

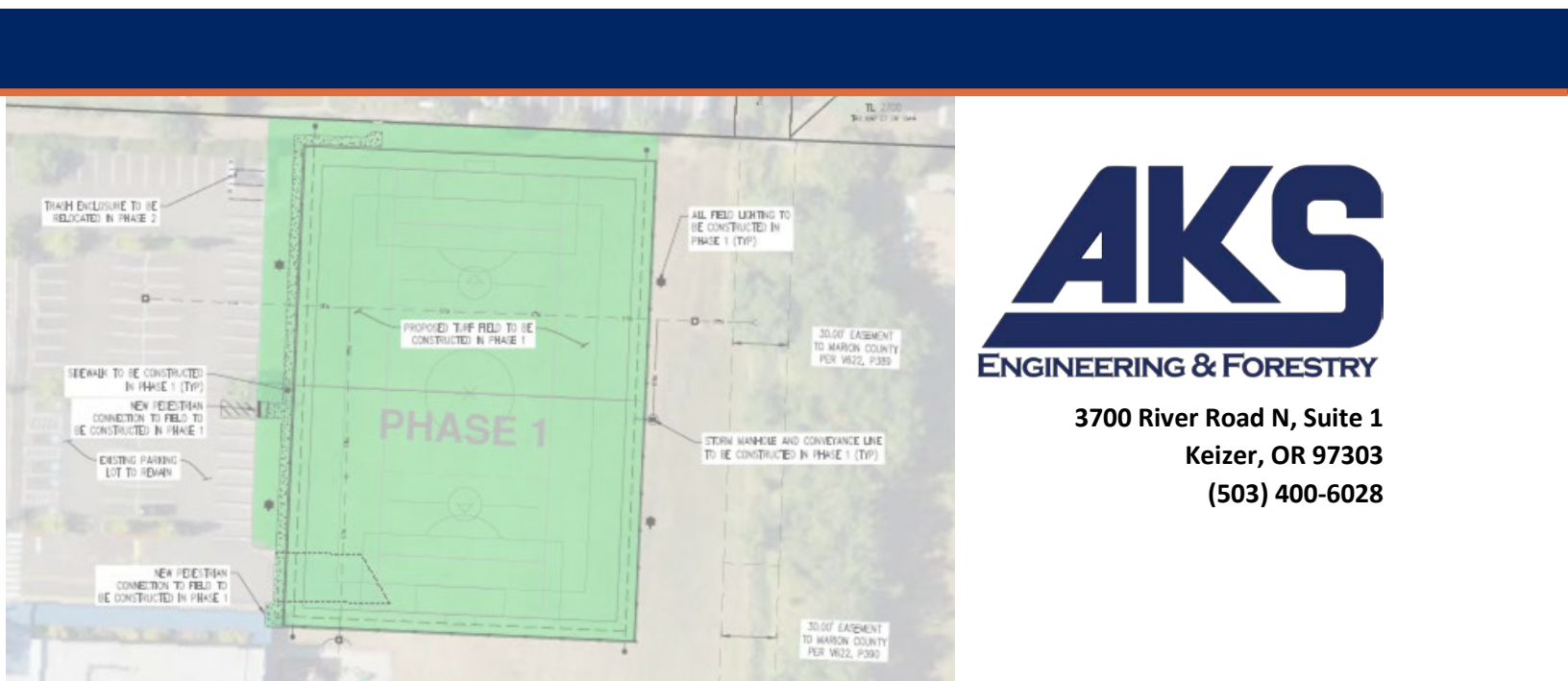
East Salem Community Center Turf Field Consolidated Land Use Application

Date: March 2024

Submitted to: City of Salem
Planning Division
555 Liberty Street SE, Room 305
Salem, OR 97301

Applicant: Blanchet Community Foundation/
East Salem Community Center/Kevin Mannix
1850 45th Avenue NE
Salem, OR 97305

AKS Job Number: 10453



3700 River Road N, Suite 1
Keizer, OR 97303
(503) 400-6028

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Submitted to:	City of Salem Planning Division 555 Liberty Street SE, Room 305 Salem, OR 97301
Applicant:	Blanchet Community Foundation/ East Salem Community Center/Kevin Mannix 1850 45 th Avenue NE Salem, OR 97305
Property Owner:	Evergreen Plaza Group LLC/Adam Wittenberg 5125 Wittenberg Lane NE Keizer, OR 97303
Applicant's Consultant:	AKS Engineering & Forestry, LLC 3700 River Road N, Suite 1 Keizer, OR 97303 Contact: Zach Pelz, AICP Email: PelzZ@aks-eng.com Phone: (503) 400-6028
Site Location:	1850 45 th Avenue NE
Marion County Assessor's Map:	07 2W 19AA; Tax Lot 4200
Site Size:	±13.23 acres
Land Use Districts:	Multiple Family Residential II (RM-II) Residential Agriculture (RA)

I. Executive Summary

AKS Engineering & Forestry, LLC (AKS) is pleased to submit this consolidated Class 3 Site Plan Review (SPR) application on behalf of Blanchet Community Foundation (Applicant) to allow for the construction of a new artificial turf recreational field and associated field lighting, fencing around the field, and improved pedestrian connections, on the existing East Salem Community Center (“Community Center”) property located at 1850 45th Avenue NE (Marion County Assessor’s Map number 07 2W 19AA; Tax Lot 4200). The planned recreational field will be constructed in Phase 1 of the project. Phase 2 of the project includes improvements to the existing gravel parking area that is in the southwestern portion of the subject property. The improved new parking lot will be paved and striped, reduced in size to ±19,820 square feet, and will include associated curbs, pedestrian connections, landscaping, and a stormwater facility, consistent with current City of Salem (City) requirements.

The planned turf field is considered as an accessory use to the Community Center’s Basic Education use and will provide an additional and needed amenity for community center users and outside entities. Both the new turf field and improvements to the parking lot are located on the same tax lot, and will be operated under the same ownership, as the principal activity on the property. Both the new turf field and improved parking lot will be situated in previously disturbed areas of the site and outside the limits of the natural resources on the property; concurrence from Oregon Department of State Lands (DSL) is anticipated in Summer 2024.

In response to constraints imposed by pre-existing development adjacent to the site, existing underlying lot and zoning district boundaries, and existing programming at the Community Center, the application seeks relief to certain standards through the following requested Adjustments:

- A Class 2 Adjustment to accommodate the planned location of the turf field that will sit atop two existing underlying lots, necessitating a reduction in the required lot-to-lot setback to zero. Despite the location of the underlying lots, the planned location is the appropriate place for the new turf field as it is outside of wetland impact areas, is of sufficient size to accommodate the field, and is conveniently located near the site’s main parking lot and Community Center.
- A Class 2 Adjustment to eliminate the requirement to include pedestrian connections from the existing street ends at Dutchman Street NE, Geneva Avenue NE, and Nicholas Street NE. Pedestrian connections at these street ends would necessitate impacts to the on-site wetlands. In addition, there is future development potential on the east side of the Community Center property and future street connections, and the ideal location of them, will be determined when that side of the property develops.
- A Class 1 adjustment to the maximum vehicle parking standard is required to allow for ±229 vehicle parking spaces to remain upon completion of the improvements to the southern parking lot. This adjustment is necessary to accommodate important programming at the Community Center. In addition, the current level of activities and programming and associated vehicle parking at the Community Center pre-date the City’s ordinance that established a maximum parking cap.

This application includes the City application forms, written materials, and preliminary plans necessary for City staff to review and determine compliance with the applicable approval criteria. The evidence is substantial and supports the City’s approval of the application.

II. Site Description/Setting

The Community Center property totals ±13.23 acres and is comprised of one tax lot that includes four underlying lots (Tax Lot 4200 of Marion County Assessor's Map 07 2W 19AA). The property is located partially within the Multiple Family Residential II (RM-II) zoning district and partially within the Residential Agriculture (RA) zoning district, with the RM-II portion being generally located on the northern half of the property and the RA portion located generally on the southern half of the property. The planned turf field will be located entirely on the RM-II portion of the site, east of (and adjacent to) the existing paved parking lot. The planned new paved parking lot at the south end of the site will be located entirely within the RA zoned portion of the property.

The property is developed with an existing community facility that is used primarily for education-related community services but also is partly used for Religious Assembly uses. Besides the ±27,000-square-foot building, the site contains a ±1.4-acre paved parking lot (±60,984 square feet) in the northern portion of the property and a ±0.50-acre gravel parking lot (±22,000 square feet) in the southern portion of the property, the latter of which will be paved and landscaped (and reduced in size) in accordance with current Salem Revised Code (SRC) requirements during Phase 2 of this project.

The undeveloped portions of the property consist mainly of former grazing land. A wetland traverses the subject property stretching from the northeast portion of the property to the middle part of the southern portion of the property. The property is located within Salem's Historic and Cultural Resources Protection Zone.

Adjacent lots to the east, west, north, and south are within the RA, RM-II, and Single Family Residential (RS) zoning districts. The Springs at Sunnyview assisted living facility abuts the site to the north. The Swegle Elementary School lies to the southwest of the subject property across 45th Avenue NE.

III. Applicable Review Criteria

SALEM REVISED CODE – TITLE X – UNIFIED DEVELOPMENT CODE

CHAPTER 220 – SITE PLAN REVIEW

Sec. 220.005 – Site plan review.

(a) Applicability

- (1) Except as provided in subsection (a)(2) of this section, site plan review approval is required:
 - (A) Prior to issuance of a building permit, for any development that requires a building permit;
 - (B) Prior to a change of use, when a building permit is not otherwise required; and
 - (C) Prior to commencement of work, for any of the following when a building permit is not otherwise required:
 - (i) Development of a new off-street parking or vehicle use areas;
 - (ii) Expansion of an existing off-street parking or vehicle use areas, when additional paved surface is added;
 - (iii) Alteration of an existing off-street parking or vehicle use areas, when the existing paved surface is replaced with a new paved surface;

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- (iv) Paving of an unpaved area; and
 - (v) Restriping of an off-street parking or vehicular use areas, when the layout will be reconfigured.
 - (2) Exemptions.
 - (A) The following development that requires a building permit is exempt from site plan review:
 - (i) Development of a single-family use, two family use, three family use, four family use, or cottage cluster on an individual lot, including the construction of accessory structures and paving associated with such uses.
 - (ii) Sign installation.
 - (iii) Ordinary maintenance or repair of existing buildings, structures, utilities, landscaping, and impervious surfaces, and the installation or replacement of operational equipment or fixtures.
 - (iv) The alteration to the facade of a building except in the Mixed Use-I (MU-I), Mixed Use-II (MU-II), Mixed Use-III (MU-III), Mixed Use-Riverfront (MU-R) zones.
 - (v) Interior construction or tenant improvements that involve no change of use or occupancy.
 - (vi) Demolition permit.
 - (vii) Construction of a fence.
 - (B) Any of the activities identified under subsection (a)(1)(C) of this section are exempt from site plan review if they are for a single-family use, two family use, three family use, four family use, or cottage cluster on an individual lot.

Response: This application includes the construction of a recreational turf field and the improvement of an existing gravel parking lot, consistent with current City requirements. The installation of operational equipment, including lighting fixtures, and the construction of fencing are exempt from Site Plan Review. Because the project involves construction of a new off-street parking area in Phase 2, Site Plan Review is required prior to commencement of work.

- (b) Classes. The three classes of site plan review are:
 - (1) Class 1 site plan review. Class 1 site plan review is site plan review for any development under subsection (a)(1) of this section that does not involve a land use decision or limited land use decision, as those terms are defined in ORS 197.015, and that involves either:
 - (A) A change of use or change of occupancy where only construction or improvements to the interior of the building or structure are required; or
 - (B) A change of use when a building permit is not otherwise required.
 - (2) Class 2 site plan review. Class 2 site plan review is site plan review for any development under subsection (a)(1) of this section, other than development subject to Class 1 site plan review, that does not involve a land use decision or limited land use decision, as those terms are defined in ORS 197.015.

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- (3) Class 3 site plan review. Class 3 site plan review is site plan review for any development under subsection (a)(1) of this section that involves a land use decision or limited land use decision, as those terms are defined in ORS 197.015. As used in this subsection, land use decisions and limited land use decisions include, but are not limited to, any development application that:
- (A) Requires a Transportation Impact Analysis pursuant to SRC chapter 803;
 - (B) Requires a geotechnical report or geologic assessment under SRC chapter 810, except where a geotechnical report or geologic assessment has already been approved for the property subject to the development application;
 - (C) Requires deviation from clear and objective development standards of the UDC relating to streets, driveways or vision clearance areas;
 - (D) Proposes dedication of right-of-way which is less than the requirements of the Salem Transportation System Plan;
 - (E) Requires deviation from the clear and objective standards of the UDC and where the Review Authority is granted the authority to use limited discretion in deviating from the standard; or
 - (F) Involves the imposition of conditions of approval; or
 - (G) Requires a variance, adjustment, or conditional use permit.

Response: The planned project requires Class 3 Site Plan Review, including because the application seeks relief to certain standards through several requested Adjustments in response to constraints imposed by pre-existing development adjacent to the site, existing underlying lot and zoning district boundaries, and existing conditions at the Community Center.

- (c) Procedure type.
- (1) Class 1 site plan review is processed as a Type I procedure under SRC chapter 300.
 - (2) Class 2 site plan review is processed as a Type I procedure under SRC chapter 300.
 - (3) Class 3 site plan review is processed as a Type II procedure under SRC chapter 300.
 - (4) An application for site plan review may be processed concurrently with an application for a building permit; provided, however, the building permit shall not be issued until site plan review approval has been granted.

Response: Accordingly, the project will be processed under the City's Type II procedure as outlined in SRC chapter 300.

(...)

- (c) Submittal requirements for Class 2 and Class 3 site plan review.
- (1) Class 2 site plan review. In addition to the submittal requirements for a Type I application under SRC chapter 300, an application for Class 2 site plan review shall include the following:
 - (A) A site plan, of a size and form and in the number of copies meeting the standards established by the Planning Administrator, containing the following information:

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- (i) The total site area, dimensions, and orientation relative to north;
 - (ii) The location of all proposed primary and accessory structures and other improvements, including fences, walls, and driveways, indicating distance from the structures and improvements to all property lines and adjacent on-site structures;
 - (iii) Loading areas, if included in the proposed development;
 - (iv) The size and location of solid waste and recyclables storage and collection areas, and amount of overhead clearance above such enclosures, if included in the proposed development;
 - (v) An indication of future phases of development on the site, if applicable;
 - (vi) All proposed landscape areas on the site, with an indication of square footage and their percentage of the total site area;
 - (vii) The location, height, and material of fences, berms, walls, and other proposed screening as they relate to landscaping and screening required by SRC chapter 807;
 - (viii) The location of all trees and vegetation required to be protected pursuant to SRC chapter 808;
 - (ix) The location of all street trees, if applicable, or proposed location of street trees required to be planted at time of development pursuant to SRC chapter 86; and
 - (x) Identification of vehicle, pedestrian, and bicycle parking and circulation areas, including handicapped parking stalls, disembarking areas, accessible routes of travel, and proposed ramps.

Response: Preliminary Plans, including a Preliminary Site and Surfacing Plan, Preliminary Phasing Plan, and Landscaping Plan, containing the applicable requirements, is included in Exhibit A.

- (B) An existing conditions plan, of a size and form and in the number of copies meeting the standards established by the Planning Administrator, containing the following information:
 - (i) The total site area, dimensions, and orientation relative to north;
 - (ii) The location of existing structures and other improvements on the site, including accessory structures, fences, walls, and driveways, noting their distance from property lines; and
 - (iii) The location of the 100-year floodplain, if applicable.

Response: An Existing Conditions Plan containing the applicable requirements is included in Exhibit A.

- (C) A grading plan depicting proposed site conditions following completion of the proposed development, when grading of the subject property will be necessary to accommodate the proposed development.

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- Response:** A Preliminary Grading and Utility Plan is included in Exhibit A.
- (D) A completed trip generation estimate for the proposed development, on forms provided by the City.
- Response:** A Trip Generation Estimate for the planned project is included as Exhibit C.
- (E) Building elevation drawings for any proposed new buildings and any exterior additions or alterations to existing buildings when the height of the building, or a portion of the building is changed.
- Response:** No new buildings or building alterations are planned as part of this project. This criterion does not apply.
- (F) For development in the Mixed Use-I (MU-I), Mixed Use-II (MU-II), Mixed Use-III (MU-III), and Mixed Use-Riverfront (MU-R) zones, architectural drawings, renderings, or sketches showing all elevations of the existing buildings and the proposed buildings as they will appear on completion.
- Response:** The project is not located within the City's mixed-use zone. This criterion does not apply.
- (2) Class 3 site plan review. In addition to the submittal requirements for a Type II application under SRC chapter 300, an application for Class 3 site plan review shall include the following:
- (A) All submittal requirements for a Class 2 site plan review under subsection (c)(1) of this section;
- (B) The zoning district, comprehensive plan designation, and land uses for all properties abutting the site;
- (C) Driveway locations, public and private streets, bike paths, transit stops, sidewalks, and other bike and pedestrian pathways, curbs, and easements;
- (D) The elevation of the site at two-foot contour intervals, with specific identification of slopes in excess of 15 percent;
- (E) The location of drainage patterns and drainage courses, if applicable;
- (F) A preliminary utility plan showing capacity needs for municipal water, stormwater facilities, and sewer service, and schematic location of connection points to existing municipal water and sewer services;
- (G) Summary table which includes site zoning designation; total site area; gross floor area by use (e.g., manufacturing, office, retail, storage); building height; itemized number of full size compact and handicapped parking stalls, and the collective total number; total lot coverage proposed, including areas to be paved for parking and sidewalks;
- (H) A geological assessment or geotechnical report, if required by SRC chapter 810, or a certification from an engineering geologist or a geotechnical engineer that landslide risk on the site is low, and that there is no need for further landslide risk assessment; and
- (I) A Transportation Impact Analysis, if required by SRC chapter 803.
- Response:** The applicable information is provided in the Preliminary Plans in Exhibit A. A geotechnical report, per SRC Chapter 810, is included as Exhibit D. A Transportation Impact Analysis (TIA) per SRC Chapter 803, is not required.
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- (f) Criteria.
- (...)
- (3) Class 3 site plan review. An application for a Class 3 site plan review shall be granted if:
- (A) The application meets all applicable standards of the UDC;
 - (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;
 - (C) Parking areas and driveways are designed to facilitate safe and efficient movement of vehicles, bicycles, and pedestrians; and
 - (D) The proposed development will be adequately served with City water, sewer, stormwater facilities, and other utilities appropriate to the nature of the development.

Response: This narrative and accompanying materials, including Preliminary Plans (Exhibit A), a geotechnical report, and other materials, demonstrate compliance with the applicable standards of the Unified Development Code (UDC). A Trip Generation Estimate (TGE) has been completed and provided to the City and is included in Exhibit C.

The planned improvements to the southern parking lot (Phase 2) provide safe and efficient movement of vehicles, along with safe and efficient movement of pedestrians and bicyclists through improved pedestrian connections to the Community Center. No changes to the property's water and sewer capacity are anticipated. Stormwater facilities and other utilities required for the turf field and improved parking lot are appropriate for the development, as shown on the Preliminary Plans in Exhibit A. The applicable criteria are met.

CHAPTER 250—ADJUSTMENTS

Sec. 250.001—Purpose

The purpose of this chapter is to provide a process to allow deviations from the development standards of the UDC for developments that, while not meeting the standards of the UDC, will continue to meet the intended purpose of those standards. Adjustments provide for an alternative way to meet the purposes of the Code and provide for flexibility to allow reasonable development of property where special conditions or unusual circumstances exist.

Sec. 250.005—Adjustments

- a. Applicability.
 - (1) Classes.
 - (A) A Class 1 adjustment is an adjustment to any numerical development standard in the UDC that increases or decreases the standard by not more than 20 percent.
 - (B) A Class 2 adjustment is an adjustment to any development standard in the UDC other than a Class 1 adjustment, including an adjustment to any numerical development standard in the UDC that increases or decreases the standard by more than 20 percent.

Response: In response to constraints imposed by pre-existing development adjacent to the site and existing underlying lot and zoning district boundaries, and existing conditions at the

Community Center, the application seeks relief to certain standards through the following requested Class 1 and Class 2 Adjustments:

- A Class 2 Adjustment to accommodate the planned location of the turf field that will sit atop two existing underlying lots, necessitating a reduction in the required lot-to-lot setback to zero. Despite the location of the underlying lots, the planned location is the appropriate place for the new turf field as it is outside of wetland impact areas, is of sufficient size to accommodate the field, and is conveniently located near the site's main parking lot and Community Center.
- A Class 2 Adjustment to eliminate the requirement to include pedestrian connections from the existing street ends at Dutchman Street NE, Geneva Avenue NE, and Nicholas Street NE. Pedestrian connections at these street ends would necessitate impacts to the on-site wetlands. In addition, there is future development potential on the east side of the Community Center property and future street connections, and the ideal location of them, will be determined when that side of the property develops.
- A Class 1 adjustment to the maximum vehicle parking standard is required to allow for ±229 vehicle parking spaces to remain upon completion of the improvements to the southern parking lot. This adjustment is necessary to accommodate important programming at the Community Center. In addition, the current level of activities and programming and associated vehicle parking at the Community Center pre-date the City's ordinance that established a maximum parking cap.

(2) **Prohibition.** Notwithstanding subsection (a)(1) of this section, an adjustment shall not be granted to:

- (A) Allow a use or activity not allowed under the UDC;
- (B) Change the status of a use or activity under the UDC;
- (C) Modify a definition or use classification;
- (D) Modify a use standard;
- (E) Modify the applicability of any requirement under the UDC;
- (F) Modify a development standard specifically identified as non-adjustable
- (G) Modify a development standard that contains the word "prohibited";
- (H) Modify a procedural requirement under the UDC;
- (I) Modify a condition of approval placed on property through a previous planning action;
- (J) A design review guideline or design review standard, except Multiple Family Design Review Standards in SRC Chapter 702, which may be adjusted; or
- (K) The required landscaping in the Industrial Business Campus (IBC) Zone.

Response: The planned adjustments are not a listed prohibited category as described in UDC 250.005(a)(2).

- b. Procedure type. Class 1 and Class 2 adjustments are processed as a Type II Procedure under SRC chapter 300.

Response: The consolidated land use application will be processed under the City's Type II procedure per SRC Chapter 300.

- c. Submittal requirements. In addition to the submittal requirements for a Type II application under SRC chapter 300, an application for a Class 1 or Class 2 adjustment shall include the following:

- (1) A site plan, of a size and form and in the number of copies meeting the standards established by the Planning Administrator, containing all information necessary to establish satisfaction with the approval criteria. By way of example, but not of limitation, such information may include the following:
 - (A) The total site area, dimensions, and orientation relative to north;
 - (B) The location of all proposed primary and accessory structures and other improvements, including fences, walls, and driveway locations, indicating distance to such structures from all property lines and adjacent on-site structures;
 - (C) All proposed landscape areas on the site, with an indication of square footage and as a percentage of site area;
 - (D) The location, height, and material of fences, berms, walls, and other proposed screening as they relate to landscaping and screening required by SRC chapter 807;
 - (E) The location of all trees and vegetation required to be protected pursuant to SRC chapter 808; and
 - (F) Identification of vehicle, pedestrian, and bicycle parking and circulation areas, including handicapped parking stalls, disembarking areas, accessible routes of travel, and proposed ramps.

Response: A Preliminary Site and Surfacing Plan, along with other Preliminary Plans, containing the applicable requirements is included in Exhibit A.

- (2) An existing conditions plan, of a size and form and in the number of copies meeting the standards established by the Planning Administrator, containing the following information:
 - (A) The total site area, dimensions, and orientation relative to north;
 - (B) The location of existing structures and other improvements on the site, including accessory structures, fences, walls, and driveways, noting their distance from property lines;
 - (C) The location of the 100-year floodplain, if applicable; and
 - (D) The location of drainage patterns and drainage courses, if applicable.

Response: An Existing Conditions Plan containing the applicable requirements is included in Exhibit A.

- (d) Criteria.

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

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

(i) Clearly inapplicable to the proposed development; or

(ii) Clearly satisfied by the proposed development.

Response: In response to constraints imposed by pre-existing development adjacent to the site and existing underlying lot and zoning district boundaries, and existing programming at the Community Center, the application seeks relief to certain standards through the following requested Class 1 Adjustment:

A Class 1 adjustment to the maximum vehicle parking standard is required to allow for ±229 vehicle spaces on the property to remain upon completion of the improvements to the southern parking lot (as part of Phase 2). This adjustment is necessary to accommodate important programming at the Community Center. In addition, the current level of activities and programming and associated parking at the Community Center pre-date the City's ordinance that established a maximum parking cap. The basis for the adjustment is that excess parking (albeit unpermitted) exists today and the demand for such parking is generated by uses permitted prior to the City's recent adoption of a maximum parking cap in the subjecting zoning districts. Currently, there are ±241 spaces on the site (cumulatively within the north and south parking areas) and the maximum allowed vehicle parking, based on the property's approved Basic Education and Religious Assembly uses, is 221 spaces. The difference between the maximum parking allowed and the planned parking is less than 20 percent and does not affect the planned development of the new turf field (Phase 1) or southern parking lot (Phase 2). The criterion is met.

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

Response: The requested vehicle parking adjustment will not unreasonably impact surrounding existing or potential uses or development because the ultimate number of vehicle parking spaces will be less than what is currently on site and the planned improved south parking lot will be located in the same location as the existing gravel parking area. Subsequently, adjacent properties will not experience any change in impacts beyond what exists today. The criterion is met.

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

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

(i) Clearly inapplicable to the proposed development; or

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

Response: In response to constraints imposed by pre-existing development adjacent to the site and existing underlying lot and zoning district boundaries, and existing conditions at the Community Center, the application seeks relief to certain standards through the following requested Class 2 Adjustments:

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- A Class 2 Adjustment to accommodate the planned location of the turf field that will sit atop two existing underlying lots, necessitating a reduction in the required lot-to-lot setback to zero. Despite the location of the underlying lots, the planned location is the appropriate place for the new turf field as it is outside of wetland impact areas, is of sufficient size to accommodate the field, and is conveniently located near the site's main parking lot and Community Center.
 - A Class 2 Adjustment to eliminate the requirement to include pedestrian connections from the existing street ends at Dutchman Street NE, Geneva Avenue NE, and Nicholas Street NE. Pedestrian connections at these street ends would necessitate impacts to the on-site wetlands. In addition, there is future development potential on the east side of the Community Center property and future street connections, and the ideal location of them, will be determined when that side of the property develops.

Pedestrian connections, landscaping, and other measures to integrate the field into the existing institutional, recreational, and residential development pattern are included in the project, as shown on the Preliminary Plans (Exhibit A). Thus, the purpose underlying the specific development standards proposed for adjustment (in this case, lot line and zoning boundary setback requirements to zero, and the avoidance of wetland impacts) is equally, if not better, met by the proposed development. The installation of operational equipment, including lighting fixtures, and the construction of fencing are exempt from Site Plan Review. This standard is met.

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

Response:

The Class 2 Adjustments pertain to the planned recreational turf field proposed in the northern portion of the site in the RM-II zoning district. The planned recreational turf field will not detract, but rather enhance the livability and appearance of the residential area by providing an amenity and facilitating needed active pursuits typical of residential areas, and in close proximity to nearby residents. The development of the turf field in its planned location provides ease of access to the Community Center and from its adjacent parking lot for the benefit of visitors. In addition, new pedestrian connections to the adjacent assisted living facility to the north, and enhanced landscaping will integrate the new field appropriately into the existing institutional, recreational, and residential development pattern adjacent to the site, as shown on the Preliminary Plans in Exhibit A. The installation of operational equipment, including lighting fixtures, and the construction of fencing are exempt from Site Plan Review. This standard is met.

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

Response:

As described herein, two Class 2 Adjustments are necessary. Cumulatively, the effect of these necessary adjustments results in a project that remains consistent with the underlying RM-II and RA zones. Among other purposes, the RM-II zone allows a mix of other uses that are compatible with and/or provide services to the residential area, and

the RA zone (as applicable) generally allows other uses that are compatible with and/or provide support and services to the residential area. The planned turf field at this location is consistent with the purposes of the RM-II zone in which it is located, providing services to the residential neighborhood, and the deferment of pedestrian connections from adjacent existing street ends connections to a future date when the east side of the property develops, is not inconsistent with the purposes of these zones. This standard is met.

- (e) **Transfer of adjustments.** Unless otherwise provided in the final decision granting the adjustment, an adjustment shall run with the land.

Response: This procedural standard, that an adjustment shall run with the land, unless otherwise provided in the final decision, is understood.

CHAPTER 300 – PROCEDURES FOR LAND USE APPLICATIONS AND LEGISLATIVE LAND USE PROPOSALS

Sec. 300.210 – Application submittal

- (a) Land use applications shall be submitted on forms prescribed by the Planning Administrator. A land use application shall not be accepted in partial submittals. All of the following must be submitted to initiate completeness review under SRC 300.220. All information supplied on the application form and accompanying the application shall be complete and correct as to the applicable facts.
- (1) A completed application form. The application form shall contain, at a minimum, the following information:
- (A) The names and addresses of the applicant(s), the owner(s) of the subject property, and any authorized representative(s) thereof;
 - (B) The address or location of the subject property and its assessor's map and tax lot number;
 - (C) The size of the subject property;
 - (D) The comprehensive plan designation and zoning of the subject property;
 - (E) The type of application(s);
 - (F) A brief description of the proposal; and
 - (G) Signatures of the applicant(s), owner(s) of the subject property, and/or the duly authorized representative(s) thereof authorizing the filing of the application(s).

Response: This information is included on the digital forms submitted via the City's Permit Application Center (PAC) portal. This requirement is met.

- (2) **Recorded deed/land sales contract with legal description;**

Response: The recorded deed is included in Exhibit H. This requirement is met.

- (3) Any information that would give rise to an actual or potential conflict of interest under state or local ethics laws for any member of a Review Authority that will or could make a decision on the application;

Response: The Applicant is not aware of any actual or potential conflicts of interest related to the review of this application.

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- (4) Pre-application conference written summary, if a pre-application conference was required under SRC 300.310(a) and Table 300-2; or copy of the approved pre-application conference waiver, if such approval was granted pursuant to SRC 300.310(b);

Response: This application does not include development that is subject to a required pre-application conference. This requirement is not applicable. Nonetheless, a pre-application conference was held on October 16, 2023. The City's Pre-application report is included as Exhibit I.

- (5) A statement as to whether any City-recognized neighborhood associations whose boundaries include, or are adjacent to, the subject property were contacted in advance of filing the application and, if so, a summary of the contact. The summary shall include the date when contact was made, the form of the contact and who it was with (e.g., phone conversation with neighborhood association chairperson, meeting with land use committee, presentation at neighborhood association meeting), and the result;

Response: This consolidated application requires neighborhood association contact. The Applicant prepared a letter, dated 03/14/24, which discusses the planned project. The letter was emailed to the Neighborhood Association on 03/14/24 and is included as Exhibit F. This requirement is met.

- (6) For applications requiring neighborhood association contact under SRC 300.310, a copy of the required e-mail or letter to the neighborhood association, and a list of the e-mail or postal addresses to which the e-mail or letter was sent;

Response: This consolidated application requires neighborhood association contact. The letter was emailed to the East Lancaster Neighborhood Association contact on 03/14/24 and is included as Exhibit F. This requirement has been met.

- (7) For applications requiring an open house under SRC 300.320:
- (A) A copy of the sign-in sheet for the open house and a summary of the comments provided; or
- (B) When a neighborhood association meeting has been substituted for a required open house, a summary of the comments provided at the neighborhood association meeting;

Response: This application does not require an open house; this requirement is not applicable.

- (8) A statement as to whether the Salem-Keizer Transit District was contacted in advance of filing the application; and if so, a summary of the contact. The summary shall include the date when contact was made, the form of the contact, who it was with, and the result;

Response: The Salem-Keizer Area Mass Transit District was not contacted in advance of filing this application, nor is such a requirement for this application. This requirement is met.

- (9) A written statement addressing each applicable approval criterion and standard;

Response: This narrative addresses the approval criteria applicable to the project. This requirement is met.

- (10) For Type II, Type III, and applicant initiated Type IV applications involving property subject to an active and duly incorporated Homeowner's Association

(HOA) registered with the Oregon Secretary of State which includes an identified registered agent, the HOA name and mailing address for the registered agent.

Response: This application is not within an active homeowners' association (HOA). This requirement is not applicable.

- (11) For applications for affordable multiple family housing where a 100-day state mandated decision date is sought, a draft copy of the covenant required under ORS 197.311 restricting the owner, and each successive owner, of the development or a residential unit within the development from selling or renting any of the identified affordable residential units as housing that is not affordable housing for a period of 60 years from the date of the certificate of occupancy.

Response: This application does not include a request to develop affordable multifamily housing. This requirement is not applicable.

- (12) Any additional information required under the UDC for the specific land use action sought;
- (13) Any additional information, as determined by the Planning Administrator, that may be required by another provision, or for any other permit elsewhere, in the UDC, and any other information that may be required to adequately review and analyze the proposed development plan as to its conformance to the applicable criteria;
- (14) Payment of the applicable application fee(s) pursuant to SRC 110.090.

(...)

Response: The applicable fees will be paid through the City's PAC portal. Additional information can be provided at the Planning Administrator's request.

CHAPTER 510—RA—RESIDENTIAL AGRICULTURE

Sec. 510.005—Uses.

- (a) Except as otherwise provided in this section, the permitted (P), special (S), conditional (C), and prohibited (N) uses in the RA zone are set forth in Table 510-1.

Table 510-1. USES		
Use	Status	Limitations & Qualifications
Basic Education	S	Basic education, subject to SRC 700.010.
Religious Assembly	S	Religious assembly, subject to SRC 700.055.

Response: The addition of a paved parking lot (Phase 2) in the southern portion of the property is an accessory use to the Community Center's approved uses, both of which are allowed as Special Uses in the RA zone, and which have been permitted previously. This standard is met.

Sec. 510.10—Development standards.

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

- (a) *Land divisions in the RA zone.* When land is subdivided in the RA zone that is at least ten acres in size, includes or abuts an existing or planned collector or minor arterial street, and is located more than one-quarter mile from all commercial, mixed-use, and neighborhood hub zones; neighborhood hub uses shall be allowed on at least two of the lots that are created, provided all of the following standards are met:
- (1) The lots shall be contiguous. For the purposes of this standard, any lots that are only separated by right-of-way may be considered contiguous.
 - (2) At least one of the lots shall be located on an existing or planned collector or minor arterial street.

Response: The project does not include land division. This standard is not applicable.

- (b) *Lot standards.* Lots within the RA zone shall conform to the standards set forth in Table 510-2.

Table 510-2		
	Requirement	Standard
All other Uses	Lot Area	Min. 6,000 sq. ft.
	Lot Width	Min. 60 ft.
	Lot Depth	Min. 80ft.
		Max. 300% of average lot width
	Street Frontage	Min. 60 ft.

Response: The improved southern parking lot will be located on the portion of the subject lot that is located entirely within the RA zoning district. As shown on the Preliminary Plans (Exhibit A), the lot meets the minimum and maximum lot standards for the RA zone. The applicable standards are met.

(...)

- (d) *Setbacks.* Setbacks within the RA zone shall be provided as set forth in Table 510-3.

	Requirement	Standard	Limitations & Qualifications
Accessory Structures	Abutting Street		
	Accessory to all other uses	None	Applicable to accessory structures not more than 4 ft. in height.
		Min. 12 ft.	Applicable to accessory structures greater than 4 ft. in height.
		Min. 20 ft.	Applicable to accessory structures greater than 4 ft. in height, when located in a yard adjacent to a collector or arterial street.
	Interior Front		
	Accessory to all other uses	None	Applicable to accessory structures not more than 4 ft. in height.
		Min. 12 ft.	Applicable to accessory structures greater than 4 ft. in height.
	Interior Side		
	Accessory to all uses; infill lot	None	Applicable to accessory structures having at least 1 wall which is an integral part of a fence.
		Min. 5 ft.	Applicable to all other accessory structures.
	Interior Rear		
	Accessory to all other uses	None	Applicable to accessory structures not more than 9 ft. in height.
		Min. 1 ft. for each 1 ft. of height over 9 feet.	Applicable to accessory structures greater than 9 ft. in height.
		Min. 1 ft.	Applicable to accessory structures adjacent to an alley, unless a greater setback is required based on the height of the accessory structure.
	Abutting Waterway		
	Accessory to all uses	None	All other setbacks required abutting streets and interior front, side, and rear property lines still apply.

Response: The improved southern parking lot (Phase 2) will be located on the portion of the subject lot that is entirely within the RA zoning district. As shown on the Preliminary Plans (Exhibit A), the parking lot will be improved consistent with applicable setbacks, including a 5-foot setback between the parking lot and the southern zone boundary. As there are no setback standards for vehicle use areas within the RA zone, the southern parking lot would be required to comply with SRC 806.035 (Off-Street Parking and Vehicle Use Area

Development Standards), which also requires a 5-foot setback (including per the Pre-Application Report in Exhibit I). Thus, the applicable standards are met.

- (c) *Lot coverage; height.* Buildings and accessory structures within the RA zone shall conform to the lot coverage and height standards set forth in Table 510-4.

Table 510-4. Lot Coverage; Height	
Requirement	Standard
Lot Coverage (Buildings and Accessory Structures)	Max 35%
Rear Yard Coverage (Accessory to all other uses)	No Max.
Height (Accessory Structures)	Max. 15 ft.

Response: Because the planned improved parking lot is not covered, the 35-percent lot coverage standard does not apply. The height of the new parking lot is below the 15-foot maximum height restriction in the RA zone.

CHAPTER 514—MULTIPLE FAMILY RESIDENTIAL

Sec. 514.005—Uses

The permitted (P), special (S), conditional (C), and prohibited (N) uses in the RM-II zone are set forth in Table 514-1.

Table 514-1. USES		
Use	Status	Limitations & Qualifications
Basic Education	S	Basic education, subject to SRC 700.010.
Religious assembly	S	Religious assembly, subject to SRC 700.055.

Response: The planned recreational turf field (Phase 1) is considered an accessory use to the Basic Education use, which is an approved use on the Community Center property. The Basic Education use (as well as the Religious Assembly use) is an allowed Special Use in the RM-II zone. The applicable standards are met.

Sec. 514.010—Development Standards

Development within the RM-II zone must comply with the development standards set forth in this section.

- (a) *Land division in the RM-II zone.* Lots subdivided or partitioned in the RM-II zone shall be a minimum of 20,000 square feet in size, unless the lots are restricted to contain three or more attached dwelling units per lot, are used for townhouse development, or are used for allowed uses other than household living.

Response: The project does not include land division. This requirement is not applicable.

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

Table 514-2		
	Requirement	Standard
All Other Uses	Lot Area	Min. 6,000 sq. ft.
	Lot Width	Min. 40 ft.
	Lot Depth	Min. 70 ft.
		Max. 300% of average lot width
	Street Frontage	Min. 40 ft.

(...)

Response: The new recreational turf field will be located within the RM-II zoning district. As shown on the Preliminary Plans (Exhibit A), the underlying lots within the RM-II zone meet minimum and maximum lot standards of Table 514-2.

- (d) *Setbacks.* Setbacks within the RM-II zone shall be provided as set forth in Tables 514-4 and 514-5.

Table 514-4. Setbacks	
Requirement	Standard
Abutting Street	
Accessory Structures (<4 ft. in height)	None
Vehicle Use Areas	Min. 12 ft.
Interior Front	
Accessory Structures	Zone-to-Zone Setback (Table 514-5)
Vehicle Use Areas	Zone-to-Zone Setback (Table 514-5)
Interior Side	
Accessory Structures	Zone-to-Zone Setback (Table 514-5)
Vehicle Use Areas	Zone-to-Zone Setback (Table 514-5)
Interior Rear	
Accessory Structures	Zone-to-Zone Setback (Table 514-5)
Vehicle Use Areas	Zone-to-Zone Setback (Table 514-5)

Table 514-5. Zone-to-Zone Setbacks			
Abutting Zone	Type of Improvement	Setback	Landscaping & Screening
Residential	Buildings and accessory structures	Min. 10 ft.	Type C
	Vehicle Use Areas		

Response: The planned recreational turf field is set back from the zoning boundary between the RM-II and RA zones, consistent with the above requirements, and as shown on the Preliminary Plans (Exhibit A). A Class 2 Adjustment requests a lot-to-lot setback to zero (from the required 10 feet) to accommodate the planned location of the turf field that will sit atop two existing underlying lots. The applicable standards can be met with approval of this Class 2 Adjustment.

- (e) *Lot coverage; height.* Buildings and accessory structures within the RM-II zone shall conform to the lot coverage and height standards set forth in Table 514-6.

Table 514-6. Lot Coverage; Height	
Requirement	Standard
Lot Coverage	60%
Rear Yard Coverage	No Max.
Height (Accessory Structures)	Max. 15 ft.

Response: Because the new recreational turf field is not covered, the 60-percent lot coverage standard for buildings and accessory uses in the RM-II zone does not apply. The height of the improved parking lot is well below the 15-foot maximum height restriction as shown in Table 514-6, above. Applicable standards are met.

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

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- (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.

Response: As demonstrated in the Preliminary Landscape Plan (in Exhibit A), planned landscaping within required setbacks is provided consistent with standards of SRC Chapter 807. Vehicle use areas are also landscaped as applicable, including along the east side of the northern parking lot, adjacent to the planned recreational turf field. The applicable standards are met.

- (h) *Outdoor storage.* Within the RM-II zone, outdoor storage shall be screened from streets and adjacent properties by a minimum six-foot-high sight-obscuring fence, wall, or hedge.

Response: The project does not include outdoor storage. This requirement is not applicable.

CHAPTER 800—GENERAL DEVELOPMENT STANDARDS

Sec. 800.060—Exterior Lighting

- (a) Exterior lighting shall not shine or reflect onto adjacent properties, or cast glare onto the public right-of-way.
- (b) Exterior light fixtures shall be located and designed so that the light source, when viewed at a height of five feet above the ground at a distance of five feet outside the boundary of the lot, shall be either:
 - (1) Completely shielded from direct view; or
 - (2) No greater than five foot-candles in illumination.

Response: Lighting locations for the new turf field are shown on the Preliminary Plans in Exhibit A. A Photometric Plan set is included in Exhibit B demonstrating that lighting is consistent with the above applicable standards.

Sec. 800.065—Pedestrian Access.

Except where pedestrian access standards are provided elsewhere under the UDC, and unless otherwise provided in this section, all developments, other than development of single-family, two-family, three-family, and four-family uses, and multiple family uses subject to SRC chapter 702, shall include an on-site pedestrian circulation system developed in conformance with the standards in this section. For purposes of this section development means the construction of, or addition to, a building or accessory structure or the construction of, or alteration or addition to, an off-street parking or vehicle use area. Development does not include construction of, or additions to, buildings or accessory structures that are less than 200 square feet in floor area. Development also does not include the installation of electric vehicle charging stations in existing approved parking lots or vehicle use areas.

- (a) *Pedestrian connections required.* The on-site pedestrian circulation system shall provide pedestrian connectivity throughout the development site as follows:
 - (1) Connection between building entrances and streets.
 - (A) Except as otherwise provided in this subsection, a pedestrian connection shall be provided between the primary building entrance of each building on the development site and each adjacent street. Where a building has more than one primary building entrance, a single pedestrian connection from one of the building's primary entrances to each adjacent street is allowed; provided each of the building's primary entrances are connected, via a pedestrian

connection, to the required connection to the street (see Figure 800-11).

- (B) Where an adjacent street is a transit route and there is an existing or planned transit stop along street frontage of the development site, at least one of the required pedestrian connections shall connect to the street within 20 feet of the transit stop (see Figure 800-12).
- (C) A pedestrian connection is not required between the primary building entrance of a building and each adjacent street if:
 - (i) The development site is a corner lot and the building has a primary building entrance that is located within 20 feet of, and has a pedestrian connection to, the property line abutting one of the adjacent streets; or
 - (ii) The building is a service, storage, maintenance, or similar type building not primarily intended for human occupancy.

Response: Existing pedestrian connections are located on the property that connects the Community Center and the existing northern parking lot to 45th Avenue NE. Currently, pedestrian connections within the existing north parking lot meet current pedestrian connection standards and the planned project will not impact these connections. As part of the project, a new pedestrian connection is planned between the new recreational turf field and the existing northern parking lot and the Community Center (as shown on the Preliminary Site and Surfacing Plan in Exhibit A), which ultimately connects to 45th Avenue NE via existing sidewalks. The southern parking lot improvements also include new pedestrian connections to existing sidewalks (as well as existing sidewalks to remain adjacent to the new parking lot) which ultimately connect to the Community Center and 45th Avenue NE, as shown in Exhibit A.

Three Class 2 Adjustments are requested to satisfy requirements for adjacent pedestrian connections to the existing street ends at Dutchman Street NE, Geneva Avenue NE, and Nicholas Street NE. Pedestrian connections at these street ends would necessitate impacts to the on-site wetlands. In addition, there is future development potential on the east side of the Community Center property and future street connections, and the ideal location of them, will be determined when that side of the property develops. The applicable standards are met.

- (2) Connection between buildings on the same development site.
 - (A) Except as otherwise provided in this subsection, where there is more than one building on a development site, a pedestrian connection, or pedestrian connections, shall be provided to connect the primary building entrances of all of the buildings.
 - (B) A pedestrian connection, or pedestrian connections, is not required between buildings on the same development site if:
 - (i) The buildings have a primary building entrance that is located within 20 feet of, and has a pedestrian connection to, the property line abutting a street; and
 - (ii) A public sidewalk within the adjacent street right-of-way provides pedestrian access between the primary building entrances; or

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- (iii) The buildings are service, storage, maintenance, or similar type buildings not primarily intended for human occupancy.

Response: There is only one existing building on the development site. This standard does not apply.

(3) Connection through off-street parking areas.

(A) Surface parking areas. Except as provided under subsection (a)(3)(A)(iii) of this section, off-street surface parking areas greater than 25,000 square feet in size or including four or more consecutive parallel drive aisles shall include pedestrian connections through the parking area to the primary building entrance or where there is no building, through the parking area as provided in this subsection.

(i) The pedestrian connections shall be:

- (aa) Provided in a minimum amount of either one connection for every four drive aisles or one connection for every 250 feet (See Figure 800-13); provided, however, in no case shall less than one pedestrian connection be provided. Where the pedestrian connection requirements of this subsection result in a fractional number, any fractional number greater than 0.5 shall be round up to require an additional pedestrian connection;
- (bb) Spaced a minimum of two drive aisles apart; and
- (cc) Connected to a pedestrian connection, or pedestrian connections, that lead to the primary building entrance. Where there is no building, the pedestrian connections shall connect to the street either at the sidewalk or at the public street right-of-way when there is no sidewalk.

(...)

(iii) A pedestrian connection provided between a primary building entrance and a street may be counted as a required connection through an off-street surface parking area.

(iv) Regardless of the size of the off-street parking area, pedestrian connections are not required through off-street surface parking areas that have a depth, in all locations, of not more than 124 feet. For purposes of this subsection, parking area depth is measured through the parking area from its outside edge towards the building.

(v) For purposes of this subsection, off-street surface parking area means:

- (aa) An off-street surface parking area that is separated from other off-street surface parking areas on the development site by either a driveway, which begins at the street and extends into the site, or other physical separation; or
- (bb) An off-street surface parking area located in a separate location on the development site from other off-street surface parking areas.

Response: Existing pedestrian connections are located on the property that connects the Community Center and the existing northern parking lot to 45th Avenue NE. Currently, pedestrian

connections within the existing north parking lot meet current pedestrian connection standards and the planned project will not impact these connections.

The planned paved southern parking lot is 19,820 square feet (including vehicle spaces, aisles, and maneuvering areas within the parking area), and thus pedestrian connections are not required. However, the planned southern parking lot includes pedestrian connections to existing sidewalks adjacent to the Community Center and which ultimately connect to the Community Center and 45th Avenue NE. Existing pedestrian connections are located on the property that connect the Community Center and the existing northern parking lot to 45th Avenue NE. As part of the subject project, a new pedestrian connection is planned between the new recreational turf field and the existing northern parking lot and Community Center (as shown on the Preliminary Site and Surfacing Plan in Exhibit A), which ultimately connects to 45th Avenue NE via existing sidewalks. The applicable standards are met.

(...)

- (4) *Connection to existing or planned paths and trails.* Where an existing or planned path or trail identified in the Salem Transportation System Plan (TSP) or the Salem Comprehensive Parks System Master Plan passes through a development site, the path or trail shall:
 - (A) Be constructed, and a public access easement or dedication provided; or
 - (B) When no abutting section of the trail or path has been constructed on adjacent property, a public access easement or dedication shall be provided for future construction of the path or trail.

Response: There are no existing or planned paths or trails identified in the Salem Transportation System Plan (TSP) or the Salem Comprehensive Parks System Master Plan that pass through the subject property. This standard does not apply.

- (5) *Connection to abutting properties.* Whenever a vehicular connection is provided from a development site to an abutting property, a pedestrian connection shall also be provided. A pedestrian connection is not required, however:
 - (A) To abutting properties used for activities falling within the following use classifications, use categories, and uses under SRC chapter 400:
 - (i) Single-family;
 - (ii) Two-family;
 - (iii) Group living;
 - (iv) Industrial;
 - (v) Infrastructure and utilities; and
 - (vi) Natural resources.
 - (B) Where the use of an abutting property has specific security needs that make providing a connection impractical or undesirable;
 - (C) Where on-site activities on abutting properties, such as the operation of trucks, forklifts, and other equipment and machinery would present safety conflicts with pedestrians;

-
- (D) Where buildings or other improvements on abutting properties physically preclude a connection now or in the future; or
 - (E) Where physical conditions of the land, such as topography or existing natural resource areas, including, but not limited to, wetlands, ponds, lakes, streams, or rivers, make providing a connection impractical.

Response: Existing pedestrian connections in the form of walkways are located throughout the property, connecting the Community Center to the existing northern parking lot and southern gravel parking area as well as to 45th Avenue NE. As part of the subject project, a new pedestrian connection is planned between the new recreational turf field and the existing northern parking lot and the Community Center (as shown on the Preliminary Site and Surfacing Plan in Exhibit A). This new sidewalk also provides a connection to the abutting property to the north, as shown on the Preliminary Site and Surfacing Plan in Exhibit A. The planned southern parking lot includes pedestrian connections to existing sidewalks adjacent to the Community Center and which ultimately connect to the Community Center and 45th Avenue NE. The applicable standards are met.

- (b) *Design and materials.* Required pedestrian connections shall be in the form of a walkway, or may be in the form of a plaza. Where a path or trail identified in the Salem Transportation System Plan (TSP) or Salem Comprehensive Parks System Master Plan is required, the path or trail shall conform to the applicable standards of the TSP or Salem Comprehensive Parks System Master Plan in-lieu of the standards in this subsection.
 - (1) Walkways shall conform to the following:
 - (A) *Material and width.* Walkways shall be paved with a hard-surface material meeting the Public Works Design Standards, and shall be a minimum of five feet in width.
 - (B) Where a walkway crosses driveways, parking areas, parking lot drive aisles, and loading areas, the walkway shall be visually differentiated from such areas through the use of elevation changes, a physical separation, speed bumps, a different paving material, or other similar method. Striping does not meet this requirement, except when used in a parking structure or parking garage.
 - (C) Where a walkway is located adjacent to an auto travel lane, the walkway shall be raised above the auto travel lane or separated from it by a raised curb, bollards, landscaping or other physical separation. If the walkway is raised above the auto travel lane it must be raised a minimum of four inches in height and the ends of the raised portions must be equipped with curb ramps. If the walkway is separated from the auto travel lane with bollards, bollard spacing must be no further than five feet on center.

Response: Existing pedestrian connections in the form of walkways are located throughout the property connecting the Community Center to the existing northern parking lot and southern gravel parking area as well as to 45th Avenue NE. Two existing pedestrian connections cross driveways/parking lot drive aisles (one between the northern parking lot and the Community Center and one between the Community Center and the existing walkway south of the entrance drive. Both connections are visually differentiated with an apparent slight change in grade/elevation at either end and striping, and the planned project will not impact these connections nor need to modify them.

All new walkways will be constructed to current standards for materials and are a minimum of 5 feet in width, as indicated on the Preliminary Site and Surfacing Plan (in Exhibit A).

- (3) Wheel stops or extended curbs shall be provided along required pedestrian connections to prevent the encroachment of vehicles onto pedestrian connections.

Response: As shown on the Preliminary Site and Surfacing Plan (in Exhibit A), new pedestrian connections along the west side of the planned turf field are separated from vehicle parking spaces by landscaping. In the south parking lot, vehicle parking spaces will be separated from pedestrian walkways by the reuse of existing wheel stops. In both instances, these measures will ensure that vehicles do not encroach into pedestrian walkways. This standard is met.

- (c) Lighting. The on-site pedestrian circulation system shall be lighted to a level where the system can be used at night by employees, customers, and residents.

Response: The planned improvements to the southern parking lot (Phase 2) include lighting designed not to shine or reflect onto adjacent residentially zoned property to the south or cast glare onto the street. The standard is met.

- (d) Applicability of standards to development sites comprised of lots under separate ownership.

- (1) When a development site is comprised of lots under separate ownership, the pedestrian access standards set forth in this section shall apply only to the lot, or lots, proposed for development, together with any additional contiguous lots within the development site that are under the same ownership as those proposed for development.

- (2) Where the pedestrian access standards of this section would otherwise require additional pedestrian connections throughout the development site beyond just the lot, or lots, proposed for development and any contiguous lots under the same ownership, the required pedestrian connections shall be extended to the boundaries of the lot, or lots, proposed for development and any contiguous lots under the same ownership in order to allow for future extension of required pedestrian connections through the other lots within the development site in conformance with the standards in this section.

Response: All lots on the subject property are under the same ownership. This standard does not apply.

CHAPTER 806—OFF-STREET PARKING, LOADING AND DRIVEWAYS

Sec. 806.015—Amount off-street parking.

- (a) Maximum off-street parking.

- (1) Except as otherwise provided in this section, and unless otherwise provided under the UDC, off-street parking shall not exceed the amounts set forth in Table 806-1. For the purposes of calculating the maximum amount of off-street parking allowed, driveways shall not be considered off-street parking spaces.

Table 806-1. Maximum Off-Street Parking		
Use	Maximum Number of Spaces Allowed	Limitations & Qualifications
Recreation, Entertainment, and Cultural Services and Facilities		
Commercial entertainment—indoor	1 per 4 seats or 15 feet of bench length	Applicable to theaters.
Commercial entertainment—outdoor	4 per court, plus additional 1 per 4 seats or 15 feet of bench length	Applicable to tennis, racquetball, and handball courts.
	1 per 1,400 sq. ft. of gross site area	Applicable to all other commercial entertainment—outdoor.
Recreational and cultural community services	1 per 1,400 sq. ft. of gross site area	Applicable to all other outdoor Recreational and cultural community services.
	1 per 250 sq. ft.	Applicable to all other indoor Recreational and cultural community services.
Religious assembly	1 per 4 seats or 15 feet of bench length within the principle worship area; or 1 per 60 sq. ft. within the principal worship area, when no fixed seating or benches are provided.	
Education Services		
Basic Education	3 per classroom	Applicable to elementary schools.
	1 per 4 students	Applicable to secondary schools. The number of students shall be calculated based on the total number of students the school is designed to accommodate.

Response: The new turf field is considered an accessory use to the Community Center’s approved Basic Education use. The southern parking lot, to be improved to current standards during Phase 2 of this project, provides parking (along with the existing northern parking lot) for both approved uses of the Community Center. Maximum off-street parking standards thus apply.

The Community Center contains 12 classrooms and an auditorium (principal worship area) with ±738 fixed seats, resulting in a maximum parking allowance of 221 spaces. Currently, the northern parking area contains 176 spaces, and the existing unimproved/unpermitted southern parking lot contains ±65 spaces (based on wheel stops). Together, this results in a total of 241 vehicle spaces on the site.

The improvements to the southern parking lot (Phase 2) will create 52 paved spaces and 4 spaces will be gained in the northern parking lot, as a result of the existing trash enclosure (currently in the northeast corner of the northern parking lot) being relocated to the southern parking lot. Thus, ±229 spaces are planned to be provided across the two parking lots, as shown on the Preliminary Site and Surfacing Plan (in Exhibit A). A Class 1 adjustment request, addressed above, to maintain ±229 spaces, is addressed in SRC Chapter 250.005, above. The standards can be met upon approval of the Adjustment.

- (b) *Compact parking.* Up to 75 percent of the off-street parking spaces provided on a development site may be compact parking spaces.

Response: As shown in Exhibit A, 14 spaces (cumulatively in the northern and southern parking lots) are planned to be compact vehicle parking spaces (upon completion of Phase 2, which includes relocation of the trash enclosure from the northern parking lot to the southern parking lot). This is below the allowed maximum of 173 compact vehicle parking spaces. The standard is met.

- (c) *Carpool and vanpool parking.* New developments with 60 or more 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) *Required electric vehicle charging spaces.* For any newly constructed building with five or more dwelling units on the same lot, including buildings with a mix of residential and nonresidential uses, a minimum of 40 percent of the off-street parking spaces provided on the site for the building shall be designated as spaces to serve electrical vehicle charging. In order to comply with this subsection, such spaces shall include provisions for electrical service capacity, as defined in ORS 455.417.

Response: The planned project does not include newly constructed buildings. This standard does not apply.

Sec. 806.035—Off-street parking and vehicle use area development standards for uses or activities other than single family, two family, three family, and four family.

Unless otherwise provided under the UDC, off-street parking and vehicle use areas, other than driveways and loading areas, for uses or activities other than single family, two family, three family, and four family shall be developed and maintained as provided in this section.

- (a) *General applicability.* The off-street parking and vehicle use area development standards set forth in this section shall apply to:
 - (1) The development of new off-street parking and vehicle use areas;
 - (2) The expansion of existing off-street parking and vehicle use areas, where additional paved surface is added;
 - (3) The alteration of existing off-street parking and vehicle use areas, where the existing paved surface is replaced with a new paved surface; and
 - (4) The paving of an unpaved area.

Response: The project includes improvements to the southern parking lot (Phase 2). Thus, the off-street parking and vehicle use area development standards apply to this new southern parking area (in Phase 2) but not the existing northern parking lot.

- (b) *Location.*
 - (1) *Generally.* Off-street parking and vehicle use areas shall not be located within required setbacks.
 - (2) *Carpool and vanpool parking.* Carpool and vanpool parking shall be located so it is the closest employee parking to the building entrance normally used by employees; provided, however, it shall not be located closer than any parking designated for disabled parking.
 - (3) *Underground parking.* Off-street parking may be located underground in all zones, except the RA and RS zones. Such underground parking may be located beneath required setbacks; provided, however, no portion of the structure enclosing the underground parking shall project into the required setback, and all required setbacks located above the underground parking structure shall be landscaped as otherwise required under the UDC.

Response: The planned improvements to the southern parking lot (Phase 2) are not located within the required setbacks, as demonstrated on the Preliminary Plans in Exhibit A. No carpool or vanpool parking spaces are provided. No underground parking is planned. The applicable standards are met.

(c) **Perimeter setbacks and landscaping.**

(1) **Perimeter setbacks and landscaping, generally.**

(A) *Perimeter setbacks.* Perimeter setbacks, as set forth in this subsection, 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. Perimeter setbacks for parking garages are set forth under subsection (c)(5) of this section. Perimeter setbacks are not required for:

(i) Off-street parking and vehicle use areas abutting an alley.

(ii) Vehicle storage areas within the IG zone.

(iii) Temporary and seasonal gravel off-street parking areas, approved pursuant to SRC chapter 701, abutting nonresidential zones, uses or activities other than household living, or local streets.

(iv) Gravel off-street parking areas, approved through a conditional use permit, abutting nonresidential zones, uses or activities other than household living, or local streets.

(v) **Underground parking.**

Response: The project includes improvements to the gravel off-street parking and vehicle use area in the southwestern portion of the subject property, which abut property lines, and is situated adjacent to the Community Center building. Thus, the standards of this section apply.

(B) *Perimeter landscaping.* Required perimeter setbacks for off-street parking and vehicle use areas shall be landscaped as set forth in this subsection.

(2) *Perimeter setbacks and landscaping abutting streets.* Unless a greater setback is required elsewhere within the UDC, off-street parking and vehicle use areas abutting a street shall be setback and landscaped according to one the methods set forth in this subsection. Street trees located along an arterial street may be counted towards meeting the minimum required number of plant units.

Response: The planned improvements to the southern parking lot do not abut a street. This standard does not apply.

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

Response: As shown on the Preliminary Plans in Exhibit A, the planned improvements to the southern parking lot abut property lines to the south, and a 5-foot setback is provided

consistent with development standards, including in SRC Chapter 860.035. This standard is met.

- (4) *Setback adjacent to buildings and structures.* Except for drive-through lanes, where an off-street parking or vehicular use area is located adjacent to a building or structure, the off-street parking or vehicular use area shall be setback from the exterior wall of the building or structure by a minimum five-foot-wide landscape strip, planted to the Type A standard set forth in SRC chapter 807, or by a minimum five-foot-wide paved pedestrian walkway (see Figure 806-6). A landscape strip or paved pedestrian walkway is not required for drive-through lanes located adjacent to a building or structure.

Response: As shown on the Preliminary Landscape Plan in Exhibit A, the planned southern parking lot is set back from the exterior wall of the Community Center by a minimum 5-foot-wide landscape strip, planted to the Type A standard set forth in SRC Chapter 807, or by a minimum 5-foot-wide paved pedestrian walkway (see Figure 806-6). This standard is met.

(...)

(d) Interior landscaping.

- (1) *Interior landscaping, generally.* Interior landscaping, as set forth in this subsection, shall be required for off-street parking areas 5,000 square feet or greater in size; provided, however, interior landscaping is not required for:
 - (A) Vehicle storage areas.
 - (B) Vehicle display areas.
 - (C) Temporary and seasonal gravel off-street parking areas, approved pursuant to SRC chapter 701.
 - (D) Gravel off-street parking areas, approved through a conditional use permit.
 - (E) Underground parking.
 - (F) Parking garages.

Response: The planned paved southern parking lot is 19,820 square feet (including vehicle spaces, aisles, and maneuvering areas within the parking area). Thus, these standards apply. Interior landscaping is provided as shown on the Preliminary Landscape Plan in Exhibit A. This standard is met.

- (2) *Minimum percentage of interior landscaping required.* Interior landscaping shall be provided in amounts not less than those set forth in Table 806-4. For purposes of this subsection, the total interior area of an off-street parking area is the sum of all areas within the perimeter of the off-street parking area, including parking spaces, aisles, planting islands, corner areas, and curbed areas, but not including interior driveways. Perimeter landscaped setbacks and required landscape strips separating off-street parking areas from buildings and structures shall not count towards satisfying minimum interior landscaping requirements.

Table 806-4. Interior Off-Street Parking Area Landscaping	
Total Interior Area of Off-Street Parking Area	Percentage Required to be Landscaped
Less than 50,000 sq. ft.	Min. 5%
50,000 sq. ft. and greater	Min. 8%

Response: The planned paved southern parking lot is 19,820 square feet (including vehicle spaces, aisles, and maneuvering areas within the parking area). The Preliminary Landscaping Plan (in Exhibit A) shows ±3,100 square feet (±15 percent of the total interior area) of landscaping. This standard is met.

- (3) *Trees.* A minimum of one deciduous shade tree shall be planted for every 12 parking spaces within an off-street parking area. Trees may be clustered within landscape islands or planter bays, and shall be distributed throughout the off-street parking area to create a canopy effect and to break up expanses of paving and long rows of parking spaces.

Response: The planned paved southern parking lot is 19,820 square feet (including vehicle spaces, aisles, and maneuvering areas within the parking area). The Preliminary Landscaping Plan (in Exhibit A) shows planned trees consistent with the requirement and distributed throughout the off-street parking area to create a canopy effect and to break up expanses of paving and long rows of parking spaces. This standard is met.

- (4) *Landscape islands and planter bays.* Landscape islands and planter bays shall have a minimum planting area of 25 square feet, and shall have a minimum width of five feet (see Figure 806-7).

Response: The planned paved southern parking lot is 19,820 square feet (including vehicle spaces, aisles, and maneuvering areas within the parking area). The Preliminary Landscaping Plan (in Exhibit A) shows a landscaped island consistent with the minimum planting area and minimum width requirements. This standard is met.

- (c) *Off-street parking area dimensions.* Off-street parking areas shall conform to the minimum dimensions set forth in Table 806-5; provided, however, minimum off-street parking area dimensions shall not apply to:

- (1) Vehicle storage areas.
- (2) Vehicle display areas.

Table 806-5 Minimum Off-Street Parking Area Dimensions						
Parking Angle	Type of Space	Stall width	Stall to Curb	Aisle Width	Curb Length	Front of Stall to Front of Stall
90°	Compact	8'0" *	15.0	22.0	8.0	54.0
	Standard	9'0"	19.0	24.0	9.0	62.0

*Minimum 8'6" compact stall width applies when the side of the parking space abuts a wall or post.

Response: As demonstrated in the Preliminary Plans in Exhibit A, the new planned paved parking lot contains a combination of standard and compact spaces consistent with the minimum dimensions shown in Table 806-5. This standard is met.

- (f) *Off-street parking area access and maneuvering.* In order to ensure safe and convenient vehicular access and maneuvering, off-street parking areas shall:
- (1) Be designed so that vehicles enter and exit the street in a forward motion with no backing or maneuvering within the street; and

- (2) Where a drive aisle terminates at a dead-end, include a turnaround area as shown in Figure 806-9. The turnaround shall conform to the minimum dimensions set forth in Table 806-6.

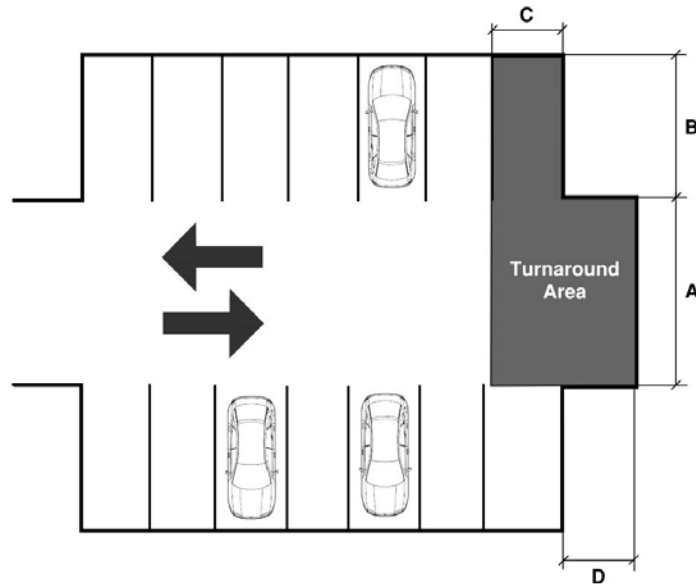


Table 806-6. Minimum Off-Street Parking Area Turnaround Dimensions			
Aisle Width (A)	Turnaround Dimensions		
	B	C	D
24 ft. or less	15 ft.	9 ft.	6 ft.
25 ft.	15 ft.	9 ft.	5 ft.
26 ft.	15 ft.	9 ft.	4 ft.
27 ft.	15 ft.	9 ft.	3 ft.
28 ft.	15 ft.	9 ft.	2 ft.
29 ft.	15 ft.	9 ft.	1 ft.
30 ft. or more	15 ft.	9 ft.	0 ft.

Response: As demonstrated in the Preliminary Plans (Exhibit A), the planned southern parking lot is located in the same area as the existing gravel lot, with no possibility that vehicles entering or exiting 45th Avenue NE in a forward motion would back into or maneuver into the street. The planned parking lot does not terminate at a dead end, thus no turnaround is required. The applicable standards are met.

- (g) *Grade.* Off-street parking and vehicle use areas shall not exceed a maximum grade of ten percent. Ramps shall not exceed a maximum grade of 15 percent.

Response: The planned southern parking lot does not exceed a 10 percent maximum grade as demonstrated on the Preliminary Plans in Exhibit A. This standard is met.

- (h) *Surfacing.* Off-street parking and vehicle use areas shall be paved with a hard surface material meeting the Public Works Design Standards; provided, however, up to two feet of the front of a parking space may be landscaped with ground cover plants (see Figure 806-10). Such two-foot landscaped area counts towards meeting interior off-street parking area landscaping requirements, but shall not count towards meeting perimeter setbacks and landscaping requirements. Paving is not required for:

- (1) Vehicle storage areas within the IG zone.

-
- (2) Temporary and seasonal gravel off-street parking areas, approved pursuant to SRC chapter 701.
 - (3) Gravel off-street parking areas, approved through a conditional use permit.

Response: The planned southern parking lot is to be surfaced consistent with Public Works Design Standards, as demonstrated on the Preliminary Plans in Exhibit A. This standard is met.

- (i) *Drainage.* Off-street parking and vehicle use areas shall be adequately designed, graded, and drained according to the Public Works Design Standards, or to the approval of the Director.

Response: The improvements to the southern parking lot have been designed consistent with Public Works Design Standards, as demonstrated on the Preliminary Plans in Exhibit A. This standard is met.

- (j) *Bumper guards or wheel barriers.* Off-street parking and vehicle use areas shall include bumper guards or wheel barriers so that no portion of a vehicle will overhang or project into required setbacks and landscaped areas, pedestrian accessways, streets or alleys, or abutting property; provided, however, bumper guards or wheel barriers are not required for:
 - (1) Vehicle storage areas.
 - (2) Vehicle sales display areas.

Response: The planned improvements to the southern parking lot include reused wheel stops to prevent the encroachment of vehicles into any applicable setbacks, landscaped areas, pedestrian accessways, or abutting property. This standard is met.

- (k) *Off-street parking area striping.* Off-street parking areas shall be striped in conformance with the off-street parking area dimension standards set forth in Table 806-6; provided, however, off-street parking area striping shall not be required for:
 - (1) Vehicle storage areas.
 - (2) Vehicle sales display areas.
 - (3) Temporary and seasonal gravel off-street parking areas, approved pursuant to SRC chapter 701.
 - (4) Gravel off-street parking areas, approved through a conditional use permit.

Response: The planned improvements to the southern parking lot include striping consistent with parking stall standards in Table 806-6, as shown on the Preliminary Plans in Exhibit A. This standard is met.

- (l) *Marking and signage.*
 - (1) *Off-street parking and vehicle use area circulation.* Where directional signs and pavement markings are included within an off-street parking or vehicle use area to control vehicle movement, such signs and marking shall conform to the Manual of Uniform Traffic Control Devices.
 - (2) *Compact parking.* Compact parking spaces shall be clearly marked indicating the spaces are reserved for compact parking only.
 - (3) *Carpool and vanpool parking.* Carpool and vanpool parking spaces shall be posted with signs indicating the spaces are reserved for carpool or vanpool use only before 9:00 a.m. on weekdays.

Response: The planned improvements to the southern parking lot do not include directional signs and pavement markings. If signs and markings are needed, these can be provided consistent with the Manual of Uniform Traffic Control Devices. Compact spaces are marked on the Preliminary Plans in Exhibit A. No carpool or vanpool spaces are provided. The applicable standards are or can be met.

- (m) *Lighting.* Lighting for off-street parking and vehicle use areas shall not shine or reflect onto adjacent residentially zoned property, or property used for uses or activities falling under household living, or cast glare onto the street.

Response: The planned improvements to the southern parking lot (Phase 2) include lighting designed not to shine or reflect onto adjacent residentially zoned property to the south or cast glare onto the street.

- (n) *Additional standards for new off-street surface parking areas more than one-half acre in size.* When a total of more than one-half acre of new off-street surface parking is proposed on one or more lots within a development site, the lot(s) proposed for development shall comply with the additional standards in this subsection. For purposes of these standards, the area of an off-street surface parking area is the sum of all areas within the perimeter of the off-street parking area, including parking spaces, aisles, planting islands, corner areas, and curbed areas, but not including interior driveways and off-street loading areas.

Response: Per the definition in subsection n, above, the southern parking lot is ±20,473 square feet (with a total impervious area of ±19,820 square feet, including vehicle spaces, aisles, and maneuvering areas within the parking area). While this new off-street surface parking area is less than one-half acre, and thus additional standards for climate mitigation measures are not required, ±9 planned trees will contribute to an on-site canopy area.

Sec. 806.045—Bicycle parking; when required.

- (a) **General applicability.** Bicycle parking shall be provided as required under this chapter for:
- (1) Each proposed new use or activity.
 - (2) Any change of use or activity.
 - (3) Any intensification, expansion, or enlargement of a use or activity.

Response: As conditioned by the approved Class 1 Site Plan Review in Case No. 15-108173-RP, 26 bicycle parking spaces were required for the change of use of a portion of the Religious Assembly use to a Basic Education use. A dedicated bicycle parking area exists adjacent to the Community Center to accommodate existing and future bike parking. This standard is met.

(...)

Sec. 806.050—Proximity of bicycle parking to use or activity served.

Except as otherwise provided in this chapter, bicycle parking shall be located on the same development site as the use or activity it serves.

Response: The existing bicycle parking spaces are located on the same development site as the planned accessory uses, adjacent to the Community Center.

Sec. 806.055—Amount of bicycle parking.

- (a) *Minimum required bicycle parking.* Unless otherwise provided under the UDC, bicycle parking shall be provided in amounts not less than those set forth in Table 806-8. Minimum required bicycle parking. Unless otherwise provided under the UDC, bicycle parking shall be provided in amounts not less than those set forth in Table 806-8.

Table 806-8. Bicycle Parking			
Use	Minimum Number of Spaces Required	Maximum % of long-term spaces allowed	Limitations & Qualifications
Recreation, Entertainment, and Cultural Services and Facilities			
Commercial entertainment—indoor	The greater of 4 spaces or 1 space per 50 seats or 100 feet of bench length	25%	Applicable to theaters.
Commercial entertainment—outdoor	The greater of 4 spaces or 1 space per 30 vehicle parking spaces	25%	Applicable to all other commercial entertainment—outdoor.
Recreational and cultural community services	The greater of 4 spaces or 1 space per 30 vehicle parking spaces	25%	Applicable to all other outdoor recreational and cultural community services.
Religious assembly	1 per 30 vehicle parking spaces.	0%	
Education Services			
Basic education	2 per classroom	25%	

Response: As conditioned by the approved Class 1 Site Plan Review in Case No. 15-108173-RP, 26 bicycle parking spaces were required for the change of use of a portion of the Religious Assembly use to a Basic Education use. A dedicated bicycle parking area exists adjacent to the Community Center to accommodate existing and future bike parking. The applicable standards are met.

CHAPTER 807—LANDSCAPING AND SCREENING

Sec. 807.015—*Landscaping and Screening*

Unless otherwise provided under the UDC, required landscaping and screening shall conform to the standards set forth in this section.

- (a) *Landscaping types.* Required landscaping shall be provided according to one of the landscaping types set forth in Table 807-1. Where landscaping is required under the UDC without a reference to a specific landscaping type, the required landscaping shall meet the Type A standard.

Table 807-1. Landscaping Types		
Landscaping Type	Required Plant Units (PU)	Required Screening
A	Min. 1 PU per 20 sq. ft. of landscaped area	None
B	Min. 1 PU per 20 sq. ft. of landscaped area	Min. 6-foot-tall fence, wall, or hedge
C	Min. 1 PU per 20 sq. ft. of landscaped area	Min. 6-foot-tall fence or wall
D	Min. 1 PU per 16 sq. ft. of landscaped area	Min. 6-foot-tall sight-obscuring landscaping or wall
E	Min. 1 PU per 16 sq. ft. of landscaped area	Min. 6-foot-tall wall

- (b) *Plant materials and corresponding plant unit values.* Plant materials, their corresponding minimum plant unit values, and minimum plant material size at time of planting for landscaping within required landscaped areas are set forth in Table 807-2. 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 shall provide for a minimum 75 percent coverage of required landscaped areas within five years.

Response: As shown on the Preliminary Landscape Plan in Exhibit A, plant materials, their corresponding minimum plant unit values, and minimum plant material sizes, are shown consistent with Table 807-1.

TABLE 807-2. PLANT MATERIALS AND MINIMUM PLANT UNIT VALUES		
Plant Material	Plant Unit (PU) Value	Size at Planting
1 mature tree	15 PU	
1 shade tree	10 PU	1.5 in. to 2 in. caliper
1 evergreen/conifer tree	5 PU	6 ft. to 8 ft. height
1 ornamental tree	2 PU	1 in. to 1.5 in. caliper
1 large deciduous or evergreen shrub (at maturity: over 4 ft. wide; 4 ft. high)	2 PU	Min. 3 gallon or balled and burlapped
1 small to medium shrub (at maturity: maximum 4 ft. wide; 4 ft. high)	1 PU	Min. 1 gallon
Lawn or other ground cover	1 PU per 50 sq. ft.	

- (c) *Preservation of existing trees and vegetation.* The preservation of existing trees and vegetation is encouraged. If preserved, existing trees as defined under SRC chapter 808, existing trees less than ten inches dbh, and existing vegetation may be utilized to satisfy required landscaping if they conform to the minimum plant unit requirements specified in this chapter.

Response: The project does not include removal of any existing trees or vegetation. No impacts to Tree 10872 are anticipated via improvements to the south parking lot, as the gravel parking area already exists in the same footprint in this location. This standard does not apply.

- (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. The provisions of this subsection do not apply to lots used for single family uses, two family uses, three family uses, four family uses, or cottage clusters.

-
- (1) *Removal of trees within required setbacks.* 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.
 - (2) *Removal of trees from development site.* 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 inch 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.

Response: The project does not include removal of any existing trees or vegetation. No impacts to Tree 10872 are anticipated via improvements to the south parking lot, as the gravel parking area already exists in the same footprint in this location. This standard does not apply.

- (e) *Screening standards.* Unless otherwise provided under the UDC, where screening is required in the form of a fence, wall, or landscaping, it shall conform to the following standards:
 - (1) *Height.* Fences and walls shall be a minimum of six feet in height. Landscaping shall be of a species that will attain a height of at least six feet within three years after planting.
 - (2) *Opacity.* Screening shall be sight-obscuring. Fences, walls, and landscaping shall be at least 75 percent opaque when viewed from any angle at a point 25 feet away from the fence, wall, or landscaping. Landscaping shall be of an evergreen species that will attain required opacity within three years after planting.
 - (3) *Maintenance.* Fences and walls shall be maintained in safe condition and shall be maintained as opaque. Landscaping shall be replaced within six months after dying or becoming diseased to the point that required opacity can no longer be maintained.

Response: Screening is required as part of the improvements to the southern parking lot. An existing wood/chain link fence with slats provides site-obscuring screening consistent with the requirement. All fences will continue to be maintained in a safe state and maintained as opaque. The standard is, and can be, met.

(..)

- (g) *Street trees.* Development adjacent to public streets shall provide street trees that meet the standards and specifications set forth in SRC chapter 86.

Response: Planned development is not located adjacent to public streets. This standard does not apply.

IV. Conclusion

The required findings have been made, and this written narrative and accompanying documentation demonstrate that the application is consistent with the applicable provisions of the Salem Revised Code and the Unified Development Code. The evidence in the record is substantial and supports approval of the application. Therefore, the Applicant respectfully requests that the City approve this consolidated land use application.

Exhibit A: Preliminary Plans

Exhibit B: Photometric Plan

Exhibit C: Trip Generation Estimate

Exhibit D: Geotechnical Report

Exhibit E: Preliminary Stormwater Report

Exhibit F: East Lancaster Neighborhood Association Contact Letter

Exhibit G: Title Report

Exhibit H: Deed

Exhibit I: Pre-Application Report
