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

(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 Findings:

(A) “The purpose of this requirement is to ensure safe pedestrian access to and throughout a development site, pedestrian pathways shall be provided that connect to and between buildings, common open space, and parking areas, and that connect the development to the public sidewalks.”

All buildings within the development have direct pedestrian access onto sidewalks. The internal pedestrian circulation system consists of hard 6-foot-wide surfaced sidewalks that provide easily identifiable and safe connections between the residential units, parking, recreation areas, manager’s apartment, and the trash disposal area. The internal system connects the buildings to the public sidewalk system, via the proposed internal sidewalk system.

One of the requirements in SRC 702.020(d)(4) is “To ensure safe pedestrian access to and throughout the development site, pedestrian pathways shall be provided that connect to and between buildings, common open space, and parking areas, and that connect the development to the public sidewalks”. The proposal still meets the requirement of SRC 702.020(d)(4) by providing a sidewalk connection from within the project to the public sidewalk along “A” Street.

Due to the slope issues on the site, encircling some buildings with pedestrian sidewalks is not possible Making it very difficult to provide pedestrian connections from and around both sides of each building.

To accommodate the safe pedestrian standard the design of Buildings 5 and 6 the applicant requests a adjustment to utilize the internal building corridors as common pathways, connecting the front and back of each building. Therefore, meeting the requirements and intent of the code.

Proposed pedestrian sidewalk connections are illustrated on the tentative site plan. The proposed development provides safe and convenient bicycle and pedestrian access from within the development to adjacent residential areas. Therefore, due to the slope conditions on the site the design of Buildings 5 and 6, providing interior corridor common pedestrian pathways through each of these building is equally or better met by the proposal.

(B) This multi-family residential development will provide landscaped areas throughout the site along with interior building corridors, pedestrian paths, and sidewalks throughout. All of which will create a pedestrian friendly development and will have no negative effect on the proposed use or surrounding uses.

(C) This adjustment does not have any effect on the project.

The applicant submits that based on the above information an adjustment to pedestrian access design as set out in SRC702.02(d)(4) is justified.

Class 2-Driveway Approach Permit
November 19, 2021



SRC 804.025 (d) 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;

Applicant Response: The subject property is 32.42 acres in size, zoned IC, and located on Boone Road (083W13A/Tax Lot 300). The applicant is only developing the southwest corner of the site that is 18.08 (19.06 including right of way) acres.

<u>SITE AREAS</u>	
BOUNDARY _____	1,412,323 S.F.
TOTAL SITE _____	830,133 S.F.
R.O.W. DEDICATION _____	42,469 S.F.
NET DEVELOPABLE _____	787,664 S.F.

East Side:
409,572 square feet (9.40 acres)
150-units proposed

West Side:
378,092 square feet (8.68 acres)
60-units and 62 townhomes proposed

The applicant is proposing a development consisting of 210-apartment units and 62 townhouse units as shown on the site plans.

This is Phase 2 of the McKenzie Heights Apartments; Phase 1 is located to the north. The proposed Phase 2 development will have access onto A Drive that runs north/south through the property. A Drive is designated as a 'local' street on the Salem Transportation System Plan. All seven (7) driveways will meet Public Works design standards. As shown on the site plan the driveways are required for access to the site and are in compliance with design standards.

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

Applicant Response: Phase 2 will have access through Phase 1 to the north. The location of the driveways was taken into consideration prior to laying the site out. Access onto Boone Road to the north is not allowed, so all access for Phase 1 and 2 will be taken to and from 32nd Avenue and "A" Drive. The location of the proposed driveways take into consideration the location of internal streets adjacent to the site and access onto the local streets. Therefore, all factors were taken into consideration and there are no conditions on the site that prevent the driveway approach.

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

Applicant Response: There are no driveways proposed onto an arterial. Therefore, this criterion is not applicable.

(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;

Applicant Response to (4)(B): The subject property is located on Boone Road to the north. A Drive is proposed to run through the development. Phase 2 will have access through Phase 1. Access to Boone Road is not allowed for this development. All access will be onto 32nd Avenue and "A" Drive. There are seven driveways proposed onto A Drive. There are no adjacent driveways to share access with and A Drive is a 'local' street. Therefore, there is no lower classified streets abutting the property. Therefore, this criterion has been met.

(5) The proposed driveway approach meets vision clearance standards;

Applicant Response: Through the pre-app process, the applicant has been working with Public Works to ensure that the driveway approach is in the required location and meets vision clearance standards. As shown on the site plan, this criterion has been met.

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

Applicant Response: The driveway approach does not create traffic hazards. As shown on the site plan, this criterion has been met.

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

Applicant Response: Public Works has had the opportunity to review the site plan for any adverse impacts. No adverse impacts to the vicinity have been identified. As shown on the site plan, the location of the driveway will not have any impacts on the subject property or adjacent properties. This criterion has been met.

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

Applicant Response: The applicant has been working with Public Works to ensure that the driveway approach is in the required locations to minimize impacts to adjacent streets and intersections. As shown on the site plan, this criterion has been met.

MWSH BOONE ROAD PROPERTY LLC

Salem, Oregon

3400 Block of Boone Rd SE

22 106445 00 NR

Sec. 808.045. Tree variances

Applicant:

MWSH Boone Road Property LLC

Project:

McKenzie Heights II Apartments / Town Homes

21-121613-ZO

21-121614-RP

21-121616-ZO

21-121618-ZO

22-103391-DR

Revised:

April 14, 2022

Prepared by:

MWSH Boone Road Property LLC

Tree Variance Sec. 808.045

In response to the updated planning review checklist dated, February 25, 2022, the applicant is requesting a Tree variance under Sec. 808.045.

As a part of this development, it has been determined that a Variance allowing to remove trees is needed to complete the land use approval process.

Proposal:

The subject property is about 18.08 acres in size and zoned IC (Industrial Commercial) The applicant is proposing develop this site into 212 multi-family apartment units and 62 Townhomes including roadways, parking and water quality facilities (see attached plan).

The subject property is phase II of a parcel 32.35 acres in size, located on Boone Road (083W13A/Tax Lot 300). The site, Phase II is the southwest corner of tax lot 300, is 18.08 acres in size.

There are 578 (five hundred and seventy-eight) trees located throughout the proposed subdivision, as shown on the tree plan. Trees designated for removal are within the right-of-way, the building envelop or within an area close to the building envelope but have the potential of being damaged during grading and construction. See Sheet Site Plan

There are 27 (twenty-seven) Oregon White Oaks that are significant. Seven (7) of the Oregon White Oaks trees are proposed for preservation.

	<u>REMAIN</u>	<u>REMOVE</u>	<u>TOTAL</u>
WHITE OAK 24">	6	21	27
OTHER TREES	129	422	551
TOTAL TREES	135	443	578

A total of 135 (one-hundred and thirty-seven) trees are designated for preservation. Therefore, 23% of the trees on site will be preserved.

A tree variance to allow the removal of significant Oregon White Oaks is being requested.

Criteria

Tree Variance 808.045(d)(1):

- A. *There are special conditions that apply to the property which create unreasonable hardships or practical difficulties which can be most effectively relieved by a variance;***

Findings: The subject property is about 18.08 acres in size and zoned IC (Industrial Commercial) The applicant is proposing develop this site into 212 multi-family apartment units and 62 Townhomes including roadways, parking, and water quality facilities (see attached plan).

The subject property is phase II of a parcel 32.42 acres in size, located on Boone Road (083W13A/Tax Lot 300). The site, Phase II is the southwest corner of tax lot 300, is 18.08 acres in size.

There are 27 (twenty-seven) Oregon White Oaks that are significant. Six (6) of the Oregon White Oaks trees are proposed for preservation. Trees designated for removal are within the right-of-way, accessways, the building envelop or within an area close to the building envelope but have the potential of being damaged during grading and construction.

The site has been designed to accommodate a safe and efficient circulation system, adequate parking, open space meeting the standards all while taking into consideration topography, stormwater detention, and street connections.

In order to develop this site as allowed in the IC zone, the removal of trees could not be avoided and therefore, created a hardship by impacting how the site plan could be laid out. Therefore, the trees on the site that will be removed are located within the proposed building envelopes, accessways, and right-of-way.

Each significant tree designated for removal is identified on the Revised Grading plan 66REV03 and Revised Open Space and Tree Preservation Plan 61REV03 as follows:

Tree #1: a 24" White Oak – Is located near the southerly boundary of the site, in an area that requires substantial grading with the potential of damaging the tree during grading and construction. Prohibiting the preservation of this tree.

Tree #2: a 48" White Oak – Is located within the pedestrian accessway that services building #6, between building #6 and the parking lot. Its location prohibits preservation of this tree.

Tree #3: a 66" White Oak – Is located within the parking lot that services building #7 of this site. Its location prohibits preservation of this tree.

Tree #4: a 40" White Oak – Is located near the northerly boundary of the site. this trees close proximity to the building envelope of building #1 and the "A" Street right of way just north of

this tree. Substantial grading and construction with the potential of damaging the tree prohibits preservation for this tree.

Tree #5: a 54" White Oak – Is located within the boundaries of the "A" Street, right-of-way that runs along the northerly boundary of the site. this tree's location in the right-of-way prohibits preservation.

Tree #6: a 24" White Oak – Is located near the southerly boundary of the site, at the easterly edge of the terminus of the "A" Street right-of-way, in an area that requires substantial grading with the potential of damaging the tree during grading and construction. These factors prohibit preservation of this tree.

Tree #7: a 24" White Oak – Is located within the boundaries of the "A" Street, right-a-way. The location of this tree within the right-of-way prohibits preservation.

Tree #8: a 36" White Oak – Is located within the boundaries of the "A" Street, right-a-way. The location of this tree within the right-of-way prohibits preservation.

Tree #9: a 25" White Oak – Is located near the southerly boundary of the site, at the westerly edge of the terminus of the "A" Street right-of-way in an area that requires substantial grading, with the potential of damaging the tree during grading and construction. These factors prohibit preservation of this tree.

Tree #10: a 35" White Oak – Is located near the southerly boundary of the site. This area requires substantial grading as being in close proximity to a 6-unit townhouse building envelope. with the potential of damaging the tree during grading and construction. These factors prohibit preservation of this tree.

Tree #11: a 30" White Oak – Is located near the southerly boundary of the site, near the building envelopes for two multi-unit townhouse buildings. This portion of the site requires substantial grading and removal of soil. with the potential of damaging the tree during grading and construction. These factors prohibit preservation of this tree.

Tree #12: a 36" White Oak – Is located within the building envelope of a four-unit townhome building. Not allowing for preservation of this tree.

Tree #13: a 36" White Oak – Is located within the building envelope of a four-unit townhome building. Not allowing for preservation of this tree.

Tree #14: a 42" White Oak – Is located within the boundaries of the "A" Street, right-a-way. This trees location within the right-of-way prohibits preservation.

Tree #15: a 29" White Oak – Is located between the most southerly townhome parking area and a four-unit townhome building. The proximity of this tree to the building envelope, parking lot

and accessways has the potential of damaging the tree during grading and construction. Therefor preservation of this tree is not possible.

Tree #16: a 44" White Oak – Is located near the southeasterly corner of the townhome development. The topography in this area requires extensive grading with the potential of damaging the tree during grading and construction. Therefore, the preservation of this tree is not possible.

Tree #17: a 36" White Oak – Is located near the centerline of the drive isle and parking area that services the townhome sites. Its location prohibits preservation of this tree.

Tree #18: a 28" White Oak – Is located within the building envelope of a six-unit townhome building. The location of this tree within the building's foundation prohibits preservation of this tree.

Tree #19: a 42" White Oak – Is located at the northwest corner of a five-unit townhome building and abutting the foundation of this building, damaging the tree during grading and construction This location prohibits preservation of this tree.

Tree #20: a 36" White Oak – It is located at the southwest corner of a five-unit townhome building. Its location prohibits the construction of driveway and sidewalk improvements necessary for the townhouse construction. Therefore, this location prohibits preservation of this tree

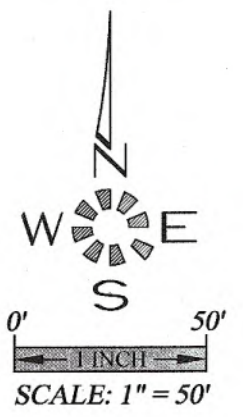
Tree #21: a 28" White Oak – Is located in a narrow sloping area between a six-unit townhome building to the west and "A" street to the east. The close proximity to the building foundation and the public roadway improvements that will damage the tree during grading and construction. Prohibiting preservation of this tree.

B. The proposed variance is the minimum necessary to allow the otherwise lawful proposed development or activity.

Findings: The proposed variance is the minimum necessary to allow the lawful development of the site. The removal of significant trees will only impact the trees are within the right-of-way, accessways, the building envelop or within an area close to the building envelope but have the potential of being damaged during grading and construction.

The applicant has provided, detailed drawings, information, and findings to support the approval of this easement. Based on this information we believe the tree variance is justified.

McKenzie Hts. II Apartments / TH - Revised Open Space and Tree Preservation Plan 61REV03



MULTI/TECH
 ENGINEERING SERVICES, INC.
 11150 13TH ST., S.E. SALEM, OR 97302
 PH. (503) 363-9227 FAX (503) 364-1266
 www.mtengineering.net office@mtengineering.net

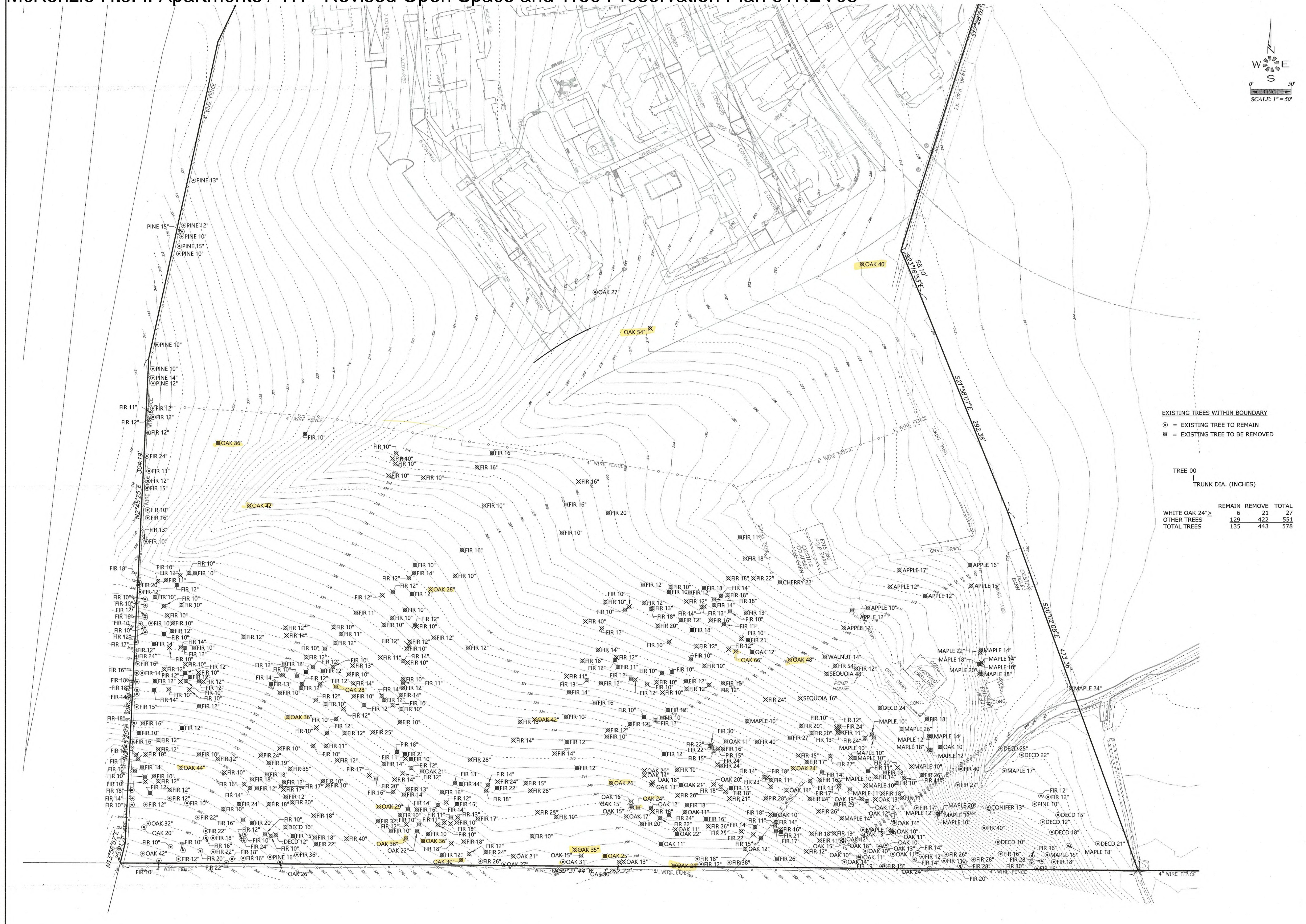
EXISTING CONDITIONS/ TREE PRESERVATION PLAN

MCKENZIE HEIGHTS PHASE 2

EXISTING TREES WITHIN BOUNDARY
 ○ = EXISTING TREE TO REMAIN
 ✕ = EXISTING TREE TO BE REMOVED

TREE 00
 TRUNK DIA. (INCHES)

	REMAIN	REMOVE	TOTAL
WHITE OAK 24" >	6	21	27
OTHER TREES	129	422	551
TOTAL TREES	135	443	578



NO CHANGES, MODIFICATIONS OR REPRODUCTIONS TO BE MADE TO THESE DRAWINGS WITHOUT THE WRITTEN AUTHORIZATION FROM THE DESIGN ENGINEER.
 DIMENSIONS & NOTES TAKE PRECEDENCE OVER GRAPHICAL REPRESENTATION.

Design: M.D.G.
 Drawn: T.N.S.
 Checked: M.D.G.
 Date: AUG. 2020
 Scale: AS SHOWN



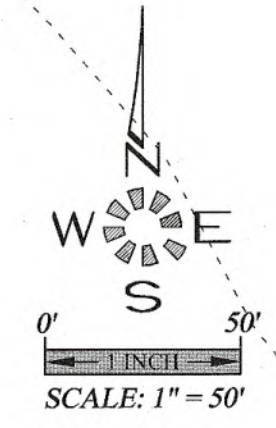
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 JOB # 7071

SDR2
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GRADING PLAN

MCKENZIE HEIGHTS PHASE 2



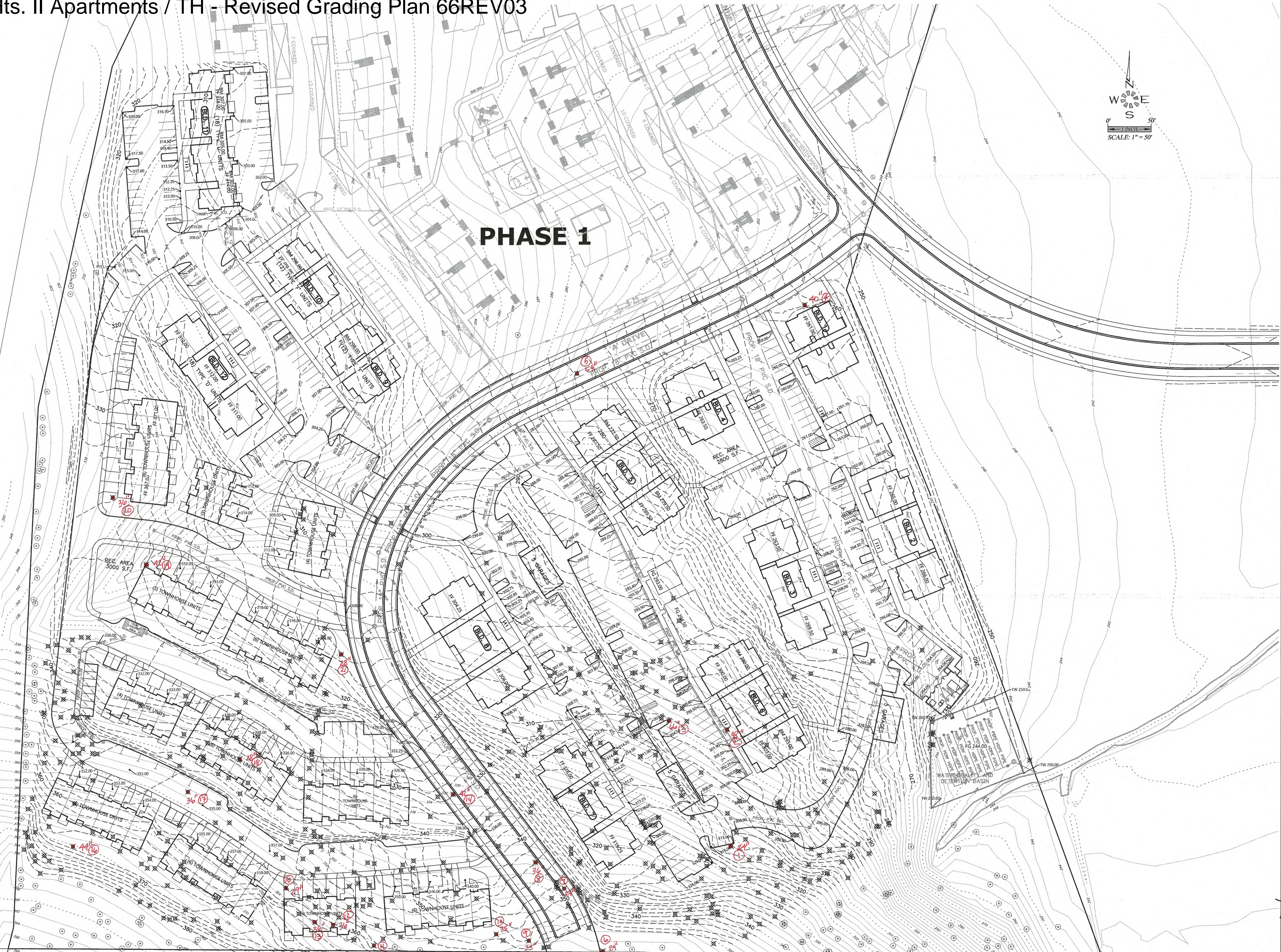
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Design: M.D.G.
 Drawn: C.D.S.
 Checked: E.A.H.
 Date: AUG. 2020
 Scale: AS SHOWN



EXPIRES: 06-30-2023
 JOB # 7071

SDR5



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MWSH BOONE ROAD PROPERTY LLC

Salem, Oregon

A Land Use Application for:

Sec. 225.005. - Design review
Type III Process

Applicant:

MWSH Boone Road Property LLC

Project:

McKenzie Heights II Apartments / Town Homes

Submitted:

November 19, 2021

Prepared by:

MWSH Boone Road Property LLC

Applicant & Property Owner

MWSH Boone Road Property LLC

3425 Boone Road SE
Salem, OR 97317
Contact: Mark D. Lowen
503-480-3151 - o
503-586-4104 – c
MLowen@liveBSL.com

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503-373-3161 - o
jeld@liveBSL.com

Civil Engineering

Multi/Tech Engineering Services, Inc.

1155 SE 13th Street
Salem, Oregon 97302
Contact: Brandie Dalton
503-363-9227
bdalton@mtengineering.net

Tax Lot Information:

Tax Map: 083W13A0-00300 02300

Lot Area:

32.42 acres

Current Zoning District:

IC (Industrial Commercial)

Current Comprehensive Plan Designation

IC (Industrial Commercial)

Attachments :

- (50) Land Use Application – Class III / Design Review – SRC 225.005**
- (54) Application Narrative**
- (51) Ownership Verification :**
 - Vesting Deed – MWSH Boone Road Property LLC**
 - LLC Operating Agreement – MWSH Boone Road Property LLC**
- (60) Site Plan**
- (61) Existing Conditions / Tree Plan**
- (62) Preliminary Utility Plans**
- (63) Landscape Plan**
- (64) Building Elevations**
- (66) Preliminary Grading**
- (67) Preliminary Stormwater Plan**
- (68) Open Space Plan**
- (71) TIA (Traffic Impact Analysis)**
- (73) Stormwater Report**
- (74) Geotechnical Report**

The following statement addresses the applicable Design Review Standards in the SRC Chapter 702 (Multiple Family Design Review) and the requirements under the IC Zone District. Information provided on the site plans for the Design Review application further address applicable code requirements.

On November 30, 2020, a Design Review Pre-Application Conference (PRE-AP-20-104) was held with the applicant and City staff to discuss the development of the subject property.

Current Land-Use Approvals:

*Comprehensive Plan Map Amendment/Zone Change (CPC/ZC) Case No. 17-02 was approved on April 26, 2017.

*Urban Growth Area (UGA) Preliminary Declaration Case No. 19-01 was approved on May 14, 2019.

*Partition (PAR) Case No. 19-12 was approved on January 24, 2020.

The subject property is phase II of a parcel 32.42 acres in size, zoned IC, and located on Boone Road (083W13A/Tax Lot 300). The applicant is only developing the southwest corner of the site that is 18.08 acres 19.06 w/ r.o.w.) in size. The subject property is a portion of Parcel 1 of approved Partition Case No. 19-12.

Existing street, "A" Drive runs north/south through the development, creating two sites.

East Side:

409,572 square feet (9.4 acres)

150-units proposed

West Side:

378,092 square feet (8.68 acres)

60-units proposed

62- town home units

The applicant is proposing a development consisting of 210-apartment units and 62 town home units as shown on the site plans.

The applicant is requesting to meet all Design Review Standards, with an adjustments to SRC 702.020(d)(Parking Orientation), SRC 702.020(e)(Building Length) under SRC 702.020(e)(Façade and Building Design Standards). SRC 702.020(e) (Frontage Adjustment) SRC 803.030 Street Spacing-Block Length).

Industrial Commercial (IC)-SRC Chapter 551

Sec. 551.010. - Development standards.

Development within the IC zone must comply with the development standards set forth in this section.

(a) *Lot standards.* Lots within the IC zone shall conform to the standards set forth in Table 551-2.

Requirement	Standard	Limitations & Qualifications
Lot Area		
All uses	None	
Lot Width		
All uses	None	
Lot Depth		
All uses	None	
Street Frontage		
All other uses	Min. 16 ft.	

Applicants Findings: All lot dimensions and frontage meet the Lot Area standards (see Site Plan Exhibit 60)

(b) *Setbacks.* Setbacks within the IC zone shall be provided as set forth in Tables 551-3 and 551-4.

Requirement	Standard	Limitations & Qualifications
Abutting Street Buildings		
All uses	Min. 5 ft.	
Accessory Structures		
Accessory to single family, two family, three family, four family, and multiple family	None	
Applicable to accessory structures not more than 4 ft. in height.		
Min. 5 ft.	Applicable to accessory structures greater than 4 ft. in height.	
Accessory to all other uses	Min. 5 ft.	Not applicable to transit stop shelters.
Buildings		
Multiple family	Min. 15 ft.	
Accessory Structures		
Accessory to multiple family	Min. 15 ft.	
Interior Side Buildings		
Multiple family	Min. 15 ft.	
Accessory Structures		
Accessory to multiple family	Min. 15 ft.	
Vehicle Use Areas		
Multiple family	Min. 15 ft.	

Interior Rear

Buildings

Multiple family **Min. 15 ft.**

Accessory Structures

Accessory to multiple family **Min. 15 ft.**

Vehicle Use Areas

Multiple family **Min. 15 ft.**

Applicant Findings: All minimum setbacks to property lines, between buildings and distances to the entrances are met as shown on the tentative plan (see exhibit 60). Therefore, all setback requirements have been met. Setbacks are shown on the tentative plan.

West: Adjacent right-of-way (I-5); 10-foot (parking & building) setback

East: 10-foot (parking - building) setback (IC zoned/vacant land)

South: Adjacent RA zoned site; 10-foot building setback

“A” Drive: Ease and West sides of the ROW: 20-foot (building & parking) setback.

(c) *Lot coverage; height.* Buildings and accessory structures within the IC zone shall conform to the lot coverage and height standards set forth in Table 551-5.

Lot Coverage: Buildings and Accessory Structures

All uses **No Max.**

Applicant Findings: Does not impact

Height: Buildings

All uses Max. **70 ft.**

Apartment Buildings:

Building 1 39' 8" in height (measured to the highest point)

Building 2 is 37' 5" in height (measured to the highest point)

Building 3 is 37' 5" in height (measured to the highest point)

Building 4 is 39' 8" in height (measured to the highest point)

Building 5 is 40' 6" in height (measured to the highest point)

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Building 6 is 40' 6" in height (measured to the highest point)

Building 7 is 37' 5" in height (measured to the highest point)

Building 8 is 40' 6" in height (measured to the highest point)

Building 9 is 39' 4" in height (measured to the highest point)

Building 10 is 39' 4" in height (measured to the highest point)

Building 11 is 49' 2" in height (measured to the highest point)

Building 12 is 37' 5" in height (measured to the highest point)

Town Home Buildings

Three Unit Cluster is 36' 5" in height (measured to the highest point)

Four Unit Cluster is 36' 8" – 36" 9" in height (measured to the highest point)

Six Unit Cluster is 37' 0" – 37' 1" in height (measured to the highest point)

Applicant Findings: Maximum building height allowed in the IC zone is 70'. All proposed buildings are in compliance with the requirements of the Code.

(d) 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 chapters [806](#) and [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 vehicular use areas, may count towards meeting this requirement.

Applicants Findings: the applicants landscape plan addresses and meets standards for setbacks, vehicle use and minimum of landscaped areas (see landscape plan Exh. 63) Therefore, this criteria is met.

Sec. 806.015. - Amount off-street parking.

**Multiple family (2): 1 per studio unit or dwelling unit with 1 bedroom
Applicable to all other multiple family consisting of 13 or more dwelling units.
1.5 per dwelling unit with 2 or more bedrooms**

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

Applicant Findings: The development is for a 210-unit apartment and 62 townhome units. Code required 1 vehicle parking space for all one-bedroom units, 1.5 vehicle parking spaces for all two and three-units, and 2 vehicle parking spaces for each townhome.

The applicant is required to provide a minimum of 300 on-site vehicle parking spaces for the apartments and a minimum of 124 on-site vehicle parking spaces for the townhome units.

As shown on the site plan, 485 on-site parking spaces are being provided. Plus, each townhome unit as a garage which equals 1 vehicle parking space. Building 11 has parking underneath as well, which is 8 garages. Therefore, there is a total of 547 on-side parking spaces that will be shared between the east and west sides of the development with Phase 2.

East Side: (207 required)

- 162 Standard Parking Stalls
- 120 Compact Parking Stalls
- 7 Handicap Parking Stalls
- 15 Garages
- 304 Total Parking Stalls

West Side: (214 required)

- 102 Standard Stalls
- 70 Compact Stalls
- 1 Handicap Parking Stalls
- 8 Garages under Building 13
- 62 Garages under the townhomes
- 243 Total Parking Stalls

Adequate parking has been provided throughout the development with about 2.60 parking spaces per dwelling unit.

All parking areas will be served by 26-foot wide internal two-way accessways that run through the development.

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Bicycle parking is also required on site. The Code requires 0.1 bicycle parking space per dwelling unit. Bike racks will be provided on the residents. A total of 28 bicycle parking spaces are required. 28 have been provided on-site.

East side: (15 required) - 42 Bicycle Spaces (7 racks)

West side: (13 required) - 12 Bicycle Spaces (2 racks)

Recycling (Exhibit 60 / Site Plan) There are two trash/recycle area provided within the development. One is located on the east in phase II, and one is located on the west side of the development, in phase I. The trash receptacles are accessible for all residents via the paved internal sidewalk system in the development. The trash/recycle areas will be screened and enclosed with a sight-obscuring fence or wall. Detail plans for the trash receptacles have been provided (see Building elevations exhibit 64)

Stormwater: As stated on the Grading and Drainage Plan, the proposal is treating at least 80% hard surface with Green Water Infrastructure. A Preliminary Drainage Report dated November 9, 2021, has been submitted as part of this proposal. The detention basin for the site is located within the eastern portion of the development. Therefore, meeting the requirements of the Public Works Department.

Landscaping: The IC zone requires that 15% of the site be landscaped. The net developable area is 787,664 square feet in size with 345,589 square feet of landscaping throughout. Therefore, the development provides 43.9% landscaping throughout the site.

Trees: There are 408 trees currently identified on the site. The site design has considered the locations of the existing trees to preserve as many trees as possible as well as enhancing the site. Applicant proposes to retain 172 trees and remove 236 trees. (see Existing Conditions / Tree Plan Exh. 61)

Traffic: A Traffic Impact Analysis (TIA) dated November 18, 2021, has been provided as part of this submission.

Multiple Family Design Review Standards- Chapter 702

702.020(a):

702.020(a)(1) Open Space (Sheet SDR4): In multi-family developments, a portion of the land not covered by buildings and parking shall be of adequate size and shape and in the proper location to be functional for outdoor recreation and relaxation. The standards are also intended to ensure that open space is an integral part of the overall development design.

Per the code the proposed development shall provide a minimum 30% open space.

Applicants finding: The minimum open space area required for this development is 239,299 square feet of the net developable area. The portion of the subject property being developed is zoned IC and is 787,664 (18.08 acres) square feet in size with 318,886 square feet of open space, including landscaped areas, a tot lot, and a sports court. Therefore, totaling 40.5% open space.

The proposed street "A" Drive runs north/south through the site. Therefore, there are two sides of the development. Both sides will share open space amenities as shown on the site plan.

East Side (150-units): 122,972 square feet of open space required

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Site Area- 409,572 square feet (9.4 acres)

Open Space-177,394 square feet. (43%)

West Side (60-units & 62 town homes): 113,428 square feet of open space required

Site Area- 378,092 square feet (8.68 acres)

Open Space-141,492 square feet. (37.4%)

Therefore, this standard has been met. See attached site plans and open space plan.

702.020(a)(1)(A) Common Open Space Area Size and Dimensions (Exhibit):

The applicant is proposing a development consisting of 210-apartment units and 62 town home units as shown on the site plans. The apartments and town homes will be developed with the IC zoned portion of the site that consists of 18.08 acres.

Per Table 702-3, the minimum open space area required for this development is 5775 square feet of the site. The portion of the subject property being developed is zoned IC and is 787,664 (18.08 acres) square feet in size with 318,886 square feet of common open space, including landscaped areas, a tot lot, a sports court, a recreation building and pool. Therefore, totaling 40.5% open space.

East Side (150-units): 2875 square feet of open space required

Site Area-409,572 square feet (9.4 acres)

Open Space- 177,394 square feet. (43%)

Open Space w/in Perimeter Setbacks-34,337 (8%)

Landscaped Areas-203.138 square feet (50%)

Landscape w/in Parking 13,810 square feet (3%)

This open space requirement for the east side of this development is accommodated within the “Tot Lot and Sport Court” area.

West Side (90-units and 62 town homes): 2900 square feet of open space required

Site Area- 378,092 square feet (8.68 acres)

Open Space-141,492 (43%)

Open Space w/in Perimeter Setbacks-26,975 square feet (7%)

Landscaped Areas-142,461 square feet (38%)

Landscape w/in Parking-2101 square feet (0.5%)

This open space requirement for this portion of this development is accommodated within the open area at the southwest corner of the west side of the site.

702.020(a)(1)(B): As shown on the site plan all open space is usable open space. The existing conditions plan and grading plan identify all the slopes throughout the site.

702.020(a)(1)(C) and (D): Private Open Space: Most units will have private open space as required by code. Ground floor units will have patio areas that are 96 square feet in size, with no dimension less than 6 feet. All second and third story units will have balconies/decks that are a minimum 48 square feet in size, with no dimension less than 6 feet. All private open space areas are located contiguous to the dwelling unit and will be screened with 5-foot-high landscaping. This private open space includes the patios and balconies/decks. Therefore, this standard has been met.

702.020(a)(1)(E): In multi-family developments, a portion of the land not covered by buildings and parking shall be of adequate size and shape and in the proper location to be functional for outdoor recreation and relaxation. The standards are also intended to ensure that usable open space is an integral part of the overall development design.

As shown on the site plan, there is usable open space area located within the development. (See Open Space Plan Exhibit 67).

702.020(a)(1)(F):

To encourage proximity to and use of public parks, the total amount of required open space may be reduced by 50 percent for developments that are located within one-quarter mile of a public urban, community, or neighborhood park as measured along a route utilizing public or private streets that are existing or will be constructed with the development.

Applicant findings: Due to the location of the development, there are no parks located within ½ a mile of the subject property. However, the proposed development will have adequate open space areas on-site.

702.020(b)(1) and 702.020(b)(2) Landscaping Standards:

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

(2) Where a development site abuts property that is zoned Residential Agricultural (RA) or Single Family Residential (RS), a combination of landscaping and screening shall be provided

to buffer between the multiple family development and the abutting RA or RS zoned property. The landscaping and screening shall include the following:

(A) A minimum of one tree, not less than 1.5 inches in caliper, for every 30 linear feet of abutting property width; and

(B) A minimum six-foot tall, decorative, sight-obscuring fence or wall. The fence or wall shall be constructed of materials commonly used in the construction of fences and walls, such as wood, stone, rock, brick, or other durable materials. Chain-link fencing with slats shall be not allowed to satisfy this standard.

Applicants Response: The subject property abuts RA zoned property on the southerly boundary. This site is currently identified for rezoning to IC (Industrial Commercial) under the "Our Salem" zoning project. Landscape meeting the standards for 702.020(b)(2) is included the landscape design (see exhibit 63) Additionally landscaping is being provided adjacent all property lines and within the interior of the development. Landscaping has been provided throughout the site as identified on the landscape plans. A minimum of 1 tree will be planted for every 2,000 square feet of the site. Trees and vegetation have been provided throughout the development as shown on the landscape plans. There is 435,620 square feet of landscaped area throughout the site. Fencing will be added in areas as need to provide adequate screening and buffers. Therefore, 52% of the site is landscaped. Landscape plans have been provided and demonstrate how the landscape standards have been met. See attached landscape plans (Exh 63). In anticipation of the pending Our Salem rezoning action, the applicant requests that the RA setback, buffer, screening, and design standards be conditioned based upon the time of building permits. In other words, if the adjacent property is rezoned to IC prior to the applicant submitting for building permits, the RA standards shall not apply.

A permanent underground irrigation system will be provided when development plans are final.

Trees:

There are 408 trees located within Phase II (southerly portion of the property) of the development. on the subject property. There are 236 trees are designated for removal and there are 172 trees designated to remain.

702.020(b)(3), (4), (5):

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

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

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

Applicants Findings: Landscaping has been provided around the proposed buildings as shown on the plans meeting the landscape design requirements. (See exhibit 63)

702.020(b)(6):

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

Applicants Findings: All private ground level open space areas are located contiguous to the dwelling unit and will be screened with 5-foot-high landscaping. This will help to ensure privacy for the patio areas designated as private open space for residents. (See exhibit 63)

702.020(b)(7) and (8):

(7) To provide protection from winter wind and summer sun and to ensure trees are distributed throughout a site and along parking areas, a minimum of one canopy tree shall be planted along every 50 feet of the perimeter of parking areas. Trunks of the trees shall be located within ten feet of the edge of the parking area (see Figure 702-3).

(A) A minimum of one canopy tree shall be planted within each planter bay.

(B) A landscaped planter bay a minimum of nine feet in width shall be provided at a minimum spacing of one for every 12 spaces.

Applicant Findings: All parking areas are within the requirements of the code and are separated by planter bays that are a minimum of 9 feet in width. All parking areas are landscaped as required and separated by landscaped bays that meet the minimum width as shown on the site plan. The parking areas and landscaped areas provide for visually appealing apartment grounds. There is 15,911 square feet of landscaping within the parking areas. This does not include the landscaped areas surrounding the parking areas.

(8) Multiple family developments with 13 or more units are exempt from the landscaping requirements in SRC chapter 806.

Applicants Findings: The proposal is for 210-units; therefore, the development is exempt from the requirements of SRC 806.035(d)(2).

702.020(c)(1) and (2) Site Safety and Security Standards:

(c) *Site safety and security.*

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

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

Applicants Findings: All buildings have windows provided in habitable rooms and windows that face the parking lots and open space areas. This helps provide an eye on the development. Lighting on the buildings and along the sidewalks will be provided as well.

702.020(c)(3) and (4):

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

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

Applicants Findings: Safety of the residents is very important, and all requirements are met to assure safety and compliance with code. There are no fences or plant materials located in areas within the development that obstruct visibility. All landscaping adjacent to open space areas will not exceed 3 feet in height.

702.020(d)(1), (2), and (4)

(d) *Parking and site design.*

(1) To minimize large expanses of continuous pavement, parking areas greater than 6,700 square feet in area shall be physically and visually separated with landscaped planter bays that are a minimum of nine feet in width. Individual parking areas may be connected by an aisle or driveway (see Figure 702-3).

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

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

Applicants Findings: Parking and Site Design Standards: The subject property has street frontage on A Drive. Internal accessways are proposed within the development.

As shown on the site plan (exhibit 60) some of the parking areas are greater than 6,700 square feet in area. In order to minimize large expanses of continuous pavement, 9-foot wide planter islands have been provided a maximum of every 12 parking spaces. Therefore, meeting the code.

All parking areas are within the requirements of the code and are separated by planter bays that are a minimum of 9 feet in width. The layout of the parking areas has been taken into consideration and provides for safe and efficient circulation throughout the development. In order to take into consideration circulation, pedestrian access, landscaping, and the requirements of the code, the parking areas have been carefully designed. All parking areas are landscaped as required and separated by landscaped bays that meet the minimum width as shown on the site plan. The parking areas and landscaped areas provide for visually appealing apartment grounds. There is 15,911 square feet of landscaping within the parking areas.

East Side:

Parking Area Landscaping-13,810 square feet (3%)

West Side:

Parking Area Landscaping-2101 square feet (0.5%)

This does not include the landscaped areas surrounding the parking areas.

The development does provide setbacks between the buildings and pathways. All the pathways connect the buildings, open space, parking areas, and surrounding uses.

Therefore, meeting this standard.

702.020(e)(1) through (8) Façade and Building Design: These guidelines are intended to promote building and site design that contributes positively to a sense of neighborhood and to the overall streetscape by carefully relating building mass, entries and yards to public streets.

(e) Façade and building design.

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

Proposed Building 11 exceeds the 150-foot building length maximum allowed. Building 11 is 161.9 feet in length, All other buildings within the development will not exceed 150 feet in length. The height and length of the buildings and structures conform to the measuring requirements in code.

Therefore, the applicant has requested an adjustment to this standard. Please refer to the land use application for Class 2 adjustment Building Length that is part of this submission.

The building design does not have long flat walls or roof lines. The buildings will have offsets that break up the front of the buildings and the roof lines. Balconies (decks) and dormers are incorporated into the design adding some visual element to the buildings. Therefore, breaking up the long building length.

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

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

Applicants response 702.020(e)(2) and (3) : The site abutting the southerly boundary of this development is currently zoned RA (Residential Agricultural). This site has also been identified as a part of the “Our Salem” Rezoning Project and has been identified to be rezoned to IC (industrial Commercial). In anticipation of the pending Our Salem rezoning action, the applicant requests that the RA setback, buffer, screening, and design standards be conditioned based upon the time of building permits. In other words, if the adjacent property is rezoned to IC prior to the applicant submitting for building permits, the RA standards shall not apply.

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

Applicants Findings. The subject property has 491 feet of buildable width (this excludes required side setbacks and driveways) The buildings within this development conform to these design standards with the exception of Buildings 1 and 4, along A Drive. Due to the 10-foot PUE, Buildings 1 and 4 cannot be located on the 5-foot setback line along A Drive. Due to required parking and the location of the proposed driveways, additional buildings could not be provided along the setback line of A Drive.

An adjustment to this standard for buildings numbered 1 and 4 has been requested as a part of this application submission. A Drive (West Side)

The subject property has 626 feet of buildable width (this excludes required side setbacks and driveways) along A Drive. Due to the 10-foot PUE, Buildings 8 and 10 cannot be located on the 5-foot setback line along A Drive. Code requires a minimum of 40% of the buildable width be occupied by buildings. As shown on the site plan, the buildings total 217 feet of the buildable width along the street frontage. Therefore, occupying 34% of the buildable width of street frontage along A Drive. Due to required parking and the location of the proposed driveways, additional buildings could not be provided along the setback line of A Drive.

The applicant’s proposal also includes additional landscaped within the existing development, which is equally or better because landscaping helps to enhance the pedestrian appeal of a site. See attached landscape plans.

An adjustment to this standard has been requested as a part of this application submission.

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

All buildings within the development have direct pedestrian access onto sidewalks. With the exception of building number 7. The internal pedestrian circulation system consists of hard 6-foot-wide surfaced sidewalks that provide easily identifiable and safe connections between the residential units, parking, recreation areas, manager's apartment, and the trash disposal area. The pedestrian system connects the buildings to the public sidewalk system within Phase 1, Boone Road, 32nd Avenue, and A Drive via the proposed internal sidewalk system. Building 7 does not have direct pedestrian access from the building to A Drive as shown on the site. Due to the topography of the site and the need for a retaining wall, a pedestrian pathway cannot feasibly be provided.

Proposed and existing sidewalks will further enhance the pedestrian connections and circulation to and from the site. The proposed sidewalks to and from the site will provide pedestrian circulation to the entrances of the buildings.

An adjustment to this standard has for building number 7 has been requested as a part of this application submission.

All buildings face the interior of the lot. The rear side of Buildings 7 and 8 and the end side of buildings 1, 4, 5 and 9 face "A" Street. that runs through the site. The street side of these buildings (rear or end) will be designed to be visually appealing, by providing similar design as is being provided for the front building facade for all buildings. In order to be consistent with the front facade of the building; windows, offsets, and architectural features will be incorporated in the portions of the building facing the right-of-way

In order to provide safety and convenience for the residents, both buildings 7 and 8 will face the interior the lot. This provides more eyes on the site, which provides greater safety for residents. This also provides convenience since all parking is located within the interior of the site.

An adjustment to this standard has been requested as a part of this application submission.

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

Applicants response: Each residence entrance is design to provide convenience, privacy and security, with covered porch access to all units. (see Building Elevation Exh. 64)

All buildings have entrances physically and visually connected to the internal public sidewalk system and the parking lots. All external stairways are recessed into the buildings. Therefore, physically, and visually incorporating them into the building's architecture design. The primary entrances for each individual unit are provided through a covered entry way. All building entries are clearly defined and

easily accessible. The design of the building with the use of roofline offsets and covered entry ways, promote a positive sense of neighborhood.

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

Applicants Findings: All roof-mounted equipment will be screened and integrated into the building design. Further review of this requirement will take place at the time of building permits.

Therefore, this guideline has been met.

(8) To reinforce the residential character of the neighborhood, flat roofs, and the roof ridges of sloping roofs, shall not exceed a horizontal length of 100 feet without providing differences in elevation of at least four feet in height. In lieu of providing differences in elevation, a cross gable or dormer that is a minimum of four feet in length may be provided. (See Figure 702-4)

Applicants Findings: The building design does not have long flat walls or roof lines. The buildings will have offsets that break up the front of the buildings and the roof lines. Balconies (decks) and dormers are incorporated into the design adding some visual element to the buildings. Therefore, breaking up the long building length.

702.020(e)(9) and (10)

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

(A) Offsets (recesses and extensions).

(B) Covered deck.

(C) Covered balcony.

(D) Cantilevered balcony provided at least half of its depth is recessed.

(E) Covered entrance.

(10) To visually break up the building's vertical mass, the first floor of each building, except for single-story buildings, shall be distinguished from its upper floors by at least one of the following (see examples in Figure 702-6):

(A) Change in materials.

(B) Change in color.

(C) Molding or other horizontally distinguishing transition piece.

Applicant Findings (See Building Elevations Exh.64): Varied materials, textures, and colors are being used on the buildings. The applicant has provided building elevations to show how this is being complied

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with. The materials used on the front, rear, and sides of the apartments are the same; shake siding, trim board, and lap siding. (See building elevations Exhibit 64)

The proposed buildings proved the required offsets and design elements as shown on the building elevations.

The proposed buildings provide offsets, Covered Decks and Recessed Balconies and Covered Entrance:

Conclusion: The applicant is requesting to meet all Design Review Standards, except Compatibility under SRC 702.020(d)(Parking Orientation), SRC 702.020(e)(Building Length) under SRC 702.020(e)(Façade and Building Design Standards). SRC 702.020(e) (Frontage Adjustment) SRC 803.030 Street Spacing-Block Length). Therefore, the applicant has requested an adjustment to these standards.

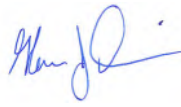
Conclusion:

The applicant requests approval of a Sec. 225.005, Design review, Type III Review. Providing justification in the form of plans, detailed reports, supporting documents and findings and necessary adjustments and permits, in support of the proposed application As addressed in this narrative and the supporting plans and documents, this proposal does meet all applicable code provisions. As such, the applicant respectfully requests that the Type III Design review be approved as submitted.



MEMO

TO: Aaron Panko, Planner III
Community Development Department

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

DATE: April 19, 2022

**SUBJECT: PUBLIC WORKS RECOMMENDATIONS
CU-SPR-ADJ-DAP-TRV-DR22-02
(21-121613; 21-121614; 21-121616; 21-121618; 21-106445)
3230 BOONE ROAD SE
MULTI-FAMILY DEVELOPMENT**

PROPOSAL

A Conditional Use Permit request to allow a new multi-family residential use, and Class 3 Site Plan Review, Class 2 Driveway Approach Permits, and Class 1 Design Review for development of a new twelve-building apartment complex and twelve townhome buildings containing a total of 272 dwelling units, with Class 2 Adjustment requests, and a Tree Regulation Variance request to remove 21 significant trees (Oregon white oaks with a diameter at breast height of 24 inches or greater) of the 27 total significant trees identified on this portion of the development site. For property approximately 27 acres in size, zoned IC (Industrial Commercial), and located at the 3200 Block of Boone Road SE - 97317 (Marion County Assessor Map and Tax Lot number: 083W13A / 00300).

RECOMMENDED CONDITIONS OF APPROVAL

1. Along Boone Road SE from 36th Avenue SE to 32nd Avenue SE, construct a minimum 15-foot-wide half-street improvement on the development side and a minimum 15-foot-wide turnpike improvement on the opposite side of the centerline as specified in the City Street Design Standards and consistent with the provisions of SRC Chapter 803. This improvement shall include a reconfiguration of the existing Boone/32nd intersection as described in Exhibit 14 of the TIA submitted for McKenzie Heights Phase 1 (CU-SPR-ADJ-DAP-DR21-02).
2. Construct 32nd Avenue SE from Boone Road SE to 36th Avenue SE in the alignment shown on the applicants preliminary site plan.
3. Construct "A Drive" to Local Street Standards from 32nd Avenue SE to the southern property boundary as shown on the preliminary applicants site plan.

4. Pay the Bonaventure Reimbursement District Fee for Kuebler Boulevard SE Street Improvements pursuant to Resolution No. 2015-17.
5. Provide the following traffic mitigation as described in the applicants TIA:
 - a) Construct dual northbound left-turn lanes on 36th Avenue SE at Kuebler Boulevard SE, and two westbound receiving lanes on Kuebler Boulevard SE from 36th Avenue SE to the northbound I-5 ramps.
 - b) Acquire off-site right-of-way as necessary along 36th Avenue SE to accommodate the additional turn lanes.
 - c) Modify the north leg of 36th Avenue SE to line up the through lanes.
6. Construct a half-street improvement along the frontage of 36th Avenue SE to Minor Arterial street standards as specified in the City Street Design Standards and consistent with the provisions of SRC Chapter 803. In lieu of constructing the improvement with this development phase, the applicant may provide a 40-foot-wide temporary construction easement to the City of Salem along the entire frontage of 36th Avenue SE; the easement shall be modified or converted to right-of-way pursuant to PWDS upon completion of the street improvement design along 36th Avenue SE. Along the entire frontage of 36th Avenue SE, dedicate right-of-way on the development side of the centerline to equal a minimum half-width of 36 feet on 36th Avenue SE.
7. Construct an S-1 18-inch water main in 36th Avenue SE from Boone Road SE to the south line of the subject property.
8. Construct a minimum S-1 8-inch water main along proposed 32nd Avenue SE from 36th Avenue SE to A Street SE and in other internal streets pursuant to PWDS.
9. As a condition of development in the S-1 water service level the following options are available:
 - a) Pay a temporary access fee of \$180,800 and connect to the existing S-1 water system as a temporary facility pursuant to SRC 200.080(a); or
 - b) Construct Water System Master Plan S-1 facilities needed to serve the development, which include Coburn S-1 Reservoir, Boone Road Pump Station, and transmission mains connecting the facilities.
10. The maximum first floor of any structure constructed on the subject property shall not exceed an elevation of 358 feet.

11. Construct a master plan sewer main in 36th Avenue SE from Kuebler Boulevard SE to the south line of the subject property.
12. Construct a 12-inch sewer main from 36th Avenue SE to the southerly terminus of A Drive SE.
13. As a condition of residential use, the applicant has two options for providing park facilities to serve the subject property:
 - a) Convey or acquire property for dedication of neighborhood park facility NP-29 or equivalent; or
 - b) Pay a temporary access fee of 13.5 percent of the Parks SDCs due for the residential uses.
14. Design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS.

FACTS

Streets

1. Boone Road SE
 - 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 20-foot improvement within a varied 40-to-50-foot-wide right-of-way abutting the subject property.
2. 36th Avenue SE
 - 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 22-foot turnpike improvement within a 40-to-55-foot-wide right-of-way abutting the subject property.
3. 32nd Avenue SE
 - a. Standard—This street is a planned Local street in the Salem TSP within the subject property. 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 is undeveloped and pending construction with Phase 1 of the McKenzie Heights Apartments (CU-SPR-ADJ-DAP-DR21-02).

Storm Drainage

1. Existing Conditions

- a. An 18-inch storm main is located in Boone Road SE approximately 215 feet east of the subject property.

Water

1. Existing Conditions

- a. The subject property is located in the S-1 water service level.
- b. There are 30-inch and 24-inch S-2 water mains located in Boone Road SE.
- c. There are no S-1 water mains to serve the subject property.

Sanitary Sewer

1. Existing Conditions

- a. An 8-inch sewer main is pending construction in Boone Road SE with the Phase 1 of the McKenzie Heights Apartments (CU-SPR-ADJ-DAP-DR21-02).

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 in the development area of the subject property.

The Salem-Keizer Local Wetland Inventory shows that there are wetland channels

and/or hydric soils 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). Wetland notice was sent to the Oregon Department of State Lands pursuant to SRC 809.025.

According to the City's adopted landslide hazard susceptibility maps and SRC Chapter 810 (Landslide Hazards), there are mapped 2-to-3-point landslide hazard areas on the subject property. The proposed activity of a multi-family development adds 2 activity points to the proposal, which results in a total of 4 to 5-points. Therefore, the proposed development is classified as a moderate landslide risk and requires a geological assessment. A Geological Assessment, prepared by Northwest Geological Services, INC. and dated October 17, 2018, was submitted to the City of Salem. This assessment demonstrates the subject property could be developed without increasing the potential for slope hazard on the site or adjacent properties.

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—The existing condition of Boone Road SE is underimproved for its Street Classification according to the Salem TSP. A half-street improvement to Boone Road SE was required with Phase 1 of the McKenzie Heights Apartments (CU-SPR-ADJ-DAP-DR21-02) and is pending construction. The construction of 32nd Avenue SE within the subject property is also pending construction with Phase 1. Duplication in conditions of approval between Phase 1 and Phase 2 are intended to allow for flexibility in timing among the two phases.

Condition: Along Boone Road SE from 36th Avenue to 32nd Avenue, construct a minimum 15-foot-wide half-street improvement on the development side and a minimum 15-foot-wide turnpike improvement on the opposite side of the centerline as specified in the City Street Design Standards and consistent with the provisions of SRC Chapter 803. This improvement shall include a reconfiguration of the existing Boone/32nd intersection as described in Exhibit 14 of the TIA submitted for McKenzie Heights Phase 1 (CU-SPR-ADJ-DAP-DR21-02).

Condition: Construct 32nd Avenue SE from Boone Road SE to 36th Avenue SE in the alignment shown on the applicants preliminary site plan.

The applicant shows a new internal street extending from 32nd Avenue SE to the southern property boundary. This street shall be constructed to Local Street Standards.

Condition: Construct "A Drive" to Local Street Standards from 32nd Avenue SE to the southern property boundary as shown on the preliminary applicants site plan.

The subject property is located within the Bonaventure Reimbursement District for improvements that were made to Kuebler Boulevard SE. The fee for the reimbursement district is established based on methodology within Resolution No. 2015-17.

Condition: Pay the Bonaventure Reimbursement District Fee for Kuebler Boulevard Street Improvements pursuant to Resolution No. 2015-17.

The applicant submitted a Traffic Impact Analysis that evaluates the proposed development along with the proposed Industrial Flex Spaces and Storage Units under review (SPR-DAP22-19). The TIA identifies dual northbound left-turn lanes on 36th Avenue SE plus two westbound receiving lanes on Kuebler Boulevard SE that extend to the northbound I-5 ramps. The dual northbound left-turn lanes need to provide 200 feet of vehicle storage. Widening 36th Avenue SE to accommodate the additional turn lanes may require additional right-of-way. The north leg of 36th Avenue SE will need to be widened to ensure the lanes line up with the new southern leg lane configuration. Traffic signal poles may need to be relocated to accommodate these improvements.

The existing condition along the frontage of 36th Avenue SE does not meet Minor Arterial standards. A half-street improvement and right-of-way dedication are required along with the required mitigation as described in the applicants TIA.

Condition: Provide the following traffic mitigation as described in the applicants TIA:

- a. Construct dual northbound left-turn lanes on 36th Avenue SE at Kuebler Boulevard SE, and two westbound receiving lanes on Kuebler Boulevard SE from 36th Avenue SE to the northbound I-5 ramps.
- b. Acquire off-site right-of-way as necessary along 36th Avenue SE to accommodate the additional turn lanes.
- c. Modify the north leg of 36th Avenue SE to line up the through lanes.

Condition: Construct a half-street improvement along the frontage of 36th Avenue SE to Minor Arterial street standards as specified in the City Street Design Standards and consistent with the provisions of SRC Chapter 803. In lieu of constructing the improvement with this development phase, the applicant may provide a 40-foot-wide temporary construction easement to the City of Salem along the entire frontage of 36th Avenue SE; the easement shall be modified or converted to right-of-way pursuant to PWDS upon completion of the street improvement design along 36th Avenue SE. Along the entire frontage of 36th Avenue SE, dedicate right-of-way on the development side of the centerline to equal a minimum half-width of 36 feet on 36th Avenue SE.

CPC-ZC17-02 limits traffic impacts from future development on the subject property to a maximum of 12,916 average daily trips. The TIA demonstrates that the proposed development does not exceed the trip cap.

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 driveway access onto 32nd Avenue SE provides for safe turning movements into and out of the property. The applicant applied for a Class 2 Driveway Approach Permit; findings are below.

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 applicant is proposing a second phase of development. The McKenzie Heights Apartments Phase 1 was reviewed and approved under CU-SPR-ADJ-DAP-DR21-02. Multiple infrastructure-related conditions that will be constructed for Phase 1 will serve Phase 2. Duplication in conditions of approval between Phase 1 and Phase 2 are intended to allow for flexibility in timing among the two phases.

The water infrastructure in the area is underserved. As a condition of development in the S-1 water service level, the applicant shall be required to construct Water System Master Plan S-1 facilities needed to serve the development, which include Coburn S-1 Reservoir, Boone Road Pump Station, and transmission mains connecting the facilities. Alternatively, a temporary access may be paid for service within the S-1 water service level. The applicant shall construct an 18-inch S-1 water main in 36th Avenue SE from Boone Road SE to the south line of the subject property. Eight-inch S-1 water mains are required within the internal streets.

Condition: Construct an S-1 18-inch water main in 36th Avenue SE from Boone Road SE to the south line of the subject property.

Condition: Construct a minimum S-1 8-inch water main along proposed 32nd Avenue SE from 36th Avenue SE to A Street SE and in other internal streets pursuant to PWDS.

Condition: As a condition of development in the S-1 water service level the following options are available:

- a) Pay a temporary access fee of \$180,800 and connect to the existing S-1 water system as a temporary facility pursuant to SRC 200.080(a); or
- b) Construct Water System Master Plan S-1 facilities needed to serve the development, which include Coburn S-1 Reservoir, Boone Road Pump Station, and transmission mains connecting the facilities.

A small portion of the subject property is located in the S-2 water service level. There are no S-2 water mains to serve the proposed development. There are four buildings along the southern property boundary that are within the S-2 water service level. The existing S-1 water system can serve buildings with a maximum first floor elevation of 358 feet. The applicant shall be required to design and construct these buildings with a maximum first floor elevation of 358 feet to allow S-1 water service.

Condition: The maximum first floor of any structure constructed on the subject property shall not exceed an elevation of 358 feet.

The nearest available sewer facility appears to be located in 36th Avenue SE at the intersection of Kuebler Boulevard SE. As a condition of sewer service, all developments will be required to provide public sewers to adjacent upstream parcels. This shall include the extension of sewer mains in easements or rights-of-way across the property to adjoining properties, and across the street frontage of the property to adjoining properties when the main is located in the street right-of-way. This shall include trunk sewers that are oversized to provide capacity for upstream development (PWDS Sewer Division 003). Prior to plat approval, the applicant shall construct a master plan sewer main in 36th Avenue SE from Kuebler Boulevard SE to Boone Road SE, and a 12-inch sewer main in 36th Avenue SE from Boone Road SE to the south line of the subject property.

Condition: Construct a master plan sewer main in 36th Avenue SE from Kuebler Boulevard SE to the south line of the subject property.

Condition: Construct a 12-inch sewer main from 36th Avenue SE to the southerly terminus of A Drive SE.

No existing parks facilities are available within ½ mile of the subject property. The *Comprehensive Parks System Master Plan* shows that a future Neighborhood Park (NP 29) is planned on or near the subject property. According to UGA 19-01, the applicant shall either set aside area for a neighborhood park or pay a Temporary Access Fee (TAF).

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

- a) Convey or acquire property for dedication of neighborhood park facility NP-29 or equivalent; or
- b) Pay a temporary access fee of 13.5 percent of the Parks SDCs due for the residential uses.

The applicant's engineer submitted a statement demonstrating compliance with Stormwater PWDS Appendix 004-E(4) and SRC Chapter 71. The preliminary stormwater design demonstrates the use of green stormwater infrastructure to the maximum extent feasible.

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

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

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

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

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

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

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

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

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

(4) The proposed driveway approach, where possible:

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

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

(5) Proposed driveway approach meets vision clearance standards;

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

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

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

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

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

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

Finding—The proposed driveway approach is located on a future 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 development is adjacent to residentially zoned property along the southern property boundary. The proposed development abuts State Highway and Collector streets. The proposed driveway is taken from the lowest classification street abutting the subject property. The driveway balances the adverse impacts to residentially zoned property and will not have an adverse effect on the functionality of the adjacent streets.

Prepared by: Laurel Christian, Program Coordinator
cc: File

REQUEST FOR COMMENTS

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

REGARDING: Conditional Use / Class 3 Site Plan Review / Class 2 Adjustment / Class 2 Driveway Approach Permit / Tree Variance / Class 1 Design Review Case No. CU-SPR-ADJ-DAP-TRV-DR22-02

AMANDA NO.: 21-121613-ZO, 21-121614-RP, 21-121616-ZO, 21-121618-ZO, 22-106445-NR, and 22-103391-DR

PROJECT ADDRESS: 3200 Block of Boone Rd SE

HEARD BY: Hearings Officer

SUMMARY: Phase 2 development of the McKenzie Heights complex, this phase includes twelve multiple family residential buildings and twelve townhome buildings containing a total of 272 dwelling units.

REQUEST: A Conditional Use Permit request to allow a new multi-family residential use, and Class 3 Site Plan Review, Class 2 Driveway Approach Permits, and Class 1 Design Review for development of a new twelve building apartment complex and twelve townhome buildings containing a total of 272 dwelling units, with Class 2 Adjustment requests to:

- 1) Eliminate the requirement for off-street parking areas to be provided behind or beside a building or structure per SRC 702.020(d)(2) and allow off-street parking areas to be provided between a building and a street.
- 2) Adjust the pedestrian access standards per SRC 702.020(d)(4) and allow an alternative pedestrian pathway to be provided through the interior corridor of a proposed building.
- 3) Increase the maximum building length per SRC 702.020(e)(1) from 150 feet to 162 feet for proposed Building 11.
- 4) Reduce the minimum building setback abutting the RA zoned property to the south from one foot for each foot of building height per SRC 702.020(e)(2) to 20 feet.
- 5) Eliminate the requirement for a minimum of 40 percent of the buildable width to be occupied by buildings placed at the minimum setback per SRC 702.020(e)(4).
- 6) Eliminate the direct pedestrian access to adjacent sidewalk requirement for ground level units per SRC 702.020(e)(5) for proposed Building 7.

And a Tree Regulation Variance request to remove 21 significant trees (Oregon white oaks with a diameter at breast height of 24 or greater) of the 27 total significant trees identified on this portion of the development site. For property approximately 27 acres in size, zoned IC (Industrial Commercial), and located at the 3200 Block of Boone Road SE - 97317 (Marion County Assessor Map and Tax Lot number: 083W13A / 00300).

The Planning Division is interested in hearing from you about the attached proposal. Staff will prepare a report for the Review Authority that includes comments received during this comment period. We are interested in receiving pertinent, factual information such as neighborhood association recommendations and comments from affected property owners or residents. The complete case file, including all materials submitted by the applicant and any applicable professional studies such as traffic impact analysis, geologic assessments, and stormwater reports, are available upon request.

Comments received by 5:00 p.m. Friday, April 8, 2022, will be considered in the staff report. Comments received after this date will be provided to the review body. *Comments submitted are public record. This includes any personal information provided in your comment such as name, email, physical address and phone number. Mailed comments can take up to 7 calendar days to arrive at our office. To ensure that your comments are received by the deadline, we recommend that you e-mail your comments to the Case Manager listed below.*

CASE MANAGER: Aaron Panko, Planner III, City of Salem, Planning Division; 555 Liberty St SE, Room 305, Salem, OR 97301; Phone: 503-540-2356; E-Mail: APanko@cityofsalem.net.

For information about Planning in Salem, please visit: <http://www.cityofsalem.net/planning>

PLEASE CHECK THE FOLLOWING ITEMS THAT APPLY:

1. We have reviewed the proposal and have no comments.
2. We have reviewed the proposal and have the following comments:

See attached

Name/Agency: _____ Salem-Keizer Public Schools, Planning and Property Services _____

Address: _____ 3630 State Street, Salem OR 97301 _____

Email: _____ David Fridenmaker, Manager _____

Phone No.: _____ 503-399-3335 _____

Phone No.: _____

Date: 4-7-2022

IMPORTANT: IF YOU MAIL YOUR COMMENTS, PLEASE FOLD AND RETURN THIS POSTAGE-PAID FORM



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

Christy Perry, Superintendent

April 7, 2022

Aaron Panko, Planner
Planning Division, City of Salem
555 Liberty Street SE, Room 305
Salem OR 97301

RE: Land Use Activity Case No. CU-SPR-ADJ-DAP-TRV-DR22-02, 3200 Block of Boone Rd SE

The City of Salem issued a Request for Comments for a Land Use Case as referenced above. Please find below comments on the impact of the proposed land use change on the Salem-Keizer School District.

IDENTIFICATION OF SCHOOLS SERVING THE SUBJECT PROPERTY

The School District has established geographical school attendance areas for each school known as school boundaries. Students residing in any residence within that boundary are assigned to the school identified to serve that area. There are three school levels, elementary school serving kindergarten thru fifth grade, middle school serving sixth thru eighth grade, and high school serving ninth thru twelfth grade. . The schools identified to serve the subject property are:

School Name	School Type	Grades Served
Lee	Elementary	K thru 5
Judson	Middle	6 thru 8
South Salem	High	9 thru 12

Table 1

SCHOOL CAPACITY & CURRENT ENROLLMENT

The School District has established school capacities which are the number of students that a particular school is designed to serve. Capacities can change based on class size. School capacities are established by taking into account core infrastructure (gymnasium, cafeteria, library, etc.) counting the number of classrooms and multiplying by the number of students that each classroom will serve. A more detailed explanation of school capacity can be found in the School District's adopted Facility Plan.

School Name	School Type	School Enrollment	School Design Capacity	Enroll./Capacity Ratio
Lee	Elementary	271	475	57%
Judson	Middle	860	1,059	81%
South Salem	High	2,258	2,248	100%

Table 2

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

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

School Type	Qty. of New Residences	Housing Type	Average Qty. of Students per Residence	Total New Students
Elementary	272	MF	0.164	45
Middle			0.085	23
High			0.096	26

Table 3

POTENTIAL EFFECT OF THIS DEVELOPMENT ON SCHOOL ENROLLMENT

To determine the impact of the new residential development on school enrollment, the School District compares the school capacity to the current enrollment plus estimates of potential additional students resulting from land use cases over the previous two calendar years. A ratio of the existing and new students is then compared with the school design capacity and expressed as a percentage to show how much of the school capacity may be used.

School Name	School Type	School Enrollment	New Students During Past 2 yrs	New Student from this Case	Total New Students	School Design Cap.	Enroll./Cap. Ratio
Lee	Elem.	271	121	45	166	475	92%
Judson	Mid.	860	106	23	129	1,059	93%
South Salem	High	2,258	204	26	230	2,248	111%

Table 4

ESTIMATE OF THE EFFECT ON INFRASTRUCTURE – IDENTIFICATION OF WALK ZONES AND SCHOOL TRANSPORTATION SERVICE

Civic infrastructure needed to provide connectivity between the new residential development and the schools serving the new development will generally require roads, sidewalks and bicycle lanes. When developing within one mile of school(s), adequate pathways to the school should be provided that would have raised sidewalks. If there are a large number of students walking, the sidewalks should be wider to accommodate the number of students that would be traveling the

path at the same time. Bike lanes should be included, crosswalks with flashing lights and signs where appropriate, traffic signals to allow for safe crossings at busy intersections, and any easements that would allow students to travel through neighborhoods. If the development is farther than one mile away from any school, provide bus pullouts and a covered shelter (like those provided by the transit district). Locate in collaboration with the District at a reasonable distance away from an intersection for buses if the distance is greater than ½ mile from the main road. If the distance is less than a ½ mile then raised sidewalks should be provided with stop signs where students would cross intersections within the development as access to the bus stop on the main road. Following is an identification, for the new development location, that the development is either located in a school walk zone or is eligible for school transportation services.

School Name	School Type	Walk Zone or Eligible for School Transportation
Lee	Elementary	Eligible for School Transportation*
Judson	Middle	Eligible for School Transportation*
South Salem	High	Eligible for School Transportation*

Table 5

ESTIMATE OF NEW SCHOOL CONSTRUCTION NEEDED TO SERVE DEVELOPMENT

The School District estimates the cost of constructing new school facilities to serve our community. The costs of new school construction is estimated using the Rider Levett Bucknall (RLB) North America Quarterly Construction Cost Report and building area per student from Cornerstone Management Group, Inc. estimates. The costs to construct school facilities to serve the proposed development are in the following table.

School Type	Number of Students	Estimate of Facility Cost Per Student*	Total Cost of Facilities for Proposed Development*
Elementary	45	\$64,220	\$2,889,900
Middle	23	\$76,882	\$1,768,286
High	26	\$89,544	\$2,328,144
TOTAL			\$6,986,330

Table 6

*Cornerstone Management Group, Inc. estimates based on RLB cost index average, 2021 Fourth Quarter.

*In order to access this property with school buses, improvements will be needed so that buses can drive thru in a forward direction, without backing and with sufficient clearance at all times. Alternatively, school buses could stop on 36th Ave SE at Boone Rd. SE which would require completion of sidewalks along Boone Rd. SE and on 36th Ave SE connecting the subject property with a school bus stop to be located on 36th Ave. SE.

Sincerely,

David Fridenmaker, Manager
 Planning and Property Services

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



RESPONSE TO REQUEST FOR COMMENTS

DATE: Thursday, April 7, 2022

CASE/APP NUMBER: CU-SPR-ADJ-DAP-TRV-DR22-02

PROPERTY LOCATION: 3200 Block of Boone Rd SE

CASE MANAGER: Aaron Panko, Planner III, City of Salem

Email: apanko@cityofsalem.net

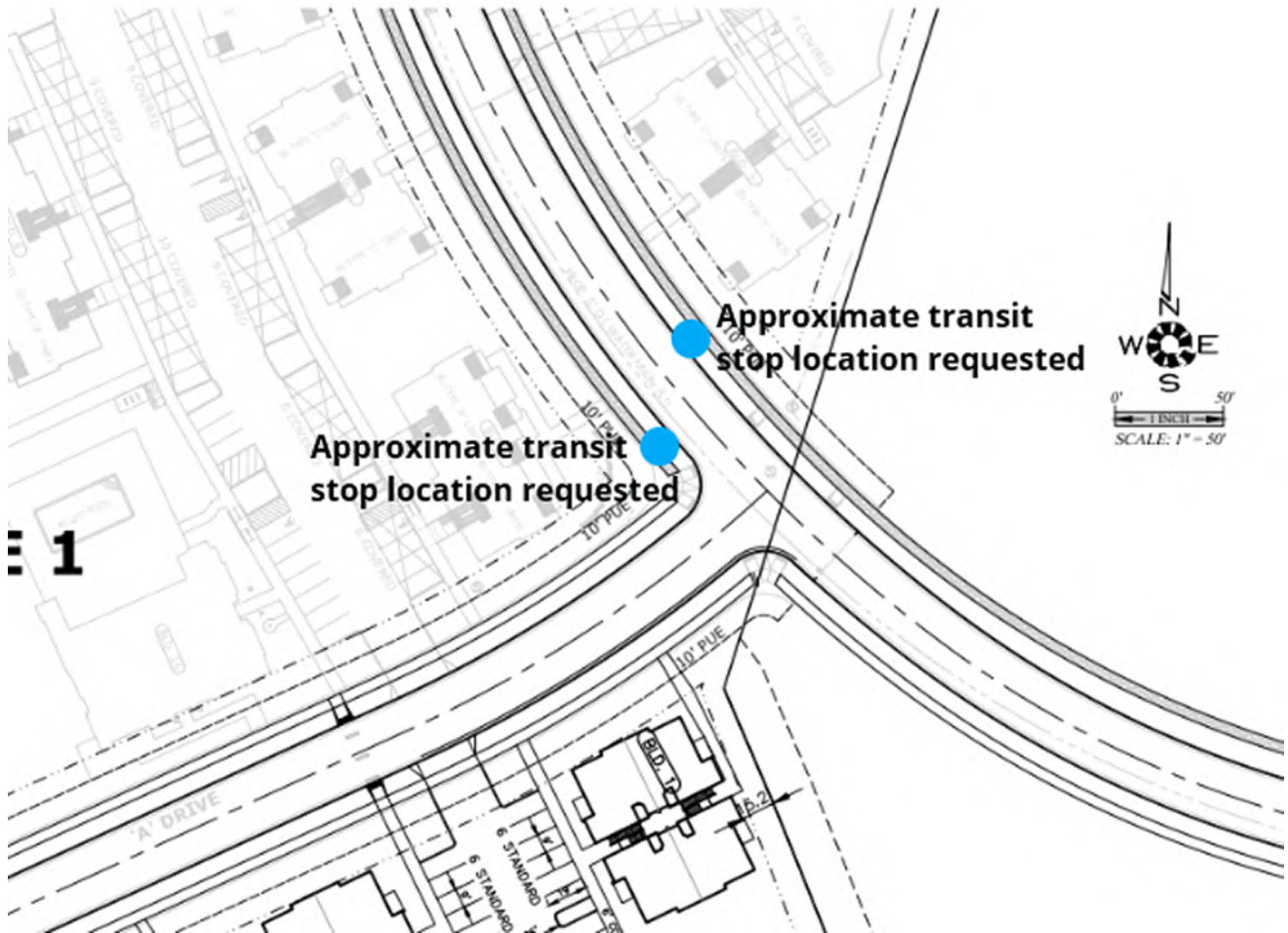
COMMENTS FROM: Jolynn Franke, Transit Planner I, Cherriots

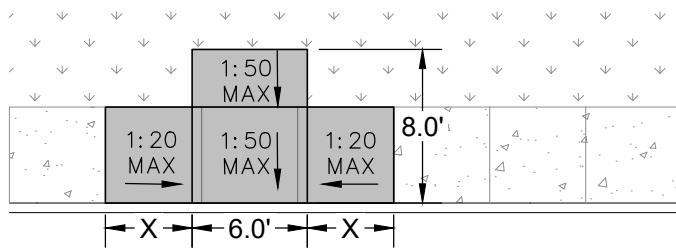
Email: planning@cherriots.org

COMMENTS: The Salem Area Mass Transit District (Cherriots) is planning a future service expansion that would bring fixed-route transit to this new multiple family housing development. Therefore, Cherriots requests that the developer build two transit stops conforming to Cherriots bus stop pads layout standards and right-of-way dedication, if necessary, to be provided. Additionally, Cherriots requests on-street parking to be restricted in the areas of the transit stops as defined by Cherriots no parking zones at intersections standards. The transit stops are to be located on 32nd Ave near the intersection with A Drive - one nearside stop and one farside stop. Each stop will be serviced by one standard 40-foot bus. A screenshot of the requested transit stop locations is provided on the following page. Also provided are drawings for standard transit stop design, no parking zones, etc. Please feel free to reach out to planning@cherriots.org should any other information be needed.



Screenshot of approximate transit stop locations requested (see drawing C8, attached, for measurements):





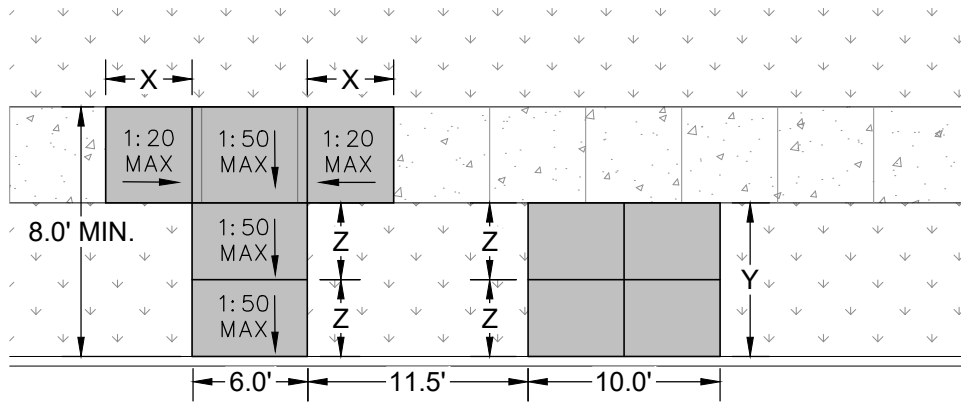
EXISTING ROADWAY

BUS STOP PADS - CURB LINE SIDEWALK

NOT TO SCALE

NOTES:

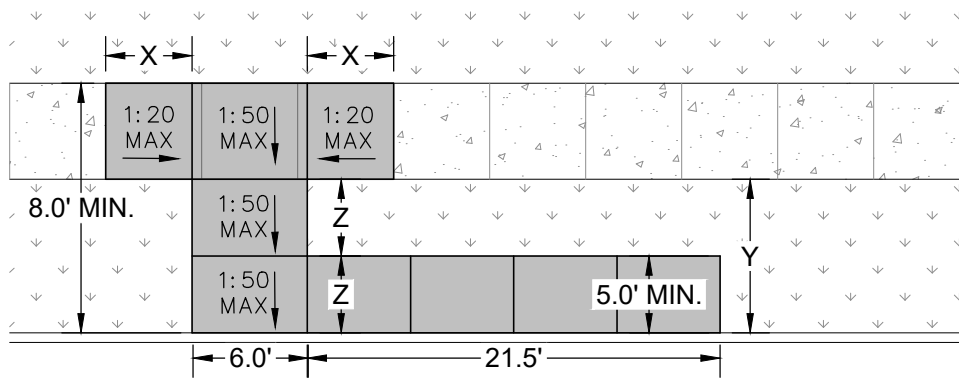
1. "X" WIDTH TO BE A MINIMUM OF 3.0' OR MATCH EXISTING SIDEWALK JOINT SPACING.
2. "Y" LENGTH TO BE EQUAL TO THE WIDTH OF THE PLANTER STRIP, FROM BACK OF CURB TO FRONT OF SIDEWALK.
3. JOINT SPACING, "Z" SHALL BE 3' MINIMUM, 6' MAXIMUM. PROVIDE SIDEWALK PANELS THAT ARE AS SQUARE AS POSSIBLE.
4. MATCH EXISTING WIDTH WHERE PROPOSED BUS STOP PANELS CONNECT TO THE EXISTING WALK.



EXISTING ROADWAY

BUS STOP PADS - PLANTER STRIP (12' WIDE OR LESS)

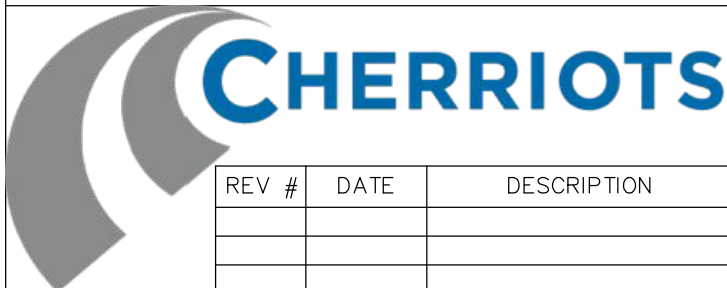
NOT TO SCALE



EXISTING ROADWAY

BUS STOP PADS - PLANTER STRIP (WIDER THAN 12')

NOT TO SCALE



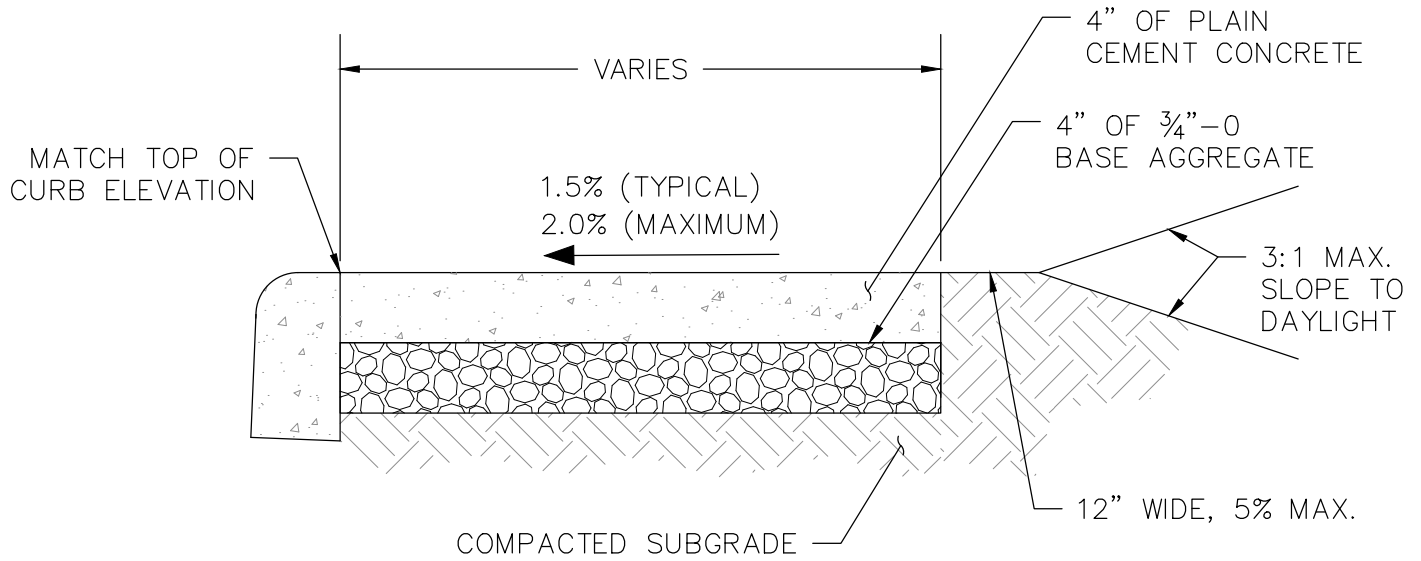
BUS STOP PADS LAYOUT

REV #	DATE	DESCRIPTION

BY EGW
DATE 03/03/22

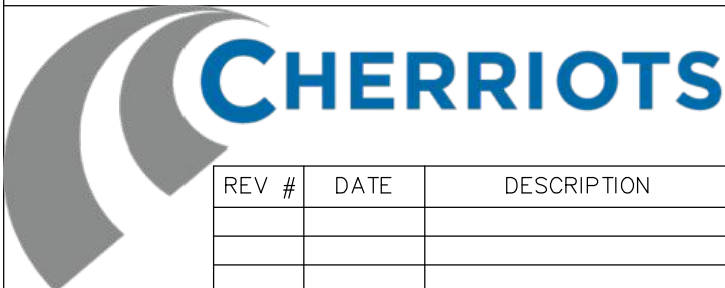
CHECKED RDV
DATE 03/03/22

C1



NOTES:

1. CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3000 P.S.I. AT 28 DAYS.
2. CONTRACTION JOINTS OF THE WEAKENED PLANE TYPE SHALL BE 1-1/4" DEEP AND TOOL ROUNDED BEFORE BROOMING. MATCH EXISTING JOINT SPACING. 15' MAXIMUM.
3. EXPANSION JOINTS TO BE PLACED AT SIDES OF DRIVEWAY APPROACHES, UTILITY VAULTS, ADA CURB RAMPS, AND AT SPACING NOT TO EXCEED 45 FEET.
4. FOR SIDEWALKS ADJACENT TO THE CURB AND POURED AT THE SAME TIME AS THE CURB, THE JOINT BETWEEN THEM SHALL BE A TROWELED JOINT WITH A MIN. 1/2 INCH RADIUS.
5. FINISH WITH BROOM AND EDGE ALL JOINTS.
6. ALL EDGES SHALL BE TOOL ROUNDED AND SHINED PER JURISDICTIONAL REQUIREMENTS AFTER BROOMING. PROVIDE 3" SHINE IF NO OTHER REQUIREMENTS EXIST.
7. BASE AGGREGATE TO BE COMPACTED TO 95% OF AASHTO T-99.



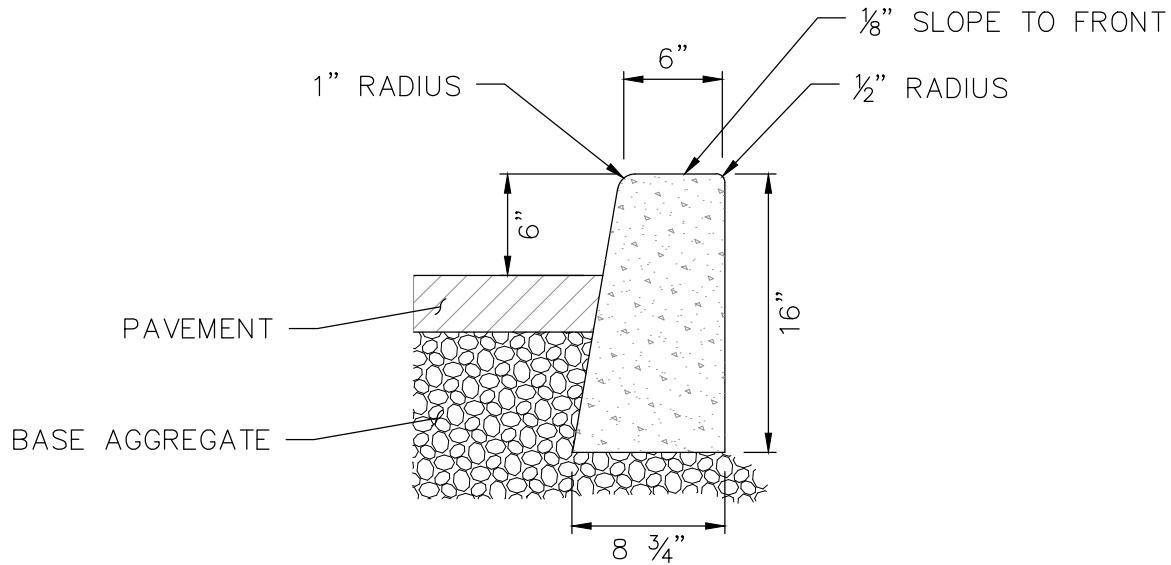
**STANDARD
SIDEWALK**

C2

REV #	DATE	DESCRIPTION

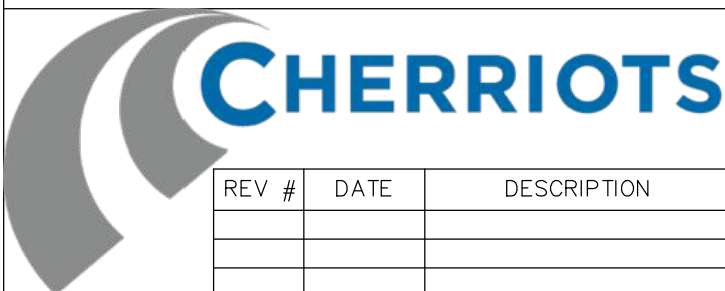
BY EGW
DATE 03/03/22

CHECKED RDV
DATE 03/03/22



NOTES:

1. CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3000 P.S.I. AT 28 DAYS.
2. EXPANSION JOINTS
 - 2.A. TO BE PROVIDED:
 - 2.A.1. AT EACH POINT OF TANGENCY OF THE CURB.
 - 2.A.2. AT EACH COLD JOINT.
 - 2.A.3. AT EACH SIDE OF THE INLET STRUCTURES.
 - 2.A.4. AT EACH END OF DRIVEWAYS.
 - 2.A.5. AT LOCATIONS NECESSARY TO LIMIT SPACING TO 45 FEET.
3. CONTRACTION JOINTS:
 - 3.A. SPACING TO BE NOT MORE THAN 15 FEET.
 - 3.B. THE DEPTH OF THE JOINT SHALL BE AT LEAST 1-1/2 INCHES.
4. BASE AGGREGATE TO BE 1 1/2"-0" OR 3/4"-0" COMPACTED TO 95% OF AASHTO T-99 AND SHALL BE TO SUBGRADE, STREET STRUCTURE, OR 4" IN DEPTH, WHICHEVER IS GREATER.



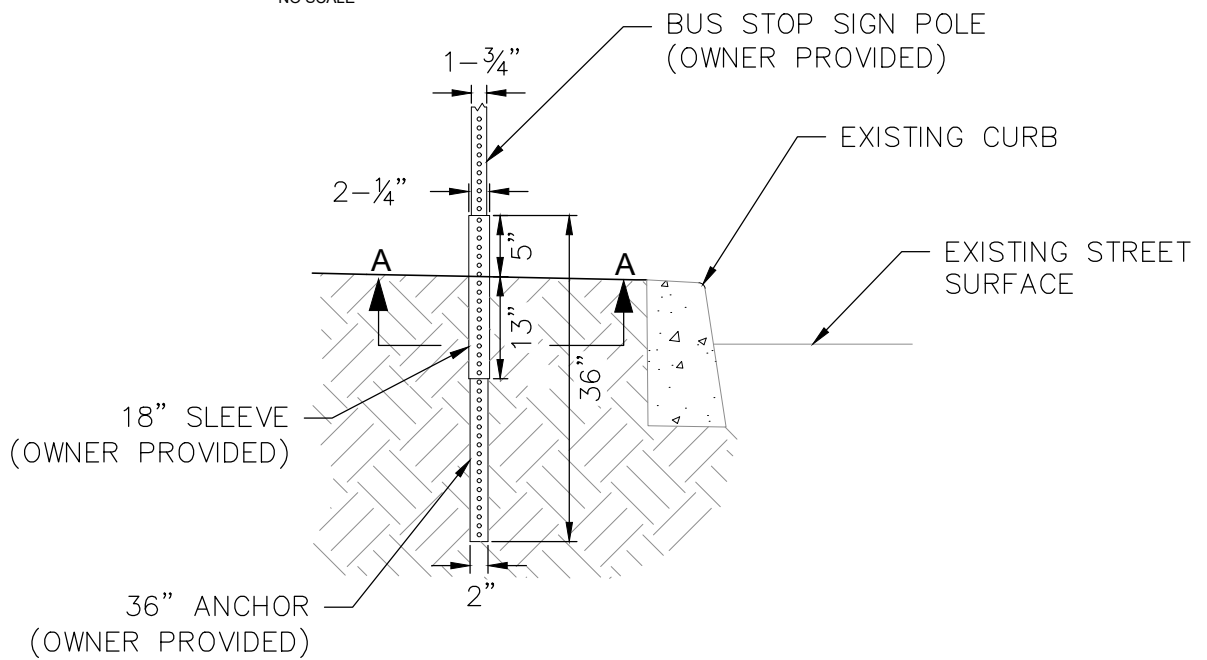
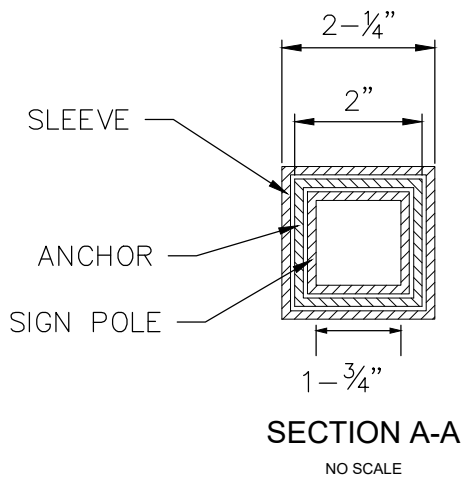
STANDARD CURB

C3

REV #	DATE	DESCRIPTION

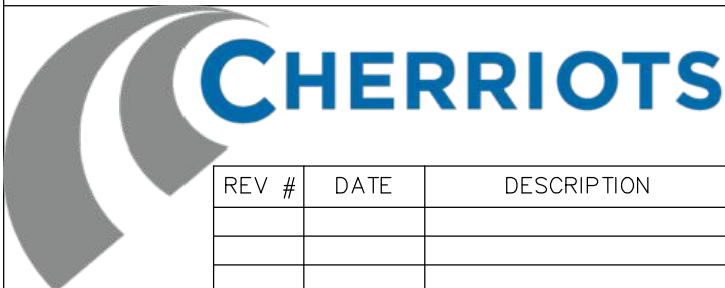
BY EGW
DATE 03/03/22

CHECKED RDV
DATE 03/03/22



NOTES:

1. CONTACT STEVE DICKEY AT (503) 588-2424 TO OBTAIN SIGN MATERIALS.



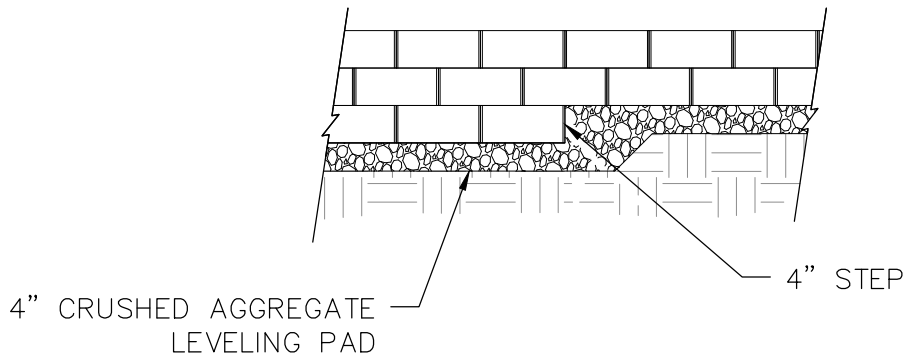
**BUS STOP SIGN POLE,
ANCHOR & SLEEVE
DETAIL**

REV #	DATE	DESCRIPTION

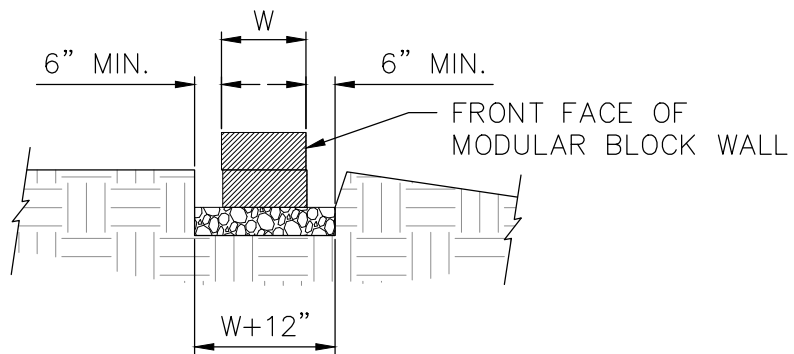
BY EGW
DATE 03/03/22

CHECKED RDV
DATE 03/03/22

C4



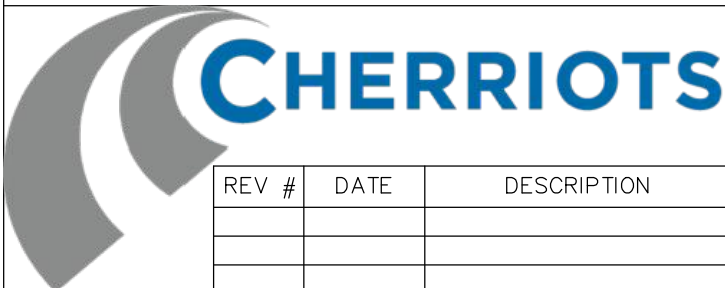
ELEVATION



SECTION

NOTE:

1. LEVELING PAD TO BE $\frac{3}{4}$ "-0 CRUSHED AGGREGATE COMPACTED TO 95% OF AASHTO T-99



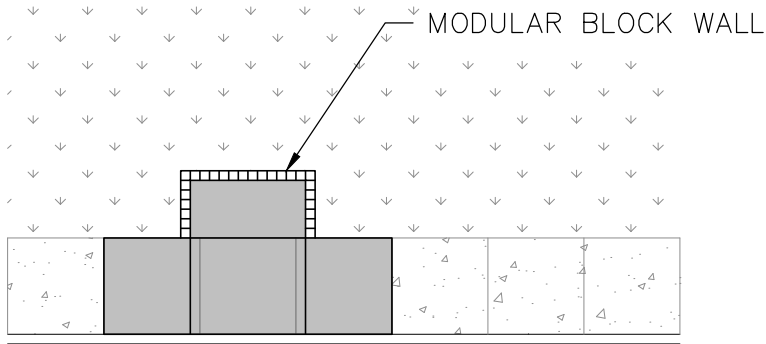
**LEVELING PAD
DETAIL**

REV #	DATE	DESCRIPTION

BY EGW
DATE 03/03/22

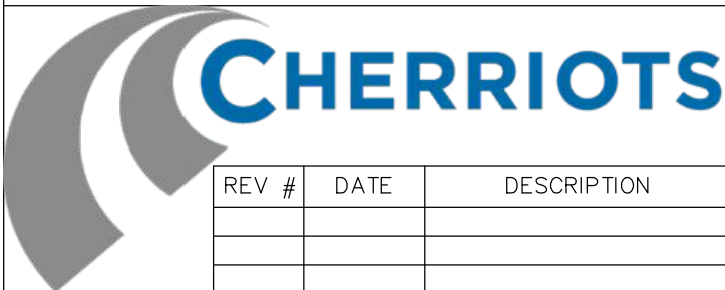
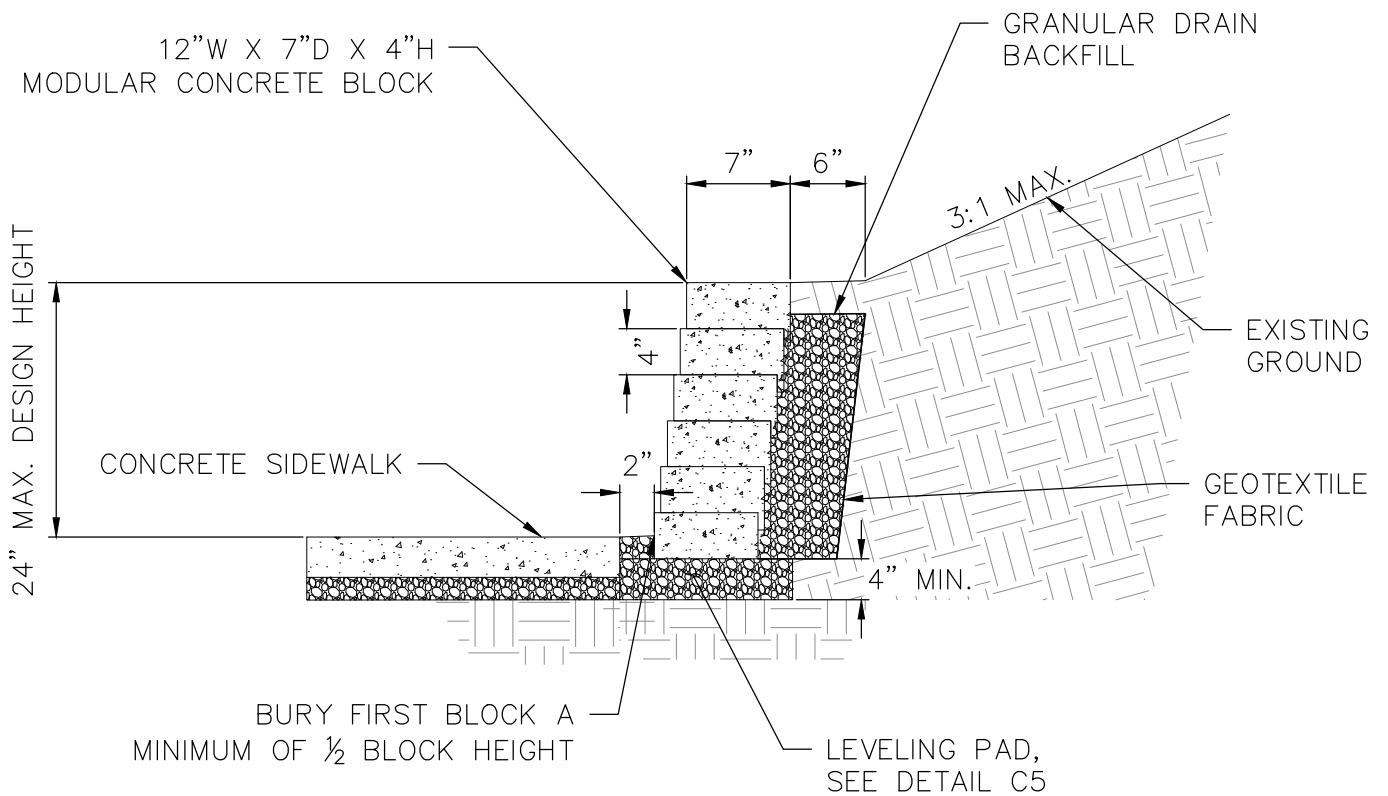
CHECKED RDV
DATE 03/03/22

C5



NOTES:

1. MODULAR BLOCK WALL SHALL BE REQUIRED WHEN SLOPE GRADING TO DAYLIGHT AT 3:1 MAX. CANNOT BE ACHIEVED.
2. THE MODULAR BLOCK WALL SHALL BE CONSTRUCTED WHEN WALL EXPOSURE IS TO BE GREATER THAN 6".



MODULAR BLOCK WALL DETAIL

C6

REV #	DATE	DESCRIPTION

BY EGW
DATE 03/03/22

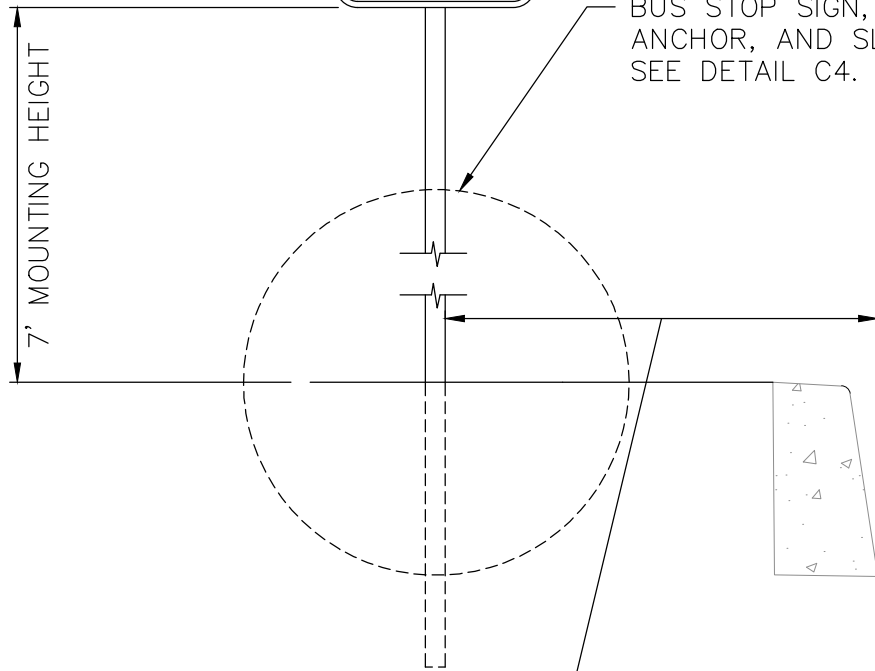
CHECKED RDV
DATE 03/03/22

BUS STOP SIGN
(OWNER PROVIDED)

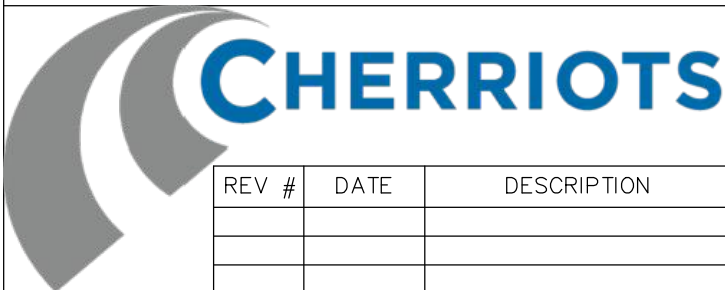


BUS STOP SIGN

BUS STOP SIGN, POLE,
ANCHOR, AND SLEEVE,
SEE DETAIL C4.



2' FROM FACE OF CURB OR
1' FROM BACK OF SIDEWALK



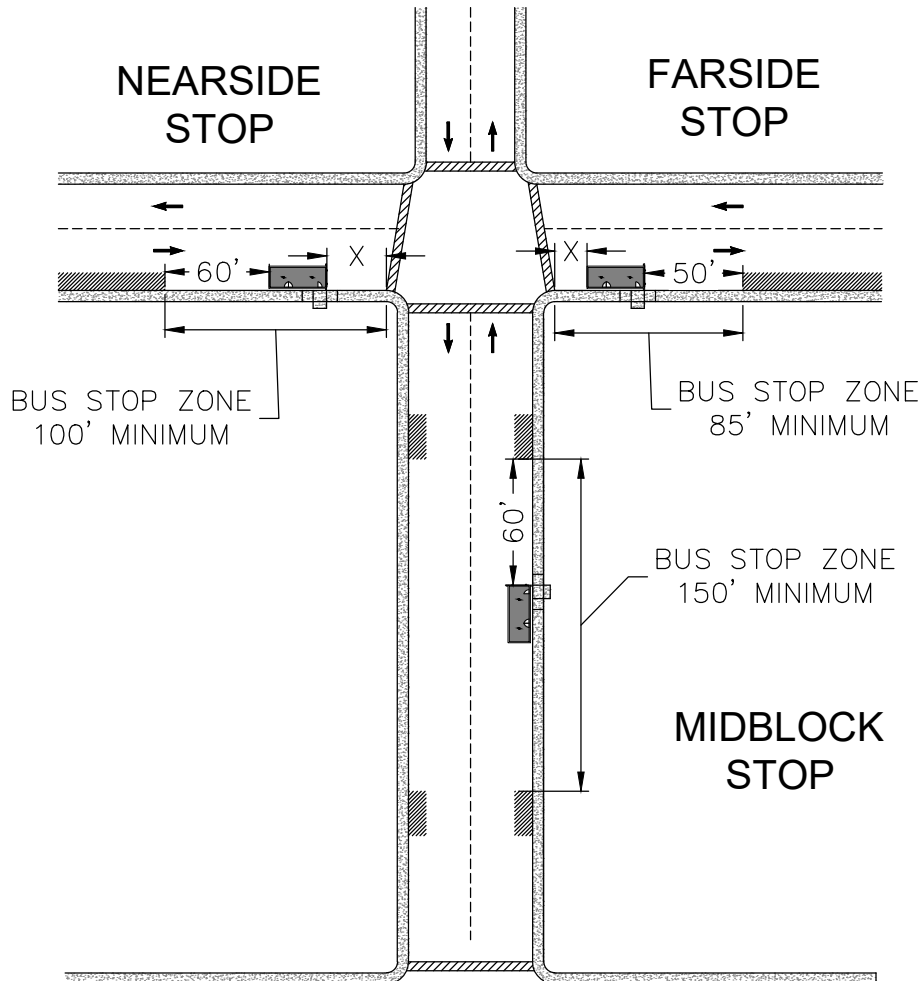
TYPICAL BUS STOP
SIGN PLACEMENT
DETAIL

C7

REV #	DATE	DESCRIPTION

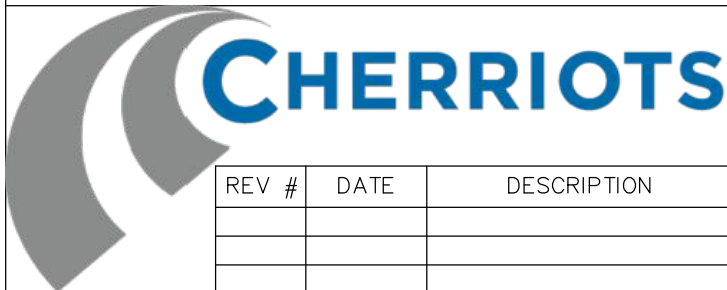
BY EGW
DATE 03/03/22

CHECKED RDV
DATE 03/03/22



NOTES:

1. CHERRIOTS TO PROVIDE INFORMATION REGARDING BUS TYPE, LENGTH, AND QUANTITY OF BUSES TO BE SERVICED BY BUS STOP.
2. FOR MULTIPLE BUSES BEING SERVED AT ONE STOP:
 - 2.A. ADD 50 FEET FOR EACH ADDITIONAL STANDARD 40-FOOT BUS.
 - 2.B. ADD 70 FEET FOR EACH ADDITIONAL 60-FOOT ARTICULATED BUS.
3. BUS STOP ZONE SHALL BE SIGNED AS A NO PARKING ZONE PER STANDARDS OF LOCAL JURISDICTION.
4. X = 10' MINIMUM FROM EDGE OF CROSSWALK OR END OF RADIUS, WHICHEVER IS FURTHER FROM THE INTERSECTION.

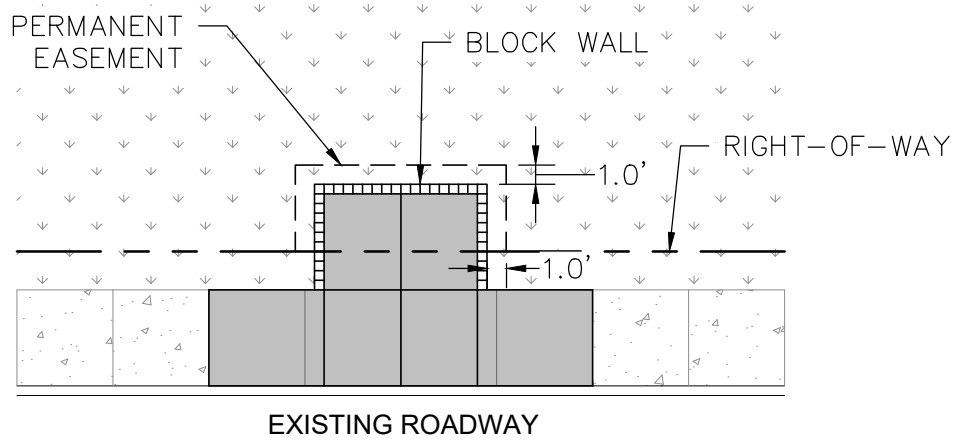
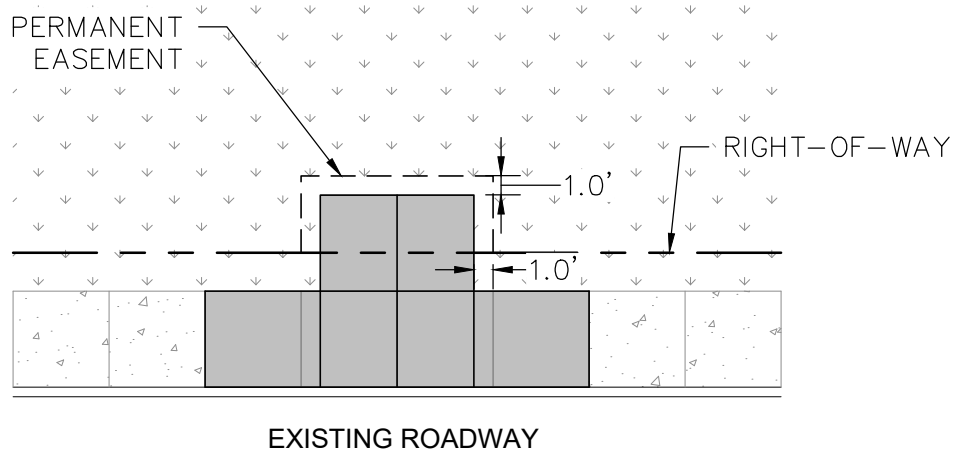


**NO PARKING ZONES
AT INTERSECTIONS
DETAIL**

C8

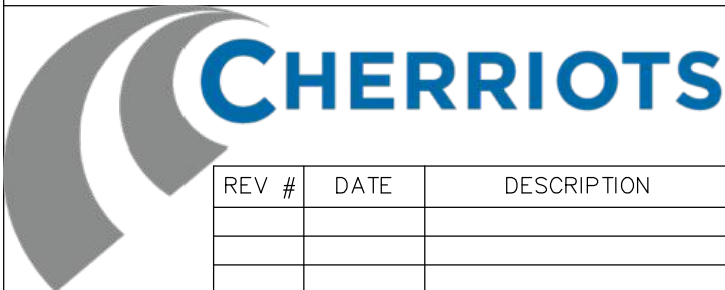
REV #	DATE	DESCRIPTION

BY EGW	CHECKED RDV
DATE 03/03/22	DATE 03/03/22



NOTES:

1. PERMANENT EASEMENT IS REQUIRED WHEN EXTENTS OF DESIGN ENCROACH UPON RIGHT-OF-WAY.
2. PERMANENT EASEMENTS ARE TO BE A MINIMUM OF 1' OFFSET FROM THE PROPOSED CONSTRUCTION EXTENTS THAT FALL OUTSIDE OF RIGHT-OF-WAY.



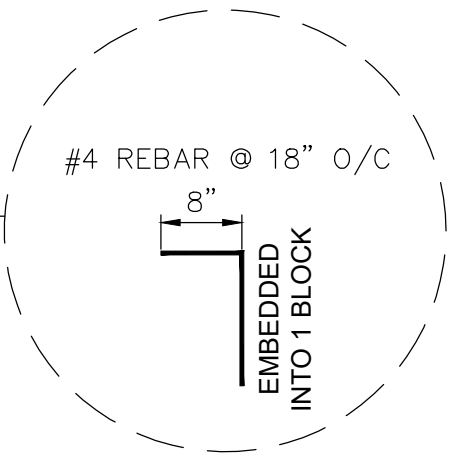
PERMANENT EASEMENT DETAIL

C11

REV #	DATE	DESCRIPTION

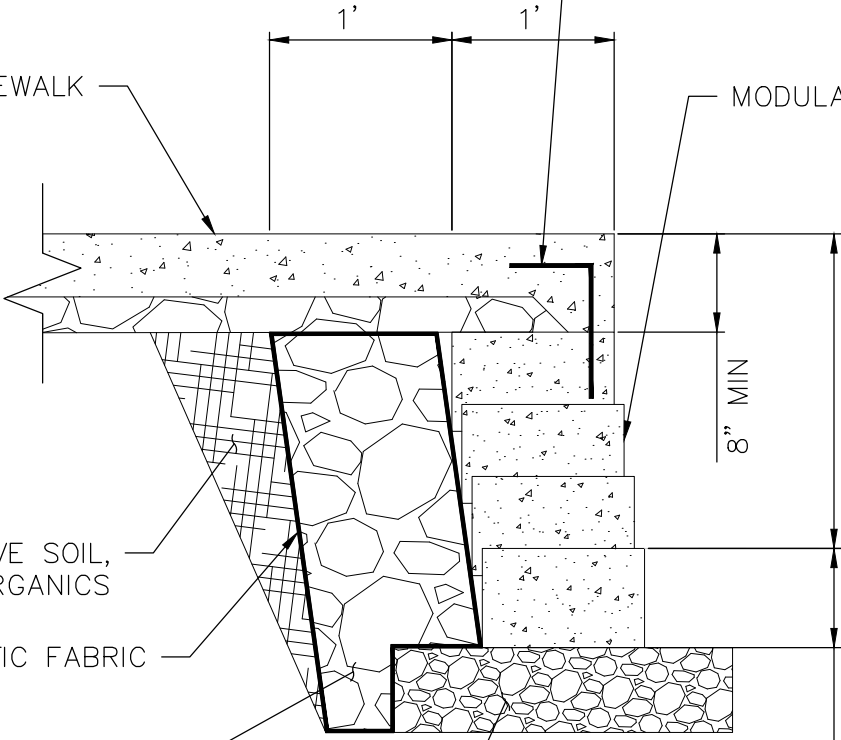
BY EGW
DATE 03/03/22

CHECKED RDV
DATE 03/03/22



CONCRETE SIDEWALK

MODULAR BLOCK WALL



EXISTING GROUND

ONE BLOCK EMBEDMENT

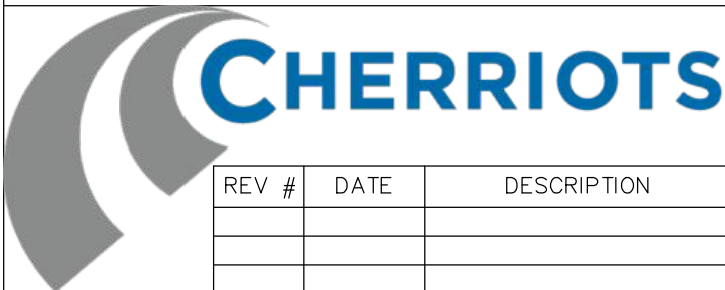
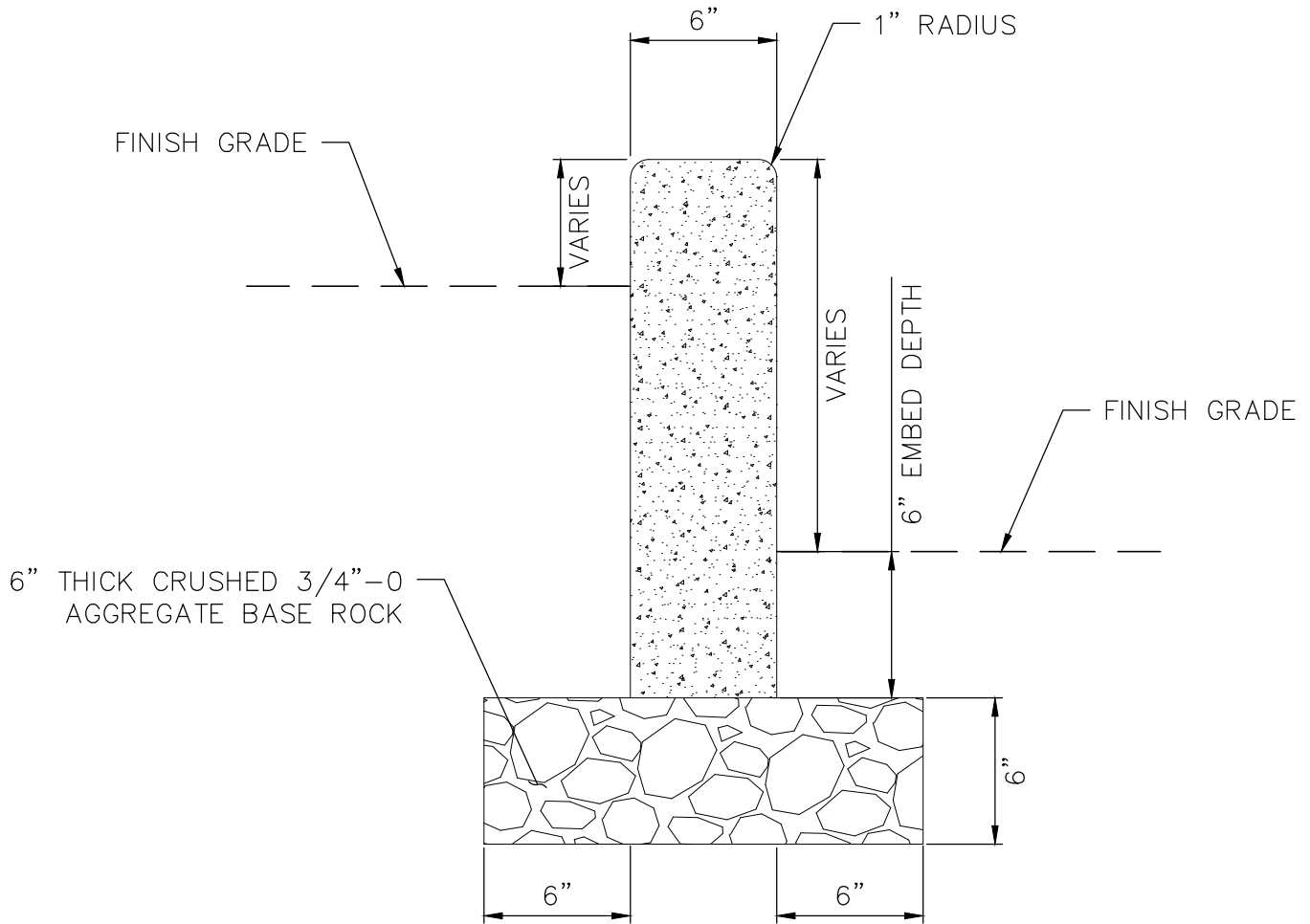
6" THICK CRUSHED 3/4"-0
AGGREGATE LEVELING PAD,
EXTEND 6" IN ALL DIRECTIONS

REV #	DATE	DESCRIPTION

BELOW-GRADE WALL DETAIL

BY EGW	CHECKED RDV
DATE 03/03/22	DATE 03/03/22

C12



PEDESTRIAN CURB
 DETAIL

C13

REV #	DATE	DESCRIPTION

BY EGW
 DATE 03/03/22

CHECKED RDV
 DATE 03/03/22