

NOTICE OF DECISION

PLANNING DIVISION
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*Si necesita ayuda para comprender esta informacion, por favor llame
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DECISION OF THE PLANNING COMMISSION

**CLASS 3 DESIGN REVIEW / CLASS 3 SITE PLAN REVIEW / DRIVEWAY
APPROACH PERMIT CASE NO.: DR-SPR-DAP19-12**

APPLICATION NO.: 19-122763-DR /19-122762-RP / 19-124614-ZO

NOTICE OF DECISION DATE: JANUARY 29, 2020

SUMMARY: Proposed development of a new 324 dwelling unit multi-family apartment complex with associated parking, play and recreation areas, landscaping, and common building.

REQUEST: A Class 3 Design Review and Class 3 Site Plan Review for development of a new multi-family apartment complex containing eight buildings and a total of 324 dwelling units, with associated parking, play and recreation areas, landscaping, and common building, for property approximately 14.5 acres in size, zoned RM-II (Multi-Family Residential), and located at 4485 Kale Street NE - 97305 (Marion County Assessor's Map and Tax lot numbers: 062W32C / 800 and 062W32C / 700).

APPLICANT: Northstar Communities, LLC (Karl Ivanov)

LOCATION: 4485 Kale St NE / 97305

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

FINDINGS: The findings are in the attached Decision dated January 29, 2020

DECISION: The **Planning Commission APPROVED** Class 3 Design Review / Class 3 Site Plan Review / Class 2 Driveway Approach Permit DR-SPR-DAP19-12 subject to the following conditions of approval:

Condition 1: Prior to issuance of building permits, the applicant shall provide a land use agreement with Bonneville Power Administration (BPA) for the construction of a fence, parking area and landscaping within their easement.

Condition 2: At building permit, the land area within the BPA easement shall be landscaped to Type C landscaping. No trees shall be required within BPA easement.

Condition 3: The applicant shall provide a 10-foot public easement from Countryside Drive Kale St NE to the southern boundary of Hazelgreen Park. ~~The path shall be in a similar location as shown in Attachment E.~~

The easement shall include construction of a five-foot sidewalk and a five-foot landscaping area. The landscaping area shall be located between the sidewalk and any vehicle use area. The proposed buildings shall maintain a 40 5-foot setback between the sidewalk and dwelling units.

Condition 4: Garage 2 and 3 shall provide contrast and distinction by incorporating one or more of the following on at least 75 feet of the buildings:

- a) Vertically oriented lap siding, or horizontally oriented lap siding that is wider than that provided on the upper floor facades or is painted a different color than the upper floor facades; or
- b) A siding material different from that used in the other portions of the building facades.

Condition 5: The recycling area shall meet the standards of SRC 702.040(2)(A-E).

Condition 6: Development of the solid waste service area shall conform to all applicable standards of SRC Chapter 800.

Condition 7: At building permit, the applicant shall provide 32 bicycle parking spaces meeting the applicable standards of SRC 806.

Condition 8: At building permit, the applicant shall provide three off-street loading parking spaces meeting the applicable standards of SRC 806.


Condition 9: Construct a three-quarter-street improvement along the frontage of Countryside Drive NE to Local street standards as specified in the City Street Design Standards and consistent with the provisions of SRC Chapter 803.

Condition 10: Prior to building permit, the applicant shall provide evidence from Cherriots of transit stop locations. Prior to final approval of the building permit, needed transit stop(s) shall be constructed to meet Cherriots standards and Public Works Design Standards.

Condition 11: Design and construct a storm drainage system at the time of development in SRC Chapter 71 and PWDS.

VOTE:

Yes 7 No 0 Absent 0



Chane Griggs, President
Salem Planning Commission

The rights granted by the attached decision must be exercised, or an extension granted, by the dates listed below, or this approval shall be null and void.

- Design Review - February 14, 2022
- Site Plan Review - February 14, 2024
- Driveway Approach - February 14, 2022

Application Deemed Complete:	<u>December 26, 2019</u>
Public Hearing Date:	<u>January 28, 2020</u>
Notice of Decision Mailing Date:	<u>January 29, 2020</u>
Decision Effective Date:	<u>February 14, 2020</u>
State Mandate Date:	<u>April 24, 2020</u>

Case Manager: Olivia Glantz, OGlantz@cityofsalem.net, 503-540-2343

This decision is final unless written appeal from an aggrieved party is filed with the City of Salem Planning Division, Room 320, 555 Liberty Street SE, Salem OR 97301, no later than 5:00 p.m., Thursday, February 13, 2020. Any person who presented evidence or testimony at the hearing may appeal the decision. The notice of appeal must contain the information required by SRC 300.1020 and must state where the decision failed to conform to the provisions of the applicable code section, SRC Chapters 250, 220 and 804. The appeal must be filed in duplicate with the City of Salem Planning Division. The appeal fee must be paid at the time of filing. If the appeal is untimely and/or lacks the proper fee, the appeal will be rejected. The City Council will review the appeal at a public hearing. After the hearing, the City Council may amend, rescind, or affirm the action, or refer the matter to staff for additional information.

The complete case file, including findings, conclusions and conditions of approval, if any, is available for review at the Planning Division office, Room 320, City Hall, 555 Liberty Street SE, during regular business hours.

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

FACTS & FINDINGS

CLASS 3 DESIGN REVIEW / CLASS 3 SITE PLAN REVIEW / CLASS 2 DRIVEWAY APPROACH PERMIT CASE NO. DR-SPR-DAP19-12

JANUARY 29, 2020

PROCEDURAL FINDINGS

1. On October 30, 2019, a consolidated Class 3 Design Review, and Class 3 Site Plan Review, applications were submitted by Bandie Dalton, Multi-Tech Engineering, on behalf of the applicant and property owner, Northstar Communities, LLC, represented by Karl Ivanov, for development of a proposed a 324-unit multi-family residential use on a vacant portion of the site. On December 17, 2019 the accompanying Class 2 Driveway Approach permit applications were submitted.
2. After additional information was provided by the applicant, the application was deemed complete for processing on December 26, 2019. Notice of the public hearing on the proposed development was provided pursuant to SRC requirements on January 8, 2020. Notice was also posted on the subject property pursuant to SRC requirements by the applicant on January 14, 2020.
3. The public hearing on the requested Class 3 Design Review, Class 3 Site Plan Review, and Class 2 Driveway Approach Permit applications was held on January 28, 2020. The Planning Commission conducted a public hearing, heard testimony, and voted to approve the consolidated applications subject to the recommended conditions of approval from the staff report. The state-mandated 120-day local decision deadline for the consolidated applications is April 24, 2020.

PROPOSAL

The applicant has submitted Class 3 Design Review, Class 3 Site Plan Review, and Class 2 Driveway Approach Permits applications for development of a 324-unit multi-family apartment complex with associated parking, play and recreation areas, landscaping, and a common building, located at 4485 Kale Road NE 97305. (Attachment A).

APPLICANT'S PLANS AND STATEMENT

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

SUMMARY OF RECORD

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

SUBSTANTIVE FINDINGS

1. Salem Area Comprehensive Plan (SACP)

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

2. Zoning

The subject property is zoned RM-II (Multiple Family Residential). The proposed use includes development of a 324-unit apartment complex with associated parking, play and recreation areas, landscaping, and common building. Multi-family uses are allowed as a permitted use in the RM-II zone.

Zoning designations for surrounding properties is as follows:

North: PA (Public Amusement)– City of Salem Park; Hazelgreen Park;

South: Across Kale Road NE; Single Family Residential (RS) zone – Single Family Dwellings;

East: Across Country Side Drive; Single Family Residential (RS) zone – Vacant and Single-Family Dwellings;

West: RM-II (Multi-Family Residential) – Manufacture Home Park

3. Neighborhood Association Comments

The subject property is located within the Northgate Neighborhood Association. Notice was provided to the neighborhood association and surrounding property owners and tenants within 250 feet of the subject property. No comments were received at the time of preparation of this staff report.

4. Public Comments

One written comment was submitted to the Planning Commission objecting to the application. The concerns were related to additional traffic and the number of units proposed. The Planning Commission found that the applicant meets the density standards of the RM-II zone. In addition, the City Assistant Traffic Engineer has reviewed the street system and the previous Traffic Impact Analysis for the Northstar Subdivision.

5. City Department Comments

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

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

6. Public Agency & Private Service Provider Comments

Cherriots has reviewed the proposal and requested a stop or route to accommodate the proposal.

Salem Keizer Public Schools commented that the school district reviewed the proposal and submitted comments indicating that sufficient school capacity exists at the middle school level to serve future development within the proposed subdivision but not at the elementary or high school level. The school district indicated that the subject property is not within the “walk zone” of the assigned elementary, middle, and high schools.

7. CLASS 3 DESIGN REVIEW APPROVAL CRITERIA

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

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

SRC 702.010 provides that multiple family developments shall comply with all of the applicable design review guidelines set forth in SRC Chapter 702.

Open Space Design Review Standards

702.015(b)(2) – Common Open Space

(A) A variety of open space areas of sufficient size shall be provided for use by all residents.

(B) Common open space shall be distributed around buildings and throughout the site.

(C) The amount of perimeter setbacks used for common open space shall be minimized.

Finding: The applicant provided an open space plan with the application submittal (Sheet A102) which depicts that the proposed multi-family development site is approximately 14.57 acres, or 634,669 square feet in size and 233,682 square feet, or 36.8 percent of the site will include a landscaped courtyard, sports courts, and a play area, exceeding the minimum requirement. The open space plan does not include the land area under the Bonneville Power Administration (BPA) easement. The site plan indicates only 8 percent of the open space is located within a perimeter setback, which is less than the 50 percent maximum. The site plan indicates a community building and pool, which is less than 3 percent of the common open space, meeting the standard.

The 324-unit complex requires 5,050 square feet and 25-foot horizontal dimension to comply with the standards in Table 702-1. The applicant has provided a portion of the

site approximately 6,500 square feet with the shortest dimension of 55 feet near the middle of the site.

702.015(c)(1) – Children's Play Areas and Adult Recreation Areas

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

Finding: Multi-family developments containing 20 units or more require children's play areas and adult recreation area. The proposed 324-unit apartment complex requires that the recreation areas be a minimum of 5,000 square feet in size. The proposed site plan shows a pool and outdoor recreational space that is 5,100 square feet in size, exceeding the minimum requirement. In addition to a variety of common open space areas are proposed throughout the development site.

702.015(d)(1) – Private Open Space.

- (A) Individual private open space shall be provided for each dwelling unit in all newly constructed multiple family developments.
- (B) Private open space shall be easily accessible from the dwelling unit.
- (C) If private open space is located adjacent to common open space, a buffer between the two open space areas shall be provided.

Finding: Each of the proposed ground floor dwelling units is provided with a patio 10 feet in width and 9.6 feet in depth, for a total area of 96 square feet. The second and third floor dwelling units provide balconies which are at least 9 feet in width and 6 feet in depth, for a total area of 60 square feet, meeting the minimum requirement. The applicant's statement indicates a five-foot sight obscuring wood fence will be provided to screen the private open space on the ground floor.

Landscaping Design Review Guidelines and Standards

702.020(b)(2) – General Landscaping

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

Finding: The design standard requires a minimum of one tree to be planted for every 2,000 square feet of gross site area. The subject property is approximately 14.57 acres, or 634,669 square feet in size, requiring a minimum of 317 trees ($634,669 / 2,000 = 317.3$). The number of trees provided for the development site will be reviewed with the landscape and irrigation plans required at the time of building permit

submittal. The written statement indicates landscaping will be provided adjacent to all property lines.

The landscaping provided within the BPA is not counted towards the requirements of the Code, therefore if required to be removed, the property would still meet landscaping and open space standards. Since the Bonneville Easement is located along the north property, the applicant shall receive approval from Bonneville Power Administration for all landscaping and fences within the easement, prior to issuance of building permits. The following conditions are required to ensure compliance with Salem Revised Code and Federal laws:

Condition 1: Prior to issuance of building permits, the applicant shall provide a land use agreement with Bonneville Power Administration (BPA) for the construction of a fence, parking area and landscaping within their easement.

Condition 2: At building permit, the land area within the BPA easement shall be landscaped to Type C landscaping. No trees shall be required within BPA easement.

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

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

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

Finding: The existing conditions plan provided by the applicant indicates that there are no existing trees on the subject property.

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

Finding: The subject property does not abut RA or RS zones. This criterion is not applicable to the proposal.

702.020(c)(2) – Street Frontage

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

Finding: The preliminary landscaping plan shows that new street trees will be provided on Countryside Drive and Kale Street NE, in compliance with the standards in SRC Chapter 86.

702.020(d)(1) – Building Exteriors

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

Finding: Landscaping is provided along the entryways for each of the proposed buildings.

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

Finding: The proposed landscaping plan indicates a variety of trees, shrubs and ground cover will be provided along the exterior walls of the buildings.

702.020(e)(1) – Privacy

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

Finding: The applicant's statement indicates that fencing and open spaces will be provided along the interior property lines to the north, west, and south providing a buffer between the proposed multi-family development and abutting properties. The open spaces will be landscaped with a combination of shrubs and trees.

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

Finding: The applicant's written statement indicates that trees and shrubs will be provided around the exterior walls of the proposed buildings and fencing will be used to screen ground floor private open space areas.

702.020(f)(1) – Parking Areas

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

Finding: The preliminary landscape plan indicates that a variety of canopy trees will be provided throughout the proposed parking areas and landscaped bays are provided at a minimum of 18-feet in width through out the parking areas.

Crime Prevention Through Environmental Design

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

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

Finding: The applicant indicates that all buildings have windows provided in habitable

rooms which are oriented towards open space areas and the proposed parking area. Dwelling unit entrances, parking areas and pedestrian paths will be illuminated.

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

Finding: The preliminary landscape plan and the applicant's statement indicate that no fences or plant materials will be located in areas which obstruct visibility. All landscaping adjacent to open space areas will not exceed 3 feet in height.

Parking, Site Access, and Circulation

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

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

Finding: Landscape islands with canopy trees are provided within the proposed parking area to minimize the expanse of continuous parking.

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

Finding: The proposed site plan includes pedestrian pathways which connect the parking areas, common open space areas and dwelling units to the public right-of-way. However, the site plan lacks a pedestrian connection to the City park north of the subject property (Hazelgreen Park). The park is an abutting use which should be connected to the large development in multiple locations. The park can be accessed from Countryside Drive. The Parks Division has determined an additional connection through the development site is needed to best serve the public. In addition, the size of the subject property would require a street connection to meet SRC 803.030(a) through the property to the north property line. Since the applicant is requesting an alternative street standard to eliminate the street, and there is a need for the public to access Hazelgreen park, a public easement would meet the alternative street standard and the pedestrian connectivity to the park.

The site can provide a public easement that is 10-ft wide, to include a five-foot landscaping area and a five-foot sidewalk through the site. The five-foot landscaping area would be located between the sidewalk and the parking lot which would provide pedestrians a buffer from the parking area. The Planning Commission revised the recommended condition to have access from Kale Street NE, which would allow the subdivision and residents south of Kale Street to utilize the path. The path would need to make the connection (striping) across the parking area to the north in order to connect with the park, which is north of the subject property.

To ensure this guideline is met, the following condition is recommended:

Condition 3: The applicant shall provide a 10-foot public easement from Kale Street NE to the southern boundary of Hazelgreen Park.

The easement shall include construction of a five-foot sidewalk and a five-foot landscaping area. The landscaping area shall be located between the sidewalk and any vehicle use area. The proposed buildings shall maintain a **5-foot** setback between the sidewalk and dwelling units.

As proposed to be conditioned, the proposal meets this design guideline.

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

Finding: Parking areas are distributed throughout the development site, in a convenient distance from the proposed multi-family buildings.

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

Finding: The proposed site plan takes into consideration the topography of the site, however, the site does not abut RA or RS zones. As applicable, this design guideline is met.

702.030(c)(1) – Site Access

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

Finding: The development site is proposed to be served by two full movement driveways to and from Countryside Drive NE. Pedestrian access is provided throughout the development to connect to the public sidewalk on Countryside Drive NE.

The site plan can provide a public easement 10-ft wide to include a five-foot landscaping area and a five-foot sidewalk through the site from Kale Street to the south boundary of Hazelgreen Park. The five-foot landscaping area would be located between the sidewalk and the parking lot which would provide pedestrians a buffer from the parking area. The modified condition would follow the proposed sidewalk location and would need to make the connection (striping) across the parking area to the north in order to connect with the park, which is north of the subject property. The Planning Commission found that a five-foot setback between the sidewalk and the buildings would meet the guideline, since there is a five-foot landscaping area between the sidewalk and the parking area. In addition, based on the applicant testimony the reduction will allow the development to maintain setbacks required by the Fire Department for aerial access. As conditioned above, the guideline is met.

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

Finding: The standard requires a minimum of 10-foot separation between pathways connecting buildings, common open space and parking areas with dwelling units. The pedestrian connections throughout the site are robust with the exception of connections to the future park north of the subject site. The Planning Commission found that the reduction of the 10-foot separation would meet the guidelines since an additional landscaping area is being provided as part of a public pedestrian easement from Kale Street to the south boundary of Hazelgreen Park. As proposed to be conditioned above, the site layout will minimize vehicle and pedestrian conflicts.

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

Finding: Both access points are provided to Countryside Drive NE, which is designated as a local street in the Salem Transportation System Plan (TSP).

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

Finding: Abutting property to the west is already developed with a manufactured home park and the property to the north is a City of Salem park. Shared driveway access is not possible with the abutting properties.

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

Finding: Parking areas will be buffered from surrounding streets and abutting properties by a combination of landscaping, setbacks and fencing along the interior property lines.

Building Mass & Façade Design

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

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

Finding: The proposed site plan and locations of the proposed buildings take into consideration the topography of the site, and natural landform to the greatest extent possible.

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

Finding: The proposed multi-family buildings comply with height and setback requirements of the underlying zone.

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

Finding: Vertical and/or horizontal offsets are proposed in the design for each building, avoiding or limiting the appearance of a building with a long monotonous

exterior wall. Three building exceeds the 150 feet in length standard. The proposed recreation building has articulation along the floor plan which breaks up the exterior walls meeting the guideline. The proposed Garage 2 and 3 exceed 150-feet in length and do not provide any articulation along the walls. The walls of the garages are long and monotonous, therefore to meet the guideline without altering the floor plan the following condition is recommended:

- Condition 4:** Garage 2 and 3 shall provide contrast and distinction by incorporating one or more of the following on at least 75 feet of the buildings:
- a) Vertically oriented lap siding, or horizontally oriented lap siding that is wider than that provided on the upper floor facades or is painted a different color than the upper floor facades; or
 - b) A siding material different from that used in the other portions of the building facades.

702.035(c)(1) – Compatibility

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

Finding: The proposed buildings are three stories in height, the design includes vertical and/or horizontal building offsets, as well as contrasting siding materials. The buildings provide a four-foot horizontal off-set.

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

Finding: The proposed buildings comply with the maximum height requirement and setback requirements of the RM-II zone. The proposed height and setbacks for the proposed development provide an appropriate transition with abutting residential and industrial uses.

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

Finding: The proposed design provides articulated building entrances and the use a contrasting building materials.

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

Finding: The corresponding design standard requires sites with 75 feet or more of buildable width to have buildings placed at the setback line for a minimum of 50 percent of the buildable width. There is approximately 1,350 feet of frontage to Countryside Drive NE, and an equal amount of buildable width. The standard requires building(s) a minimum of 675 feet in length to be provided on the setback line. There

is approximately 500 feet of frontage to Kale Street NE, and an equal amount of buildable width. The standard requires building(s) a minimum of 250 feet in length to be provided on the setback line.

Approximately 690 feet of the frontage abutting Countryside Drive is proposed buildings, at approximately 20 feet back from the property. Approximately 280 feet of the frontage abutting Kale Street is proposed buildings, at approximately 20 feet back from the property line. Within the RM-II zone, the setback abutting a street is 12-feet, plus one foot of each one foot over 12 feet, not to exceed 20-feet in depth.

The buildings are placed at the minimum setback abutting the street, the proposed site plan meets the standard for buildable width.

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

Finding: Articulated covered entryways or porticos are incorporated into the building designs at common entryways. Each shared entryway is more than 25 square feet in size

702.035(d)(1) – Building Articulation

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

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

Finding: The corresponding design standard requires buildings within 28 feet of every property line to have a setback that varies by at least 4 feet in depth. The proposed site plan depicts buildings which have articulation and differing materials which meets the intent of the standard to minimize building bulk.

(ii) Dispersing windows throughout building facades.

Finding: The design standards require windows to be provided in all habitable rooms, other than bathrooms, that face required setbacks, common open areas, and parking areas. The proposed plans indicate that windows will be provided in all habitable spaces which face towards open space and parking areas.

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

Finding: Covered entry ways, which are clearly defined and accessible, are provided at the individual entryways for each building.

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

Finding: The building design does not have long flat walls or roof lines. All buildings have offset that breaks up the front of the buildings and roof lines. The design standards require that the horizontal length of roof shall not exceed 100 feet without

providing a change of elevation of at least 4 feet. The proposed building design, for each building, does not include any dimension greater than 100 feet in length without a change in elevation of at least 4 feet being provided.

Recycling

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

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

Finding: The site plan includes one solid waste service areas will be provided to serve residents. The application shows the location and the applicant's written statement indicates that the standards of SRC702.040(a)(1) will be met. To ensure the standards are met the following condition shall apply:

Condition 5: The recycling area shall meet the standards of SRC 702.040(2)(A-E).

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

Finding: At the time of building permit review the trash enclosure will be reviewed for compliance with this guideline.

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

Finding: The proposed enclosure meets the solid waste service area requirements of SRC Chapter 800.055, including requirements for vehicle operation and servicing area. Adequate space is provided to allow for the servicing of recyclables.

8. CLASS 3 SITE PLAN REVIEW APPROVAL CRITERIA

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

Criterion 1:

The application meets all applicable standards of the UDC.

Finding: The proposal includes a request to develop a 324-unit apartment complex with associated parking, play and recreation areas, landscaping, and common building. The following is a summary of the use and development standards of the RM-II zone (SRC Chapter 514).

Development Standards – RM-II Zone:

SRC 514.005(a) - Uses:

Except as otherwise provided in Chapter 514, the permitted, special, conditional and prohibited uses in the RM-II zone are set forth in Table 514-1.

Finding: Multifamily uses are allowed as a permitted use in the RM-II zone per Table 514-1.

SRC 514.010(b) – Lot Standards:

Lots within the RM-II zone shall conform to the standards set forth in Table 514-2. The minimum lot area for a multi-family use in the RM-II zone is 4,000 square feet.

Finding: The RM-II portion of the subject property is approximately 14 acres in size, exceeding the minimum lot size requirement.

SRC 514.010(c) – Dwelling Unit Density:

Dwelling unit density within the RM-II zone shall conform to the standards set forth in Table 514-3. Maximum dwelling unit density cannot be varied or adjusted.

Finding: The property is 14.57 acres, or 634,669 square feet in size, requiring a minimum of 175 dwelling units ($14.57 \times 12 = 174.8$) and a maximum of 408 ($14.57 \times 28 = 407.9$). The proposed 324 units is in compliance with the density allowance in Table 514-3.

SRC 514.010(d) – Setbacks:

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

South: Adjacent to the south is right-of-way for Kale Street NE. Multi-family buildings require a minimum 12-foot building setback, plus 1 foot for each 1 foot of height over 12 feet but need not exceed 20 feet in depth. Vehicle use areas require a minimum 12-foot setback adjacent to a street.

East: Adjacent to the east is right-of-way for Country Side Drive NE. Multi-family buildings require a minimum 12-foot building setback, plus 1 foot for each 1 foot of height over 12 feet but need not exceed 20 feet in depth. Vehicle use areas require a minimum 12-foot setback adjacent to a street.

Finding: The proposed buildings and vehicle use area are approximately 20-feet from each right of way.

West: Adjacent to the west is property zoned RM-II (Multi-Family Residential). Per Table 514-5, a minimum 10-foot building and vehicle use area is required adjacent to a residential zone. Required landscaping shall meet the Type C standard set forth in SRC Chapter 807. Type C landscaping includes a minimum of 1 plant unit per 20 square feet of landscape area and installation of a 6-foot-tall sight obscuring fence or wall.

North: The property is adjacent to the north is zoned PA (Public Amusement). A minimum 10-foot building and vehicle use area is required adjacent to a public zone. Required landscaping shall meet the Type C standard set forth in SRC Chapter 807. Type C landscaping includes a minimum of 1 plant unit per 20 square feet of landscape area and installation of a 6-foot-tall sight obscuring fence or wall.

Finding: Proposed building and parking areas are setback 10 feet or greater from the northern property line, meeting or exceeding the minimum setback requirement. As conditioned above, the north property line shall be landscaped with Type C landscaping. As conditioned above, the standard is met.

SRC 514.010(e) - Lot Coverage, Height:

The maximum lot coverage allowance for all uses in the RM-II zone is 50 percent. The maximum building height allowance for multi-family uses is 50 feet.

Finding: The site plan indicates that the proposed multi-family buildings have a footprint of approximately 120,446 square feet, for a lot coverage of approximately 19 percent ($120,446 / 634,669 = 18.9$) for the total site, less than the maximum lot coverage requirement of the RM-II zone. The maximum height for any of the buildings is 40 feet, less than the 50-foot maximum height allowance.

SRC 514.010(g) - Landscaping:

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

- (1) **Setbacks.** Required setbacks shall be landscaped. Landscaping shall conform to the standards set forth in SRC Chapter 807.
- (2) **Vehicle Use Areas.** Vehicle use areas shall be landscaped as provided under SRC Chapter 806 and SRC Chapter 807.

Finding: Landscape and irrigation plans will be reviewed for conformance with the requirements of SRC Chapters 806 and 807 at the time of building permit application review.

SRC 514.010(h) – Outdoor Storage:

Within the RM-II zone, outdoor storage shall be screened from streets and adjacent properties by a minimum 6-foot high sight-obscuring fence, wall, or hedge.

Finding: Outdoor storage areas are not provided for the proposed use.

SRC 514.015 – Design Review:

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

Finding: A Class 3 Design Review application has been submitted for the proposed multi-family development, findings are included in Section 6 of this

report.

General Development Standards SRC 800

SRC 800.055(a) – Applicability.

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

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

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

- 1) Pad area. In determining the total concrete pad area for any solid waste service area:
 - a. The pad area shall extend a minimum of 1-foot beyond the sides and rear of the receptacle.
 - b. The pad area shall extend a minimum 3 feet beyond the front of the receptacle.
 - c. In situations where receptacles face each other, a minimum four feet of pad area shall be required between the fronts of the facing receptacles.
- 2) Minimum Separation.
 - a. A minimum separation of 1.5 feet shall be provided between the receptacle and the side wall of the enclosure.
 - b. A minimum separation of 5 feet shall be provided between the receptacle and any combustible walls, combustible roof eave lines, or building or structure openings.
- 3) Vertical Clearance.
 - a. Receptacles 2 cubic yards or less in size shall be provided with a minimum of 8 feet of unobstructed overhead or vertical clearance for servicing.
 - b. Receptacles greater than 2 cubic yards in size shall be provided with a minimum of 14 feet of unobstructed overhead or vertical clearance for servicing.

SRC 800.055(c) Permanent drop box and compactor placement standards.

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

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

SRC 800.055(d) – Solid Waste Service Area Screening Standards.

- 1) Solid waste, recycling, and compostable service areas shall be screened from all streets abutting the property and from all abutting residentially zoned property by a minimum six-foot-tall sight-obscuring fence or wall; provided, however, where receptacles, drop boxes, and compactors are located within an enclosure, screening is not required. For the purpose of this standard, abutting property shall also include any residentially zoned property located across an alley from the property.
- 2) Existing screening at the property line shall satisfy screening requirements if it includes a six-foot-tall sight-obscuring fence or wall.

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

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

- 1) Front Opening of Enclosure. The front opening of the enclosure shall be unobstructed and shall be a minimum of 12 feet in width.
- 2) Measures to Prevent Damage to Enclosure. Enclosures constructed wood or chainlink fencing material shall contain a minimum four-inch nominal high bumper curb at ground level located 12 inches inside the perimeter of the outside walls of the enclosure to prevent damage from receptacle impacts.
- 3) Enclosure Gates. Any gate across the front opening of an enclosure shall swing freely without obstructions. For any opening that is less than 15 feet in width, the gates shall open a minimum of 120 degrees. All gates shall have restrainers in the open and closed positions.

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

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

Finding: The proposed vehicle operation area meets the minimum dimensional requirements for service vehicle access. The applicant has not provided enough information to determine all the standards will be met, to ensure the solid waste serve area will meet the applicable standards, the following shall apply:

Condition 6: Development of the solid waste service area shall conform to all

applicable standards of SRC Chapter 800.

Off-Street Parking, Loading, and Driveways SRC 806

SRC 806.005 - Off-Street Parking; When Required.

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

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

Required off-street parking shall be located on the same development site as the use or activity it serves; or, within residential zones, required off-street parking may be located within 200 feet of the development site containing the use or activity it serves.

Finding: Required off-street parking spaces are provided on the same development site as the use or activity it serves.

SRC 806.015 - Amount of Off-Street Parking.

- a) *Minimum Required Off-Street Parking.* The minimum number of off-street parking spaces required for a multi-family use with more than three units is 1.5 spaces per dwelling unit.
- b) *Compact Parking.* Up to 75 percent of the minimum off-street parking spaces required under this Chapter may be compact parking spaces.
- c) *Carpool and Vanpool Parking.* New developments with 60 or more required off-street parking spaces, and falling within the Public Services and Industrial use classifications, and the Business and Professional Services use category, shall designate a minimum of 5 percent of their total off-street parking spaces for carpool or vanpool parking.
- d) *Maximum Off-Street Parking.* Unless otherwise provided in the SRC, off-street parking shall not exceed the amounts set forth in Table 806-2.

Finding: The proposed 324 dwelling unit multi-family apartment complex requires a minimum of 486 off-street parking spaces ($324 \times 1.5 = 486$). The maximum off-street parking allowance for the use is 851 spaces ($6 \times 1.75 = 850.5$). The site plan indicates 611 spaces, meeting the minimum and maximum parking standard. There are 44 spaces located within the Bonneville Power Administration (BPA) easement, which if removed the site would still meet the minimum parking standard. The site can have up to 365 compact spaces ($486 \times 0.75 = 364.5$)

There are 42 compact spaces proposed, 54 spaces within garages and 500 standard spaces. Carpool/vanpool spaces are not required for the proposed multi-family residential use.

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

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 and Two 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 apply to:

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

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

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

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

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

Where an off-street parking or vehicular use area is located adjacent to a building or structure, the off-street parking or vehicle use area shall be setback from the exterior wall of the building or structure by a minimum 5-foot-wide landscape strip or by a minimum 5-foot-wide paved pedestrian walkway.

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

d) *Interior Landscaping.* Interior landscaping shall be required for off-street parking areas more than 50,000 square feet is a minimum of eight percent.

Finding: Off-street parking areas are 205,817 square feet in size, requirement 16,465 square feet of interior landscaping ($205,817 \times 0.08 = 16,465.36$). The site plan indicates 19,681 square feet of landscaping is provided, therefore meeting the standard.

A minimum of one deciduous shade tree is proposed for every 12 parking spaces.

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

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

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

Finding: The proposed off-street parking area is developed consistent with the additional standards for grade, surfacing, and drainage. Bumper guards or wheel barriers are not required for the proposed off-street parking area. The striping, and lighting will meet the standards of SRC 806.

Bicycle Parking

SRC 806.045 - General Applicability.

Bicycle parking shall be provided and maintained for any new use or activity.

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

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

SRC 806.055 - Amount of Bicycle Parking.

A multi-family use is required to have the greater of 4 bicycle spaces or a minimum of 0.1 bicycle spaces per dwelling unit.

SRC 806.060 – Bicycle Parking Development Standards

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

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

- 1) Bicycle parking located outside a building shall be located within a convenient distance of, and be clearly visible from, the primary building entrance. In no event shall bicycle parking be located more than 50 feet from the primary building entrance, as measured along a direct pedestrian access route.
- 2) Where bicycle parking cannot be located outside a building, it may be located inside a building within a convenient distance of, and accessible from, the primary building entrance.

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

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

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

four-foot-wide access aisle. Access aisles serving bicycle parking spaces may be located within the public right-of-way.

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

Finding: The proposed 324-unit apartment complex requires a minimum of 32 bicycle parking spaces ($324 \times 0.1 = 32.4$). The proposed site plan does not indicate bicycle racks. To ensure adequate bike parking is provided the following condition applies:

Condition 7: At building permit, the applicant shall provide 32 bicycle parking spaces meeting the applicable standards of SRC 806.

Off-Street Loading Areas

SRC 806.065 - General Applicability.

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

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

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

SRC 806.075 - Amount of Off-Street Loading.

For multiple family uses containing more than 200 units, three off-street loading spaces are required per Table 806-9.

Finding: The proposal is to develop a 324 multi-family complex requires three loading spaces. The applicant has not provided information on the location or amount of loading spaces being provided. The applicant has indicated in the written statement that the standard will be met, therefore the following condition applies:

Condition 8: At building permit, the applicant shall provide three off-street

loading parking spaces meeting the applicable standards of SRC 806.

Landscaping

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

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

Finding: The proposed site plan indicates that 233,682 square feet of landscaping is provided for the development site. A minimum of 11,684 plant units are required for the proposed development ($233,682 / 20 = 11,684.1$). Of the required plant units, a minimum of 4,674 plant units shall be a combination of mature trees, shade tree, evergreen/conifer trees, or ornamental trees.

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

SRC 807.030(d) – Tree Replanting Requirements.

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

Finding: The applicant's existing conditions plan indicates no trees on the subject property.

Natural Resources

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

The applicant's existing conditions plan indicates no trees on the subject property.

SRC 809 - Wetlands: Grading and construction activities within wetlands are regulated by the Oregon Department of State Lands (DSL) and US Army Corps of Engineers. State and Federal wetland laws are also administered by the DSL and

Army Corps, and potential impacts to jurisdictional wetlands are addressed through application and enforcement of appropriate mitigation measures.

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

SRC 810 - Landslide Hazards: According to the City's adopted landslide hazard susceptibility maps and SRC Chapter 810 (Landslide Hazards), there are no mapped landslide hazard areas on the subject property. The proposed multi-family residential activity adds two activity points to the proposal, which results in a total of two points, indicating a low landslide risk, therefore a geologic assessment is not required for the proposed development.

Criterion 2:

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

Finding: The subject property abuts Kale Road NE, which meets the criteria for an alternative street standard pursuant to SRC 803.065(a)(2). The alternative street standard recognizes the right-of-way width and pavement width met the standards that were in place at the time of construction with the Northstar Subdivision. The existing and future street improvements along the frontage of Kale Street NE are required under land use case number SUB07-13A2 and are currently in review under permit number 18-121135-PC.

The existing configuration of Countryside Drive NE does not appear to meet current standards for a Local classification of street of the Salem Transportation Systems Plan (TSP). The applicant shall be required to construct up to a three-quarter street improvement along the frontage of the property in accordance with SRC Chapter 803 and PWDS. The applicant requested removal of Condition 9, indicating that Countryside Drive is already built, as part of the neighboring subdivision. The Planning Commission found that removing the condition was not warranted and would be satisfied, if the street is complete.

Condition 9: Construct a three-quarter-street improvement along the frontage of Countryside Drive NE to Local street standards as specified in the City Street Design Standards and consistent with the provisions of SRC Chapter 803.

The applicant is requesting an alternative street standard to eliminate a street connection through the site connecting to the north property line required pursuant to SRC 803.030(a). The site plan lacks pedestrian connection to the City park north of the subject property (Hazelgreen Park). The park is an abutting use which should be connected to the large development in multiple locations. The park can be accessed from Countryside Drive. The Parks Division has determined an additional connection through the development site is needed to best serve the

public. In addition, the size of the subject property would require a street connection to meet SRC 803.030(a) through the property to the north property line. Since the applicant is requesting an alternative street standard below to eliminate the street and there is a need for the public to access Hazelgreen park, a public easement would meet the alternative street standard and the pedestrian connectivity to the park.

The site plan can provide a public easement 10-ft wide to include a five-foot landscaping area and a five-foot sidewalk through the site. The five-foot landscaping area would be located between the sidewalk and the parking lot, to provide pedestrians a buffer from the parking area. The recommended condition would follow the proposed sidewalk location and would need to make the connection (striping) across the parking area to the north in order to connect with the park, which is north of the subject property. As conditioned, above the application will address the need for an alternative street standard.

Cherriots, who provide public transportation within the area, commented that the development should incorporate transit stop(s) within or near the proposal. The addition of transit stop(s) would serve the public and provide safe, orderly and efficient circulation of traffic. To ensure all modes of transportation is adequately addressed the following condition applies:

Condition 10: Prior to building permit, the applicant shall provide evidence from Cherriots of transit stop locations. Prior to final approval of the building permit, needed transit stop(s) shall be constructed to meet Cherriots standards and Public Works Design Standards.

Criterion 3:

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

Finding: The driveway accesses onto Countryside Drive NE provide for safe turning movements into and out of the property.

To provide safe and efficient pedestrian access to the future Hazelgreen Park, the applicant shall provide an additional pedestrian connection to the future Hazelgreen Park located at the northern boundary of the subject property in accordance with the street spacing requirements found in SRC 803.030(a).

Criterion 4:

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

Finding: The Public Works Department has reviewed the applicant's preliminary plan for this site. The water, sewer and stormwater infrastructure is available within surrounding streets/areas and is adequate to serve the proposed development.

The applicant shall be required to design and construct a storm drainage system at the time of development. The applicant's engineer submitted a statement demonstrating compliance with SRC Chapter 71 because the project involves less than 10,000 square feet of new or replaced impervious surface. The applicant shall demonstrate that new areas of impervious surface shall be safely conveyed to an approved point of discharge pursuant to SRC 71.075(a). The applicant proposed a modification to Condition 11, to provide stormwater in accordance with the Preliminary Storm Water Report. The applicant provided testimony that the Preliminary Storm Water Report met SRC Chapter 71. The Planning Commission found that since the Preliminary Storm Water Report currently meets SRC 71, the condition would not be revised.

Condition 11: Design and construct a storm drainage system at the time of development in SRC Chapter 71 and PWDS.

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

9. CLASS 2 DRIVEWAY APPROACH PERMIT APPROVAL CRITERIA

SRC Chapter 804.025(d) provides that an applicant for a Class 2 Driveway Approach shall be granted if all of the following criteria are met:

Criterion 1: The proposed driveway approach meets the standards of this Chapter and the Public Works Design Standards (PWDS).

Finding: The proposed driveways meets the standards in SRC 804 and PWDS.

Criterion 2: No site conditions prevent placing the driveway approach in the required location.

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

Criterion 3: The number of driveway approaches onto an arterial are minimized.

Finding: The proposal does not include any driveway approaches onto arterial streets.

Criterion 4: The proposed driveway approach, where possible:

a) Is shared with an adjacent property; or

b) Takes access from the lowest classification of street abutting the property.

Finding: The proposed driveway approaches are located on Country Side Drive NE, the lowest classification street abutting the subject property.

Criterion 5: The proposed driveway approach meets vision clearance standards.

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

Criterion 6: The proposed driveway approach does not create traffic hazards and provides for safe turning movements and access.

Finding: No evidence has been submitted to indicate that the proposed driveways will create traffic hazards or unsafe turning movements. Additionally, staff analysis of the proposed driveway indicates that it will not create a traffic hazard and will provide for safe turning movements for access to the subject property.

Criterion 7: The proposed driveway approach does not result in significant adverse impacts to the vicinity.

Finding: Staff analysis of the proposed driveways and the evidence that has been submitted indicate that the location of the proposed driveway will not have any adverse impacts to the adjacent properties or streets.

Criterion 8: The proposed driveway approach minimizes impact to the functionality of adjacent streets and intersections.

Finding: The property is located on the corner of a Minor Arterial street (Kale Road NE) and a Local street (Countryside Drive NE). The applicant is proposing two driveways to the lower classification of street and it meets the spacing requirements of SRC Chapter 803. By complying with the requirements of this chapter the applicant has minimized impacts to the functionality of adjacent streets and intersections.

Criterion 9: The proposed driveway approach balances the adverse impacts to residentially zoned property and the functionality of adjacent streets.

Finding: The proposed development is surrounded by residentially zoned property. A proposed park is located to the north, single family development is to the east and south across Countryside Drive and Kale Street, respectively, and an existing manufacture home park to the west. The proposed driveways are taken from the lowest classification street abutting the subject property and are aligned with streets approved in land use case number SUB07-13A2. The driveways as proposed balance the adverse impacts to residentially zoned property and will not have an adverse effect on the functionality of the adjacent streets.

CONCLUSION

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

January 29, 2020

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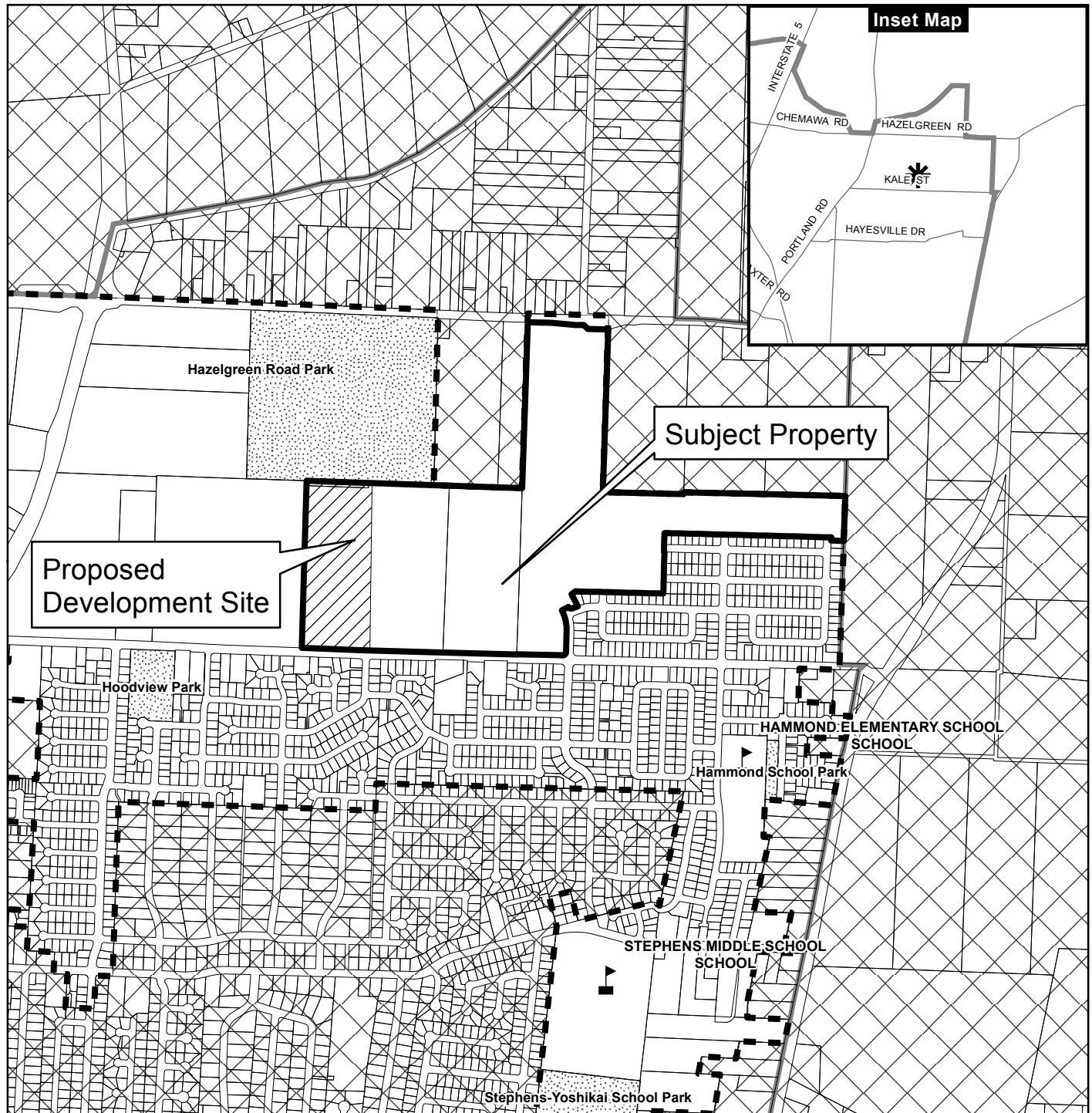
Attachments: A. Vicinity Map
B. Proposed Site Plan and Building Elevations
C. Applicant's Written Statement
D. Public Works Memo

Prepared by Olivia Glantz, Planner III

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Vicinity Map

4485 Kale Street NE



Legend

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

Parks

CITY OF Salem
AT YOUR SERVICE
Community Development Dept.

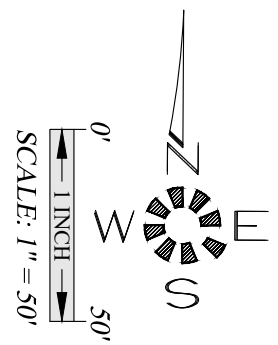
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0 100 200 400 Feet





- 324 TOTAL APARTMENT UNITS
- 120 TYPE "A" 2-Bd, 2-Ba (952 S.F.) UNITS
- 48 TYPE "B" STUDIO (549 S.F.) UNITS
- 72 TYPE "C" 1-Bd, 1-Ba (728 S.F.) UNITS
- 36 TYPE "D" 3-Bd, 2-Ba (1204 S.F.) UNITS
- 48 TYPE "E" 2-Bd, 2-Ba (1162 S.F.) UNITS
- 611 TOTAL PARKING STALLS
- 500 STANDARD STALLS
- 42 COMPACT STALLS
- 14 HANDICAP STALLS
- 54 GARAGES
- 1 RECREATION BLD. / MANAGER'S OFFICE
- 1 TRASH COMPACTOR / RECYCLE
- 4 RECREATION/PLAY AREA
- 1 SWIMMING POOL (32'x60')
- 1 U.S. MAIL BOX AREA



SDR3

6826p SDR3-SITE

Design: M.D.G.
Drawn: C.F.S.
Checked: ---
Date: OCT 2018
Scale: AS SHOWN

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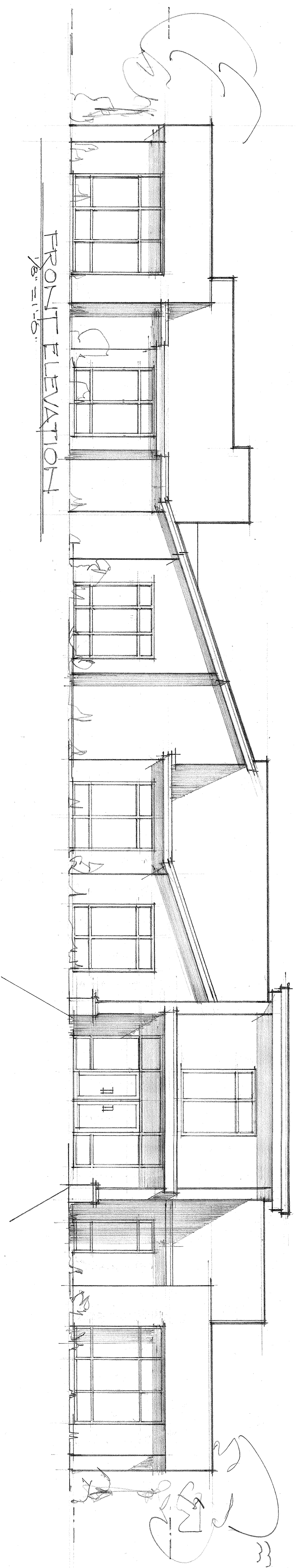
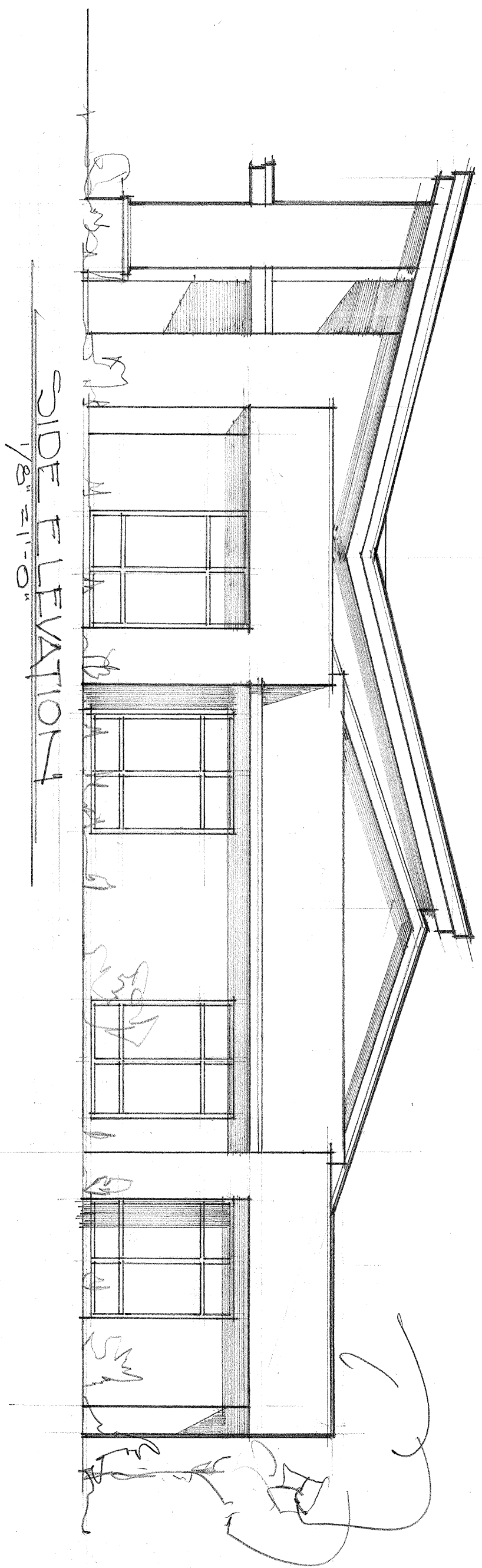
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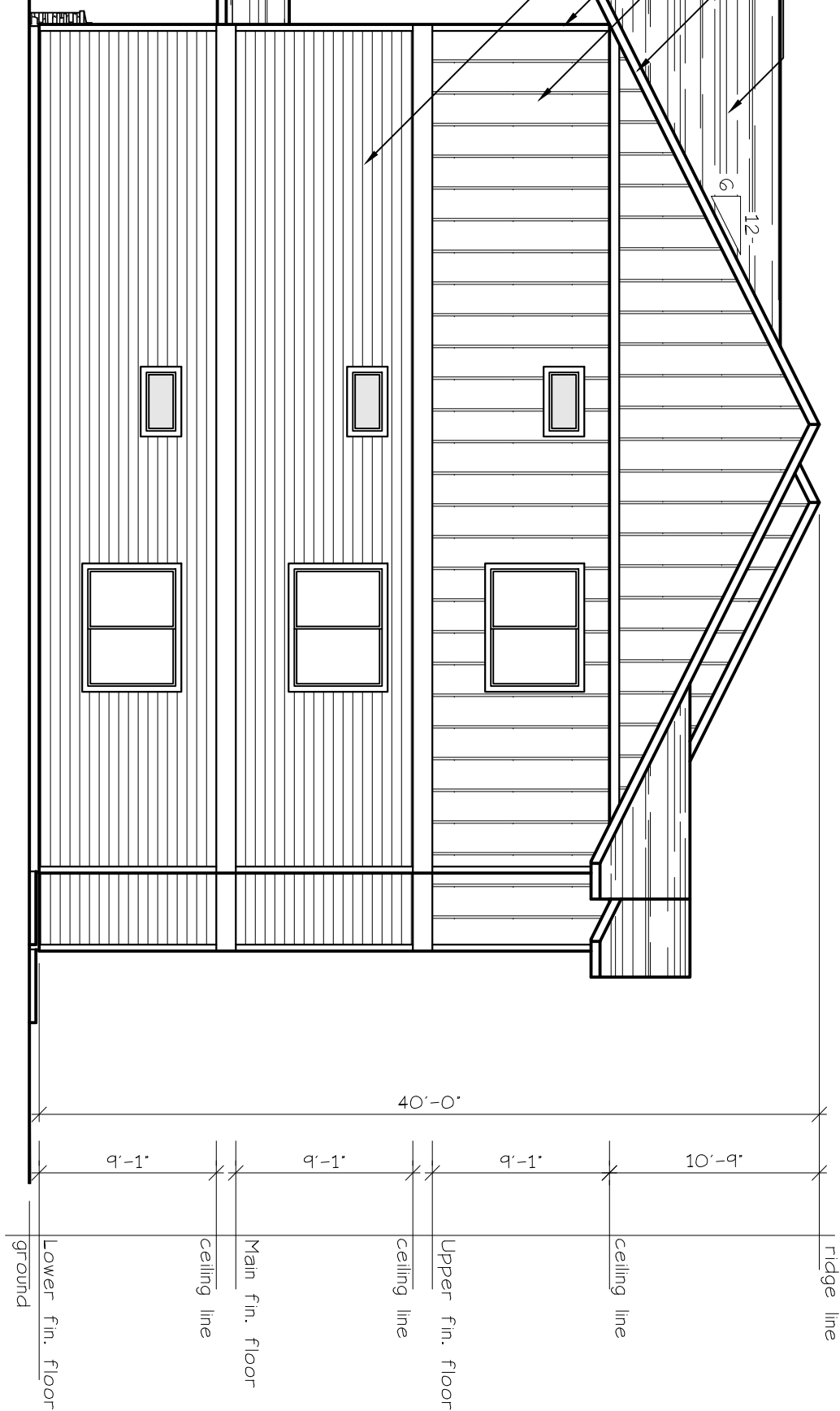
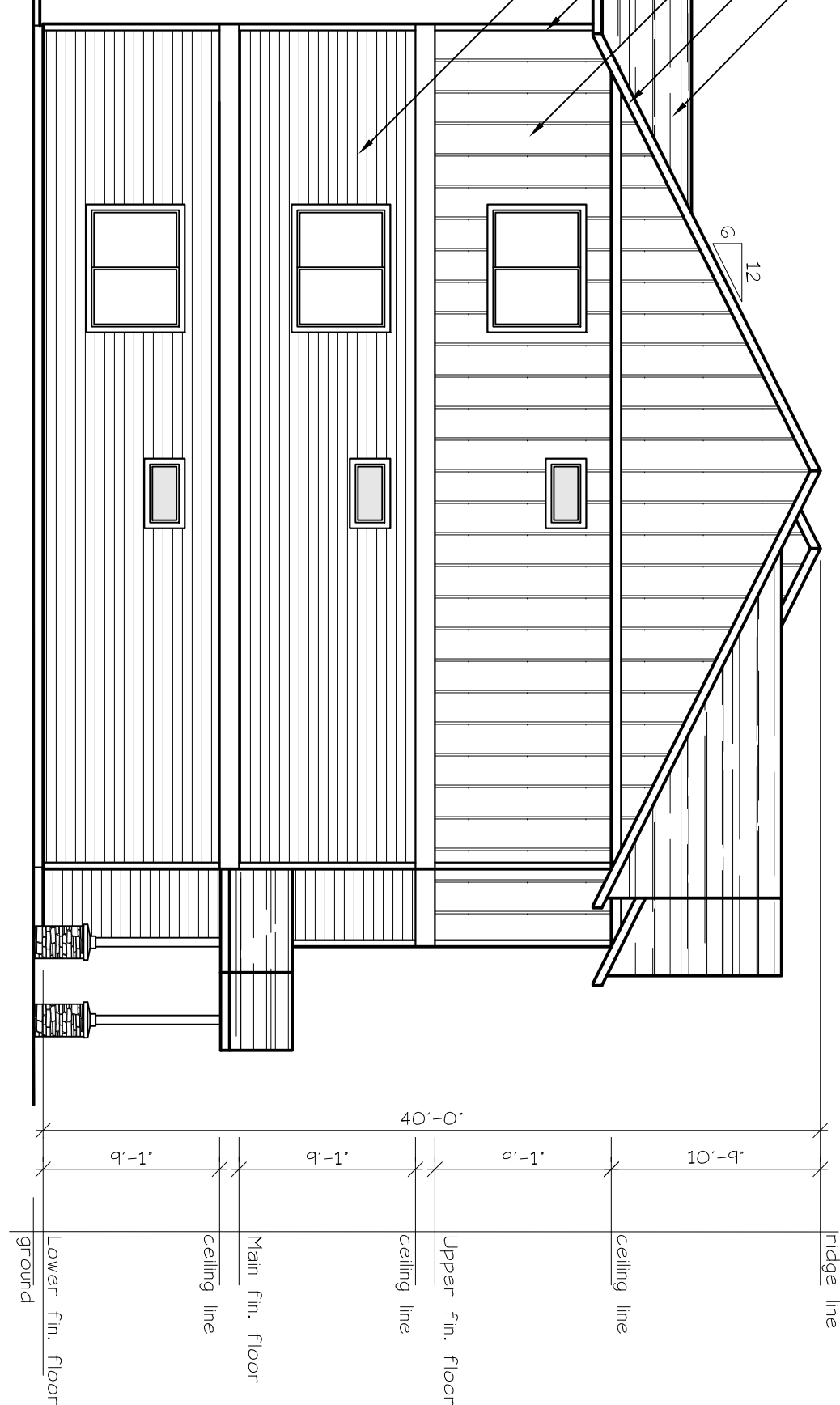
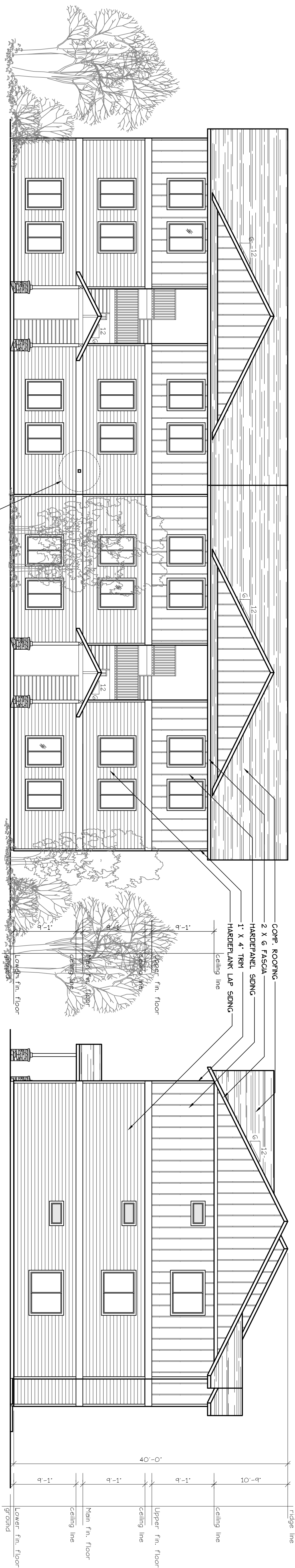
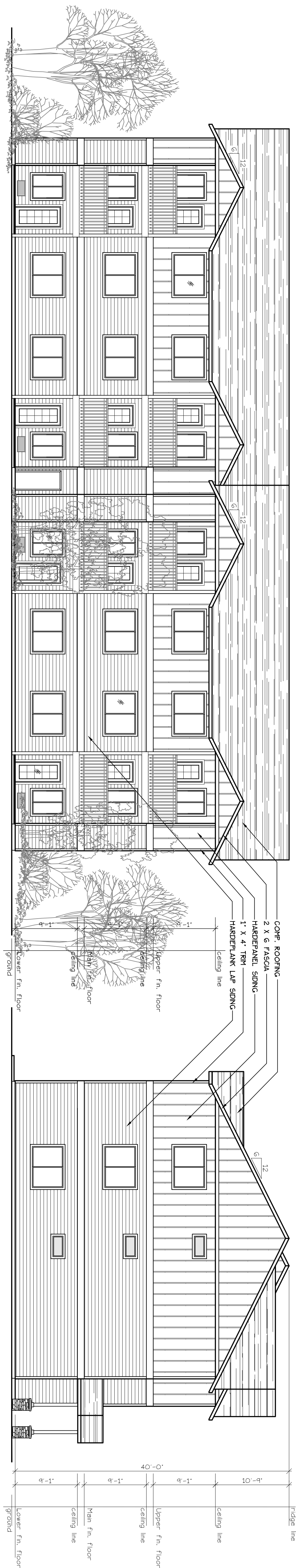
NORTHSTAR
APARTMENT COMPLEX

SITE
PLAN



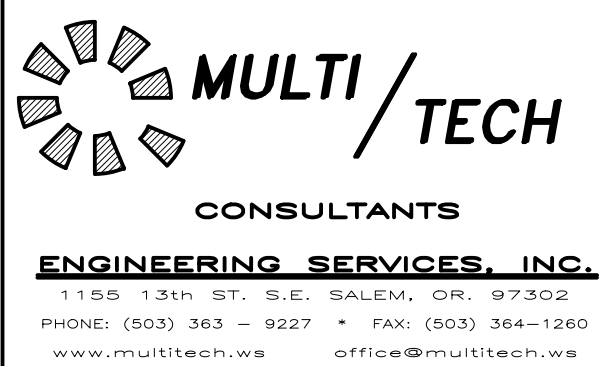
MULTI/TECH
ENGINEERING SERVICES, INC.
1155 13th ST. S.E. SALEM, OR, 97302
PH. (503) 363 - 9227 FAX (503) 364-1260
www.mtengineering.net office@mtengineering.net





NORTHSTAR APARTMENT COMPLEX

BUILDING ELEVATIONS



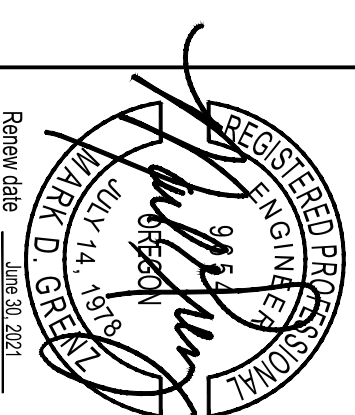
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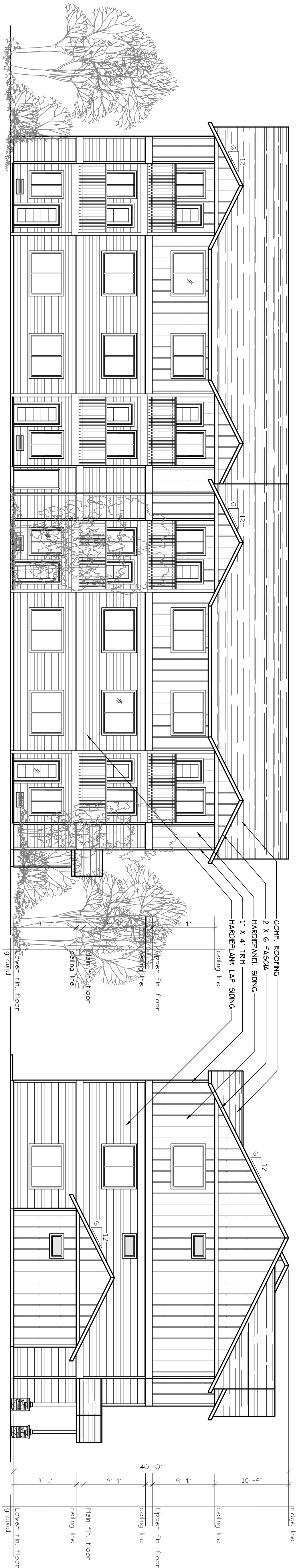
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A3.90ELEV

Design: P.L.M.
Drawn: G.I.D.
Checked: M.D.G.
Date: Aug-19
Scale: AS SHOWN

JOE

Renew date June 30, 2022

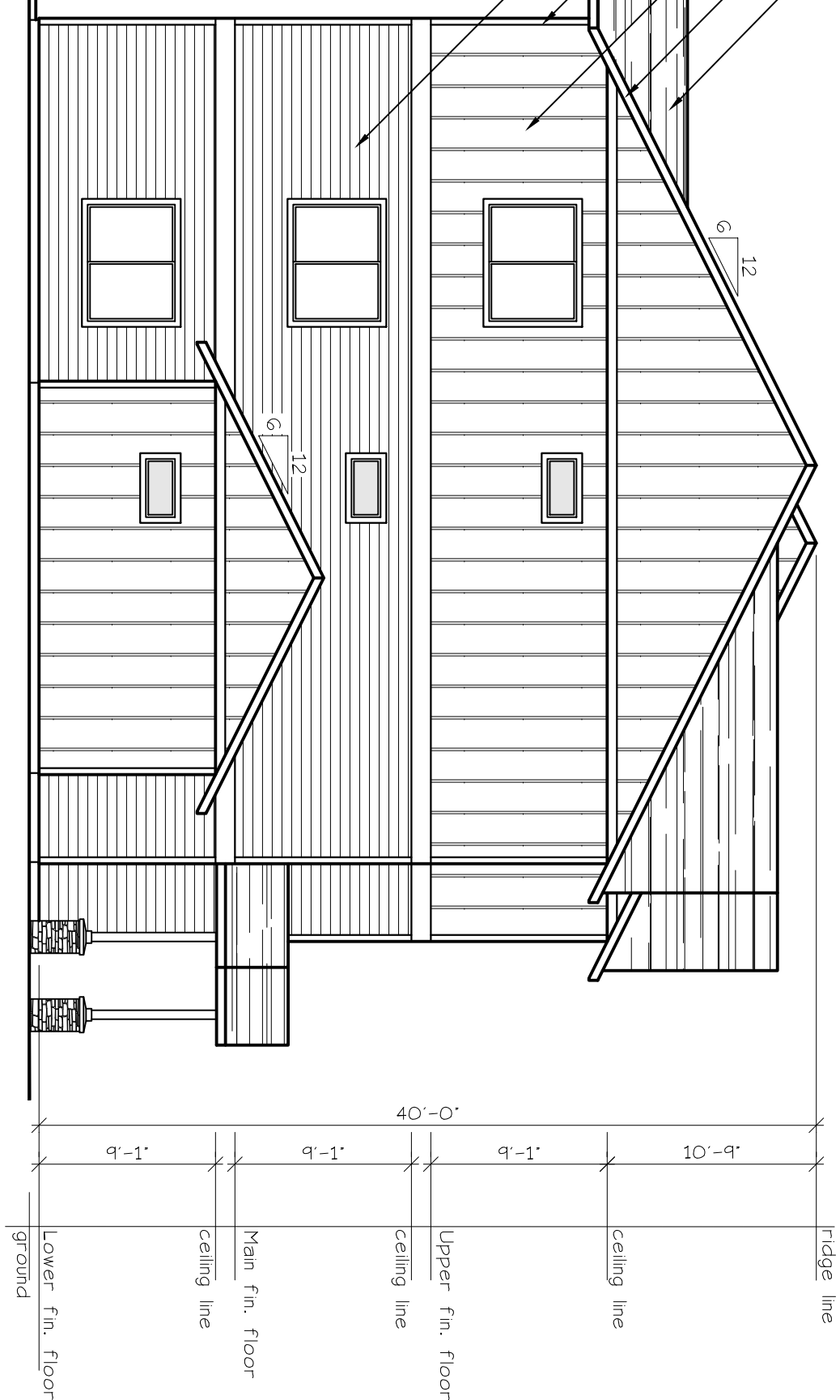
A3.90



EAST ELEVATION (TYPE A UNITS)
SCALE: 1/8" = 1'-0"
BLD. 2



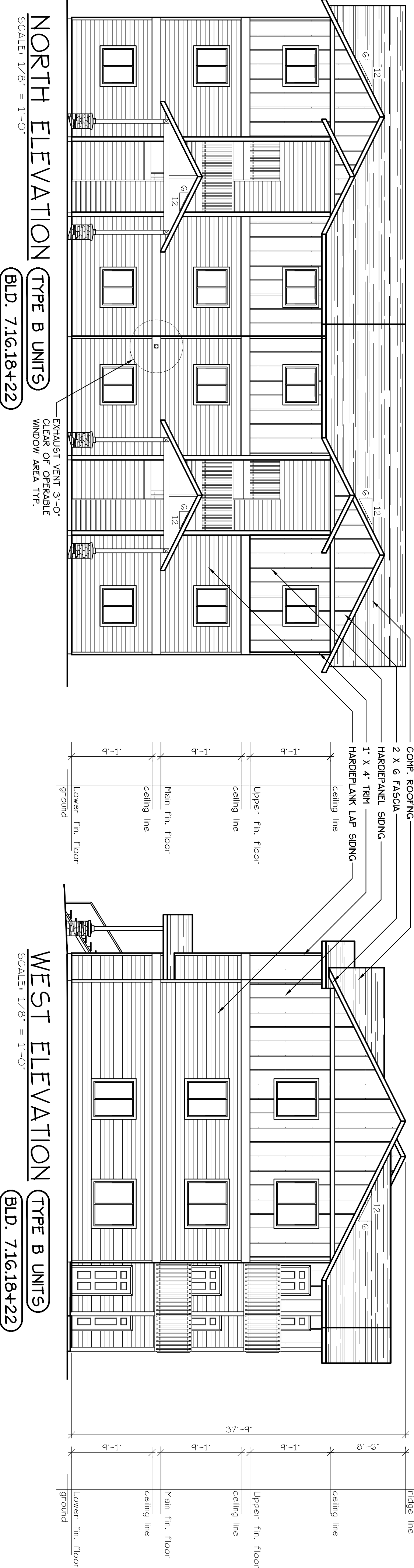
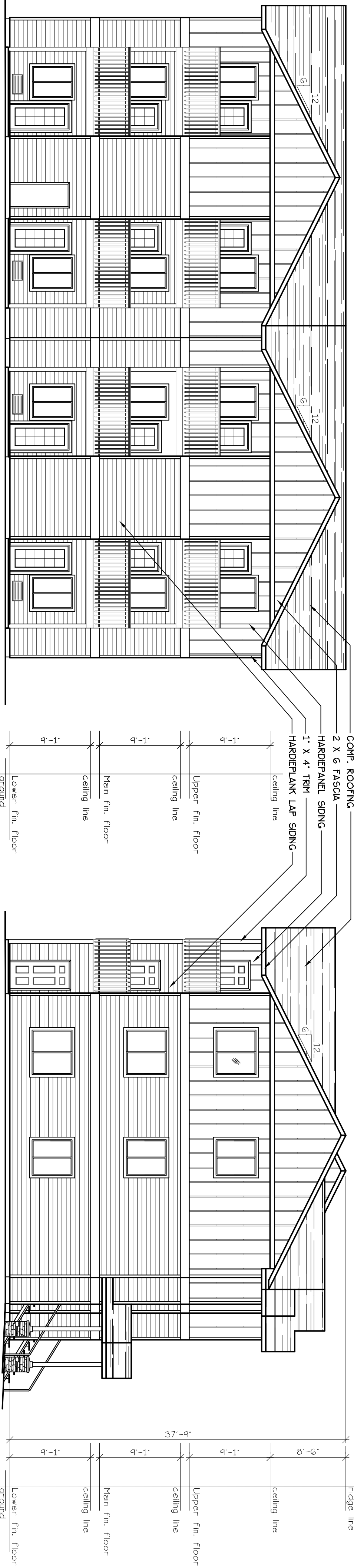
WEST ELEVATION (TYPE A UNITS)
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BLD. 2

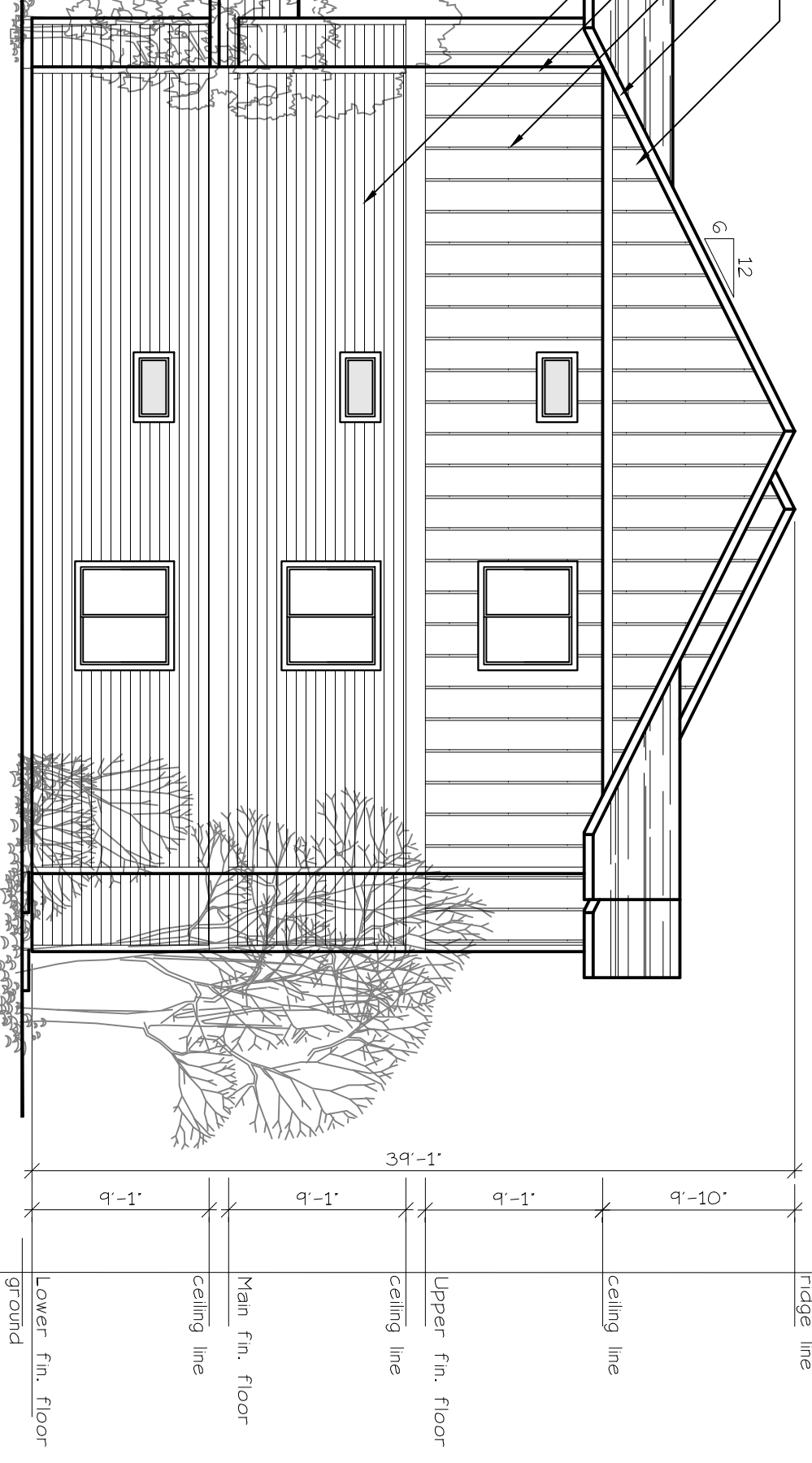
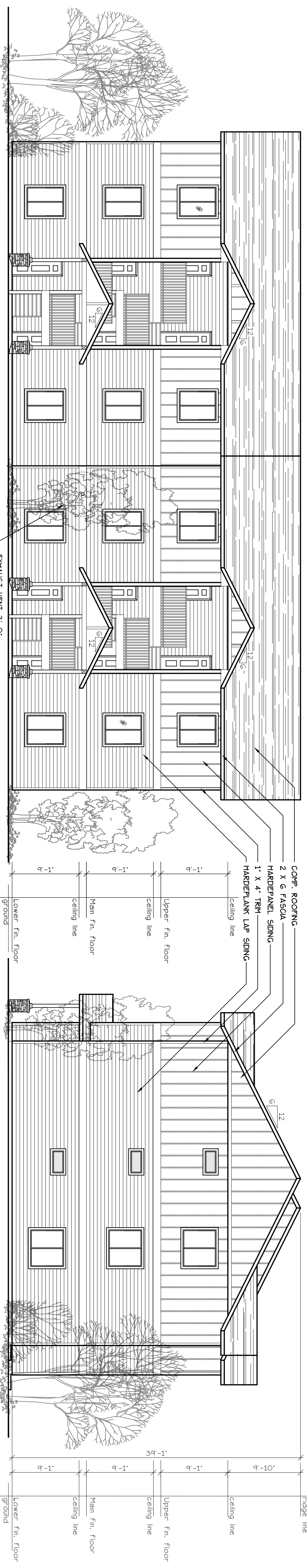
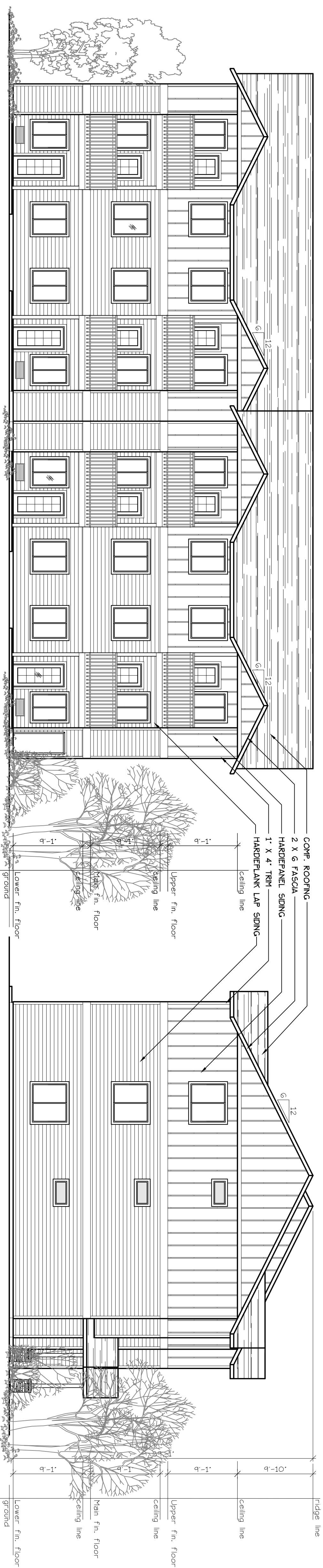


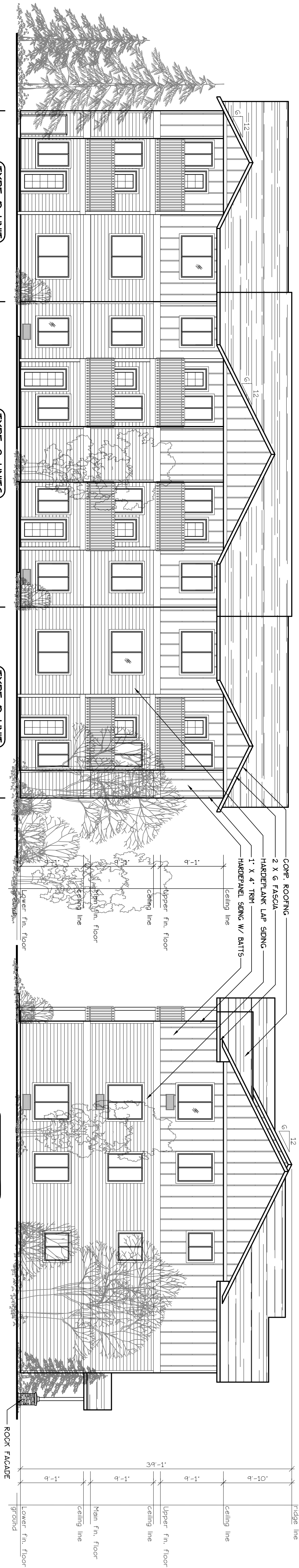
NORTH ELEVATION (TYPE A UNITS)
SCALE: 1/8" = 1'-0"
BLD. 2



SOUTH ELEVATION (TYPE A UNITS)
SCALE: 1/8" = 1'-0"
BLD. 2

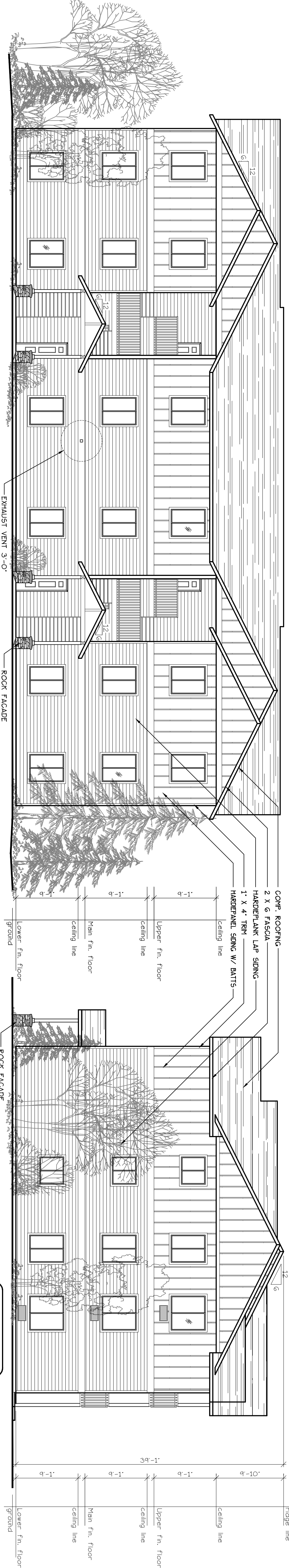






WEST ELEVATION (BLD. 4.12.13.17.19+28)

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



EAST ELEVATION (BLD. 4.12.13.17.19+28)

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



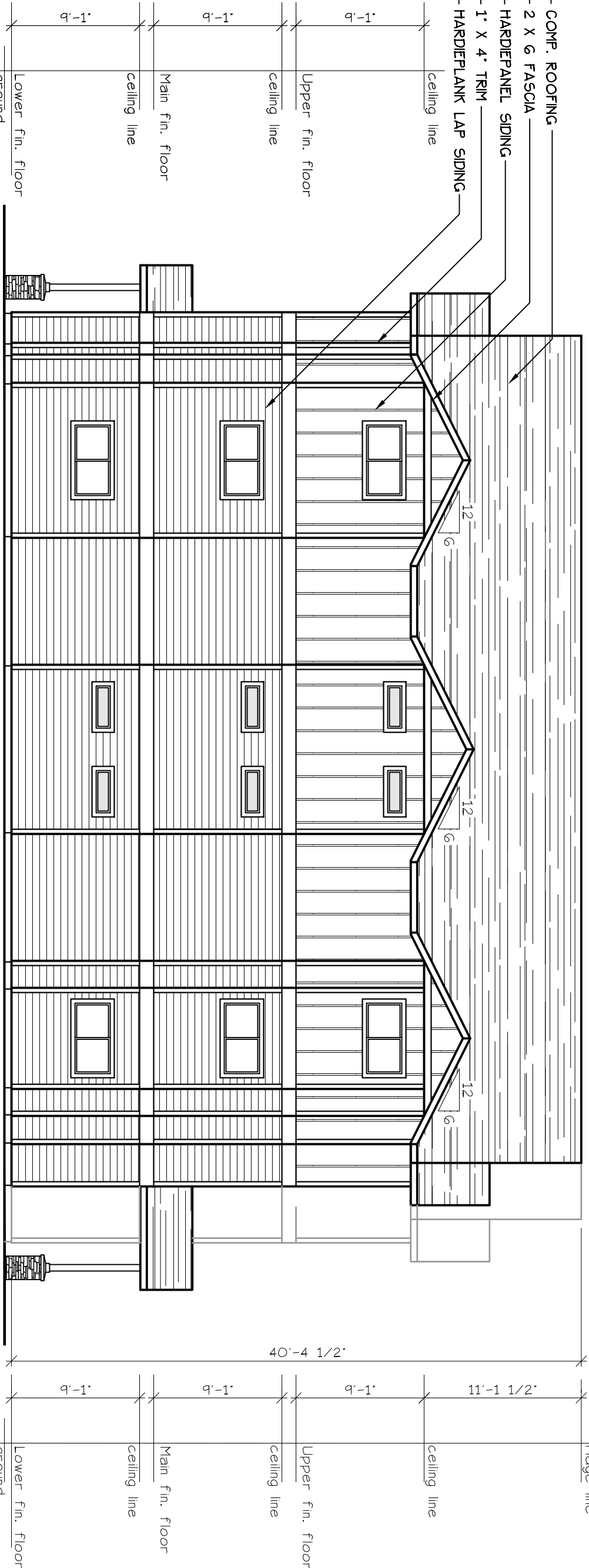
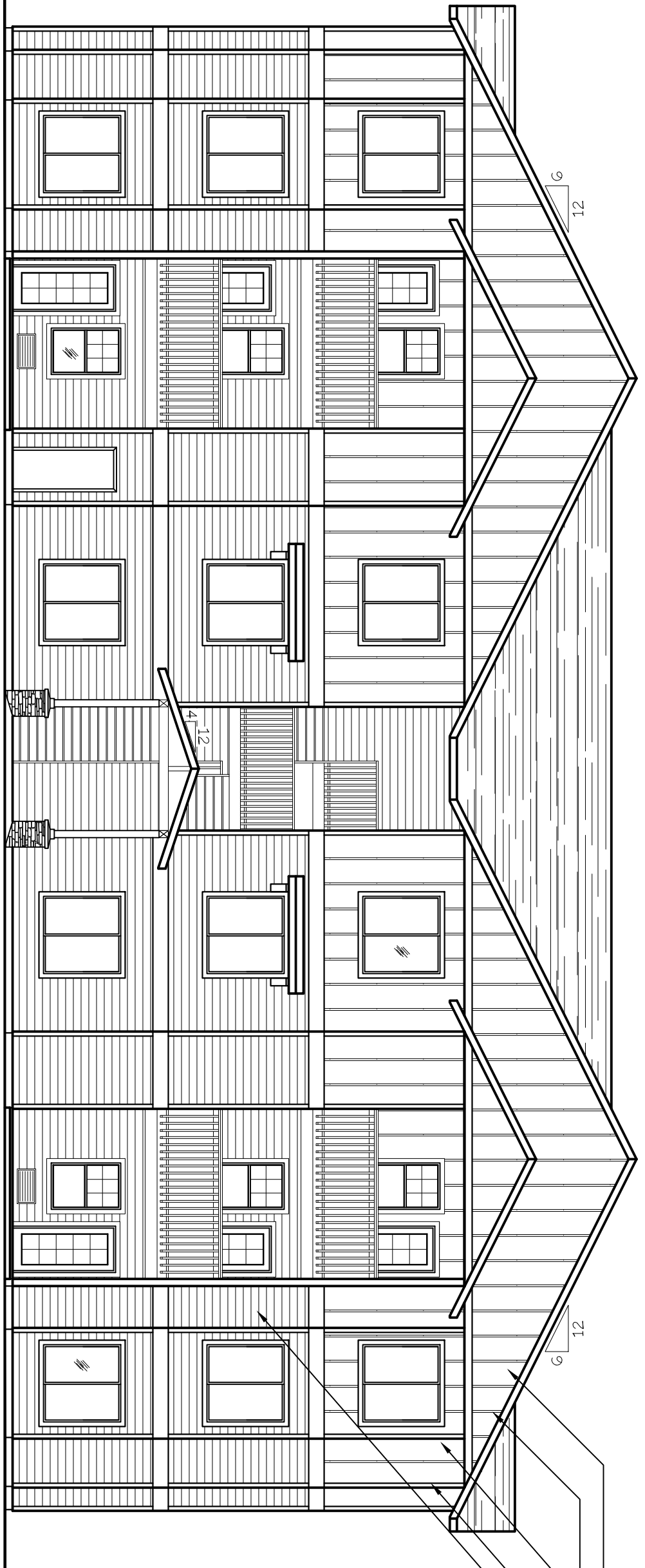
SOUTH ELEVATION (BLD. 4.12.13.17.19+28)

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



NORTH ELEVATION (BLD. 4.12.13.17.19+28)

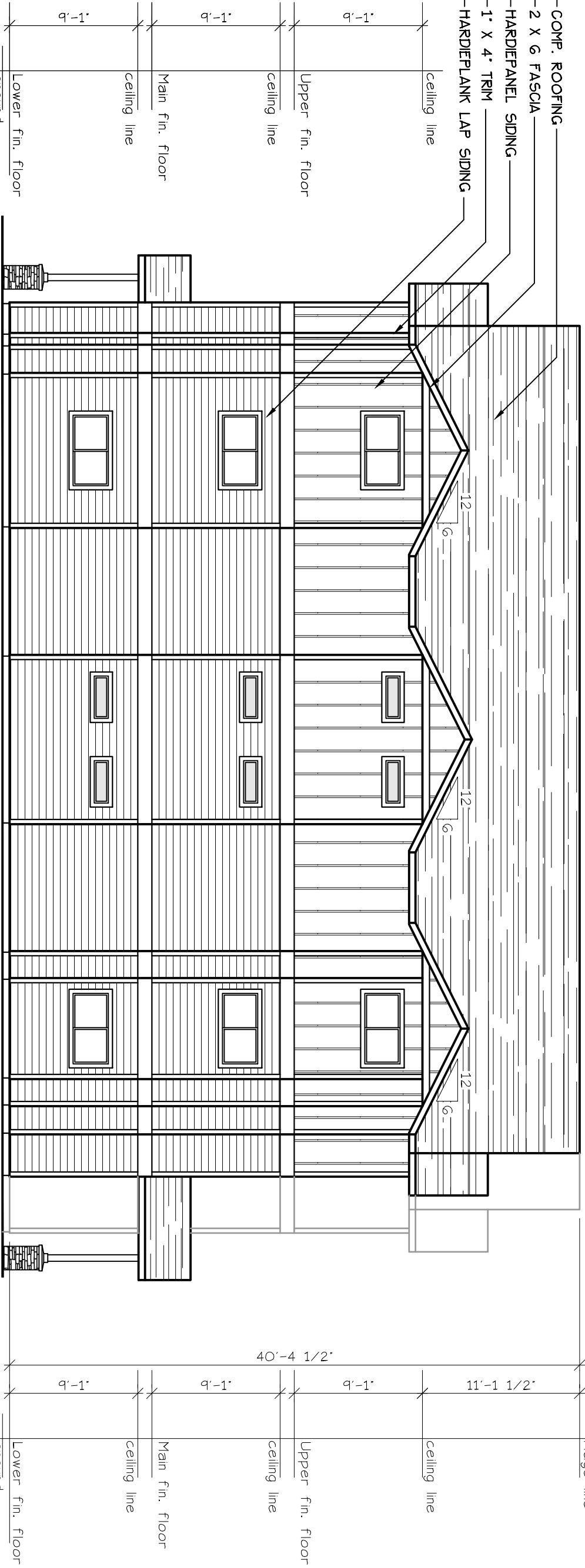
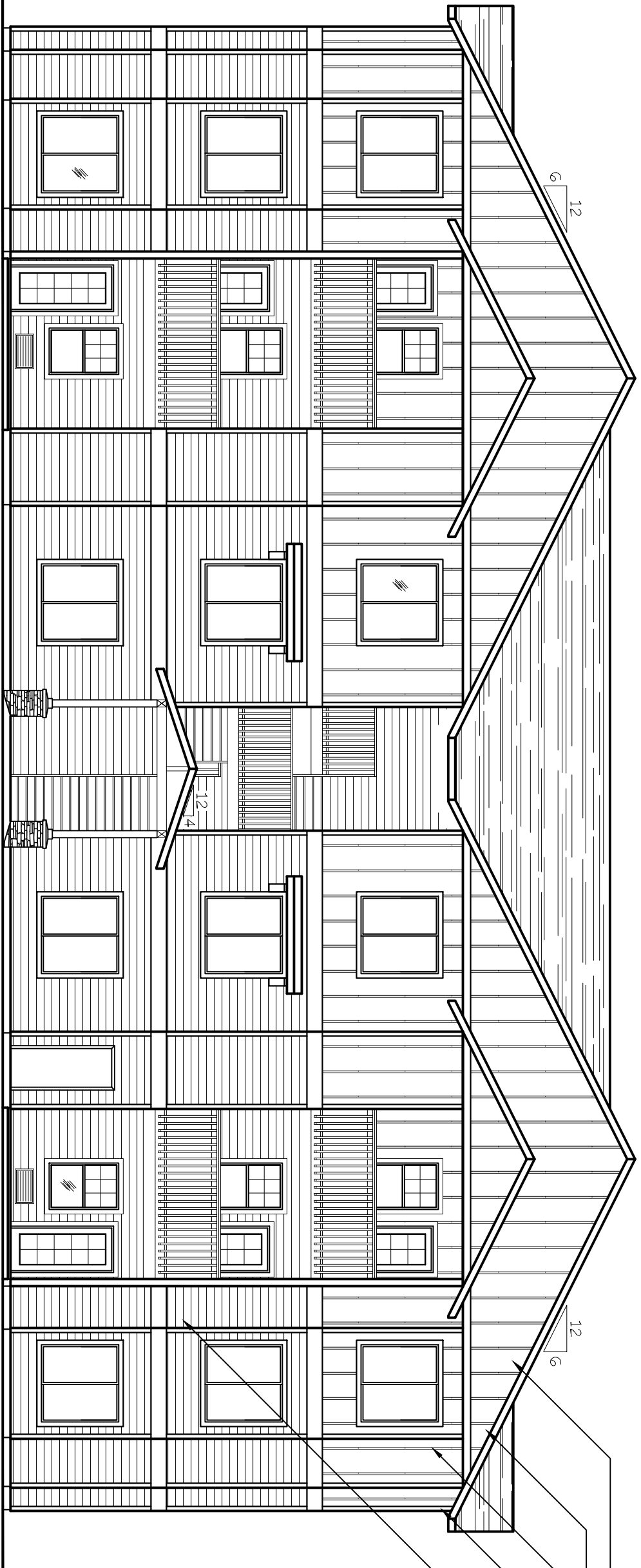
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WEST ELEVATION (TYPE E UNITS)

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

BLD. 3,14,15+27



EAST ELEVATION

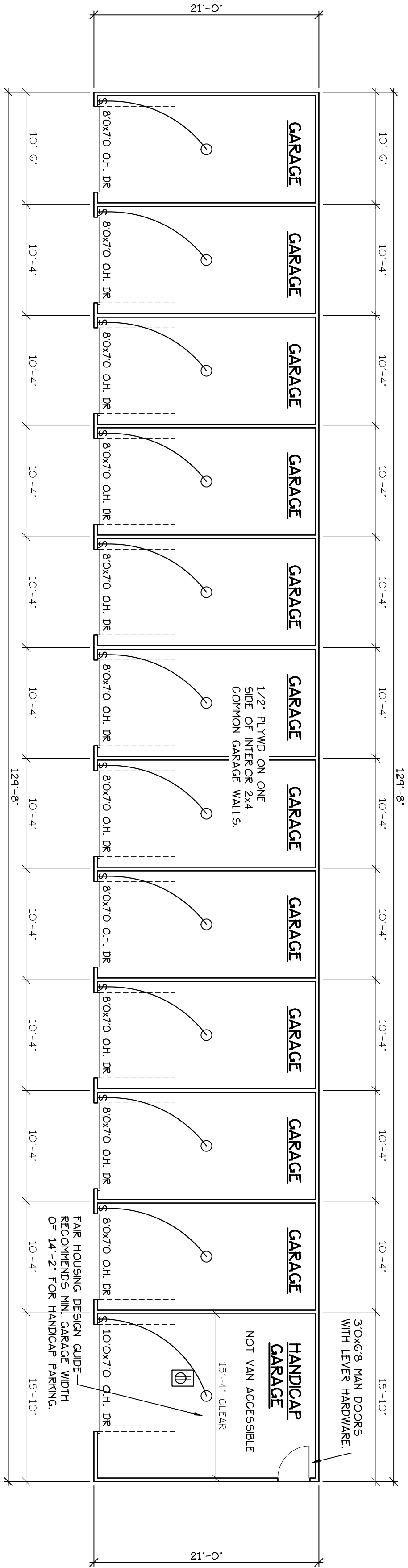
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BLD. 3,14,15+27

NORTH ELEVATION

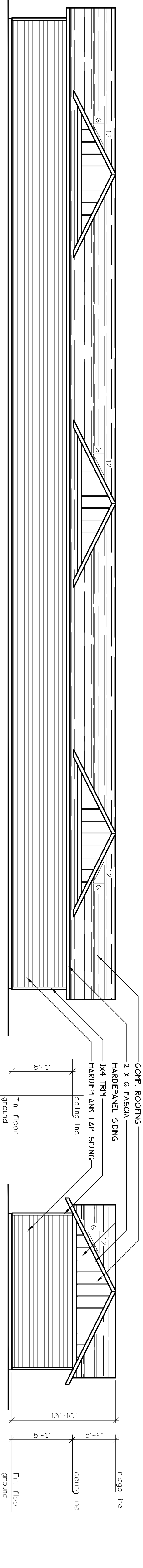
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BLD. 3,14,15+27



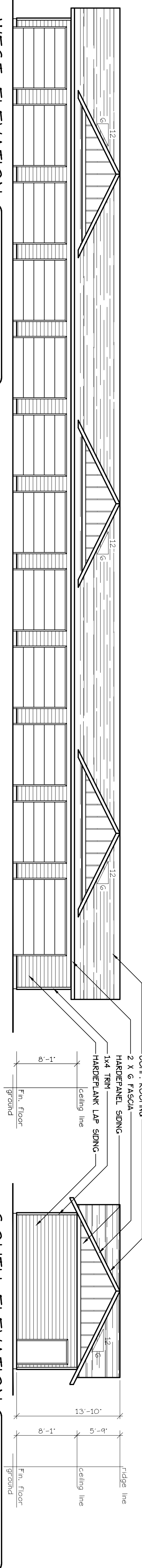
FLOOR PLAN
GARAGE 1 (12 GARAGES)

NOTE: ALL WALLS TO BE
FRAMED WITH 2x4 STUDS,
UNLESS NOTED OTHERWISE.



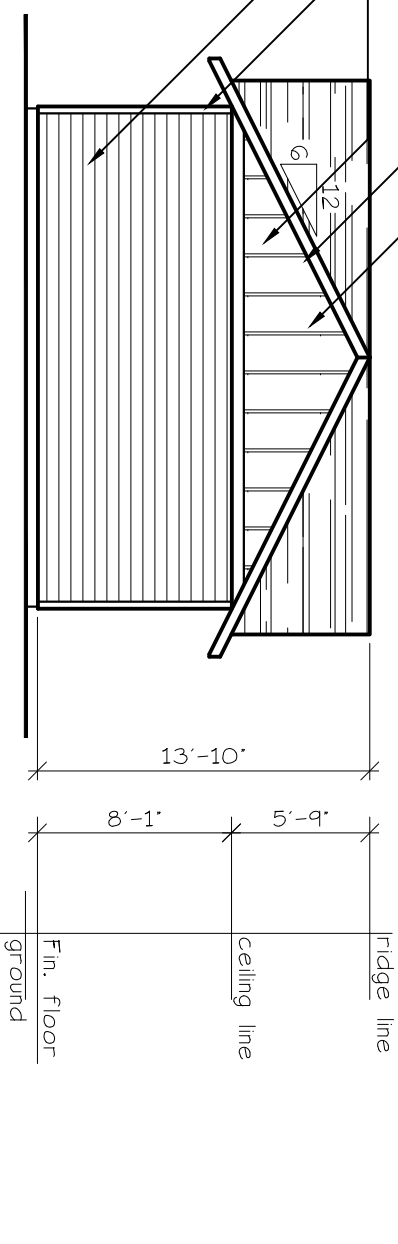
EAST ELEVATION (GARAGE 1 (12 GARAGES))

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



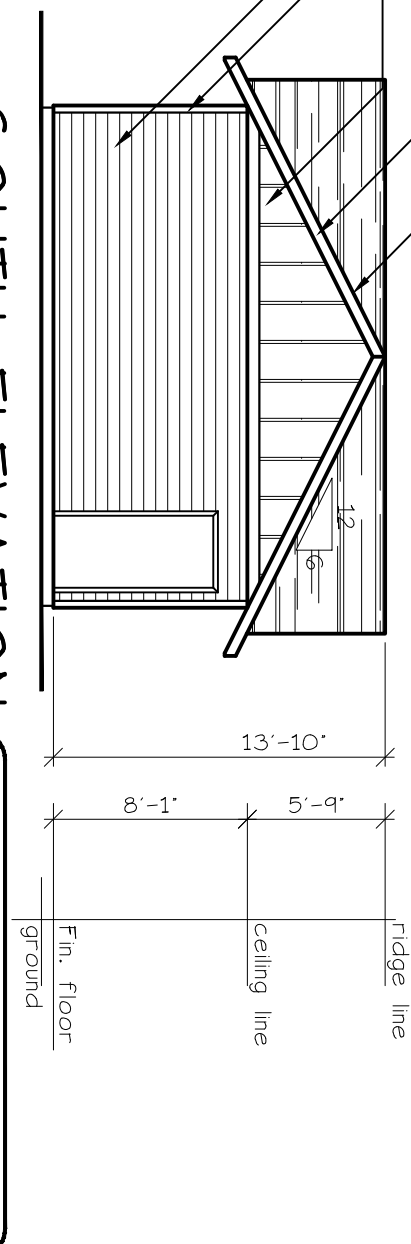
WEST ELEVATION (GARAGE 1 (12 GARAGES))

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



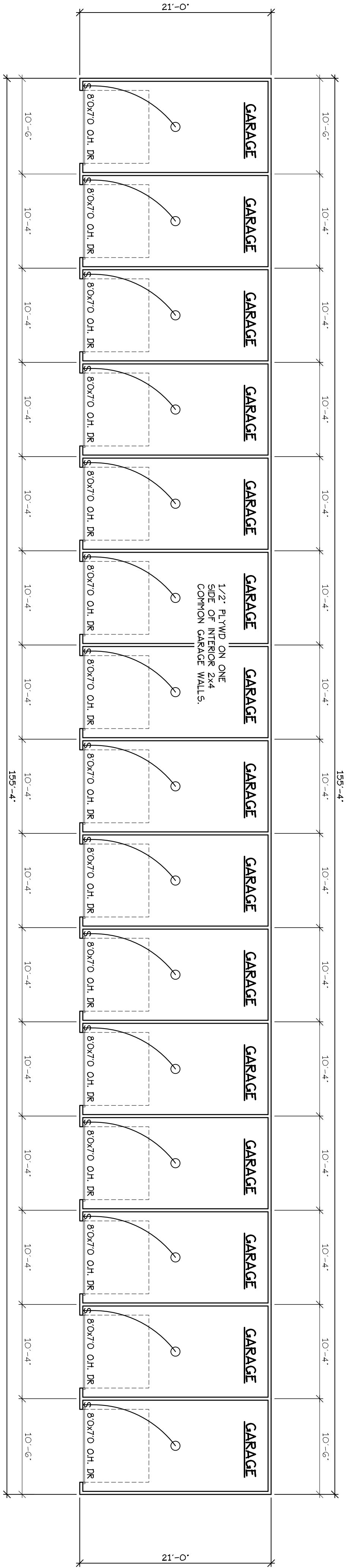
NORTH ELEVATION (GARAGE 1 (12 GARAGES))

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



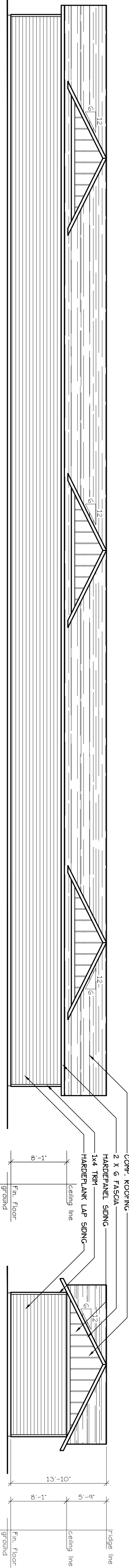
SOUTH ELEVATION (GARAGE 1 (12 GARAGES))

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



FLOOR PLAN
GARAGE 2 (15 GARAGES)

NOTE: ALL WALLS TO BE FRAMED WITH 2x4 STUDS, UNLESS NOTED OTHERWISE.

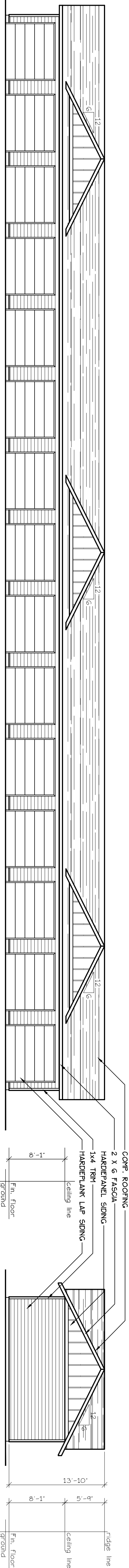


WEST ELEVATION (GARAGE 2 (15 GARAGES))

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

SOUTH ELEVATION (GARAGE 2 (15 GARAGES))

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

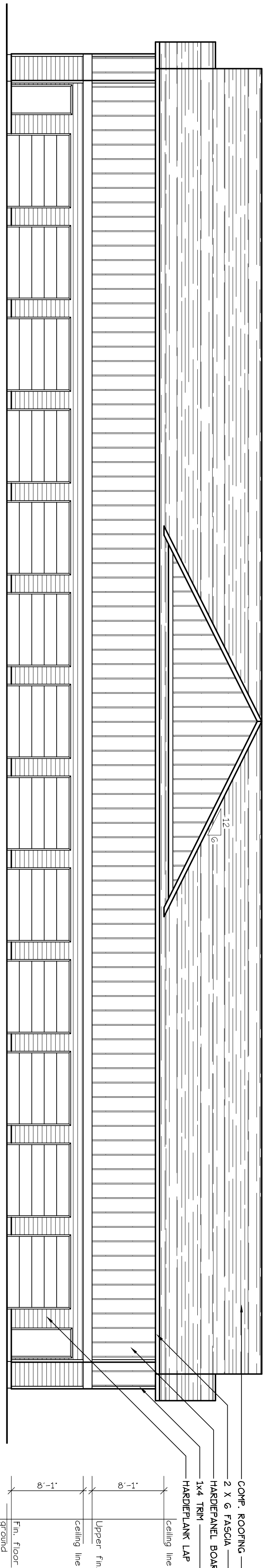


EAST ELEVATION (GARAGE 1 (12 GARAGES))

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

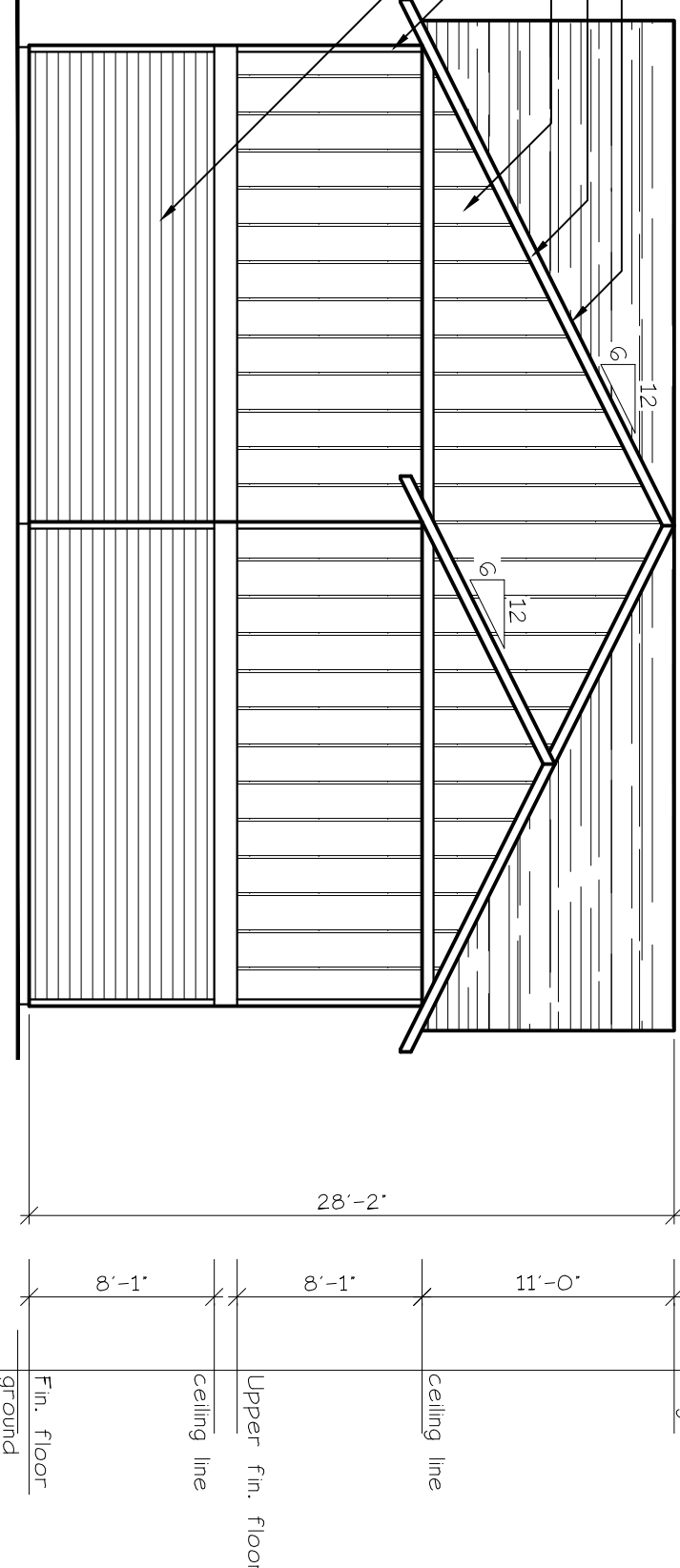
NORTH ELEVATION (GARAGE 2 (15 GARAGES))

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



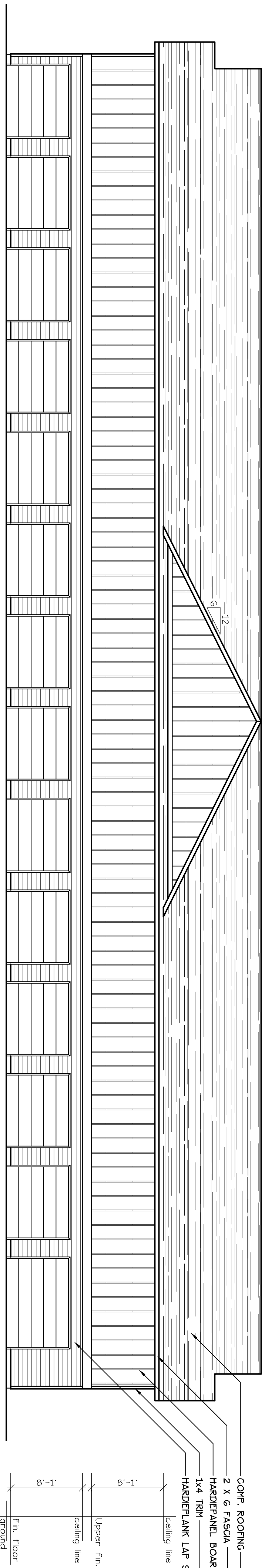
SOUTH ELEVATION (GARAGE 3 (27 GARAGES))

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



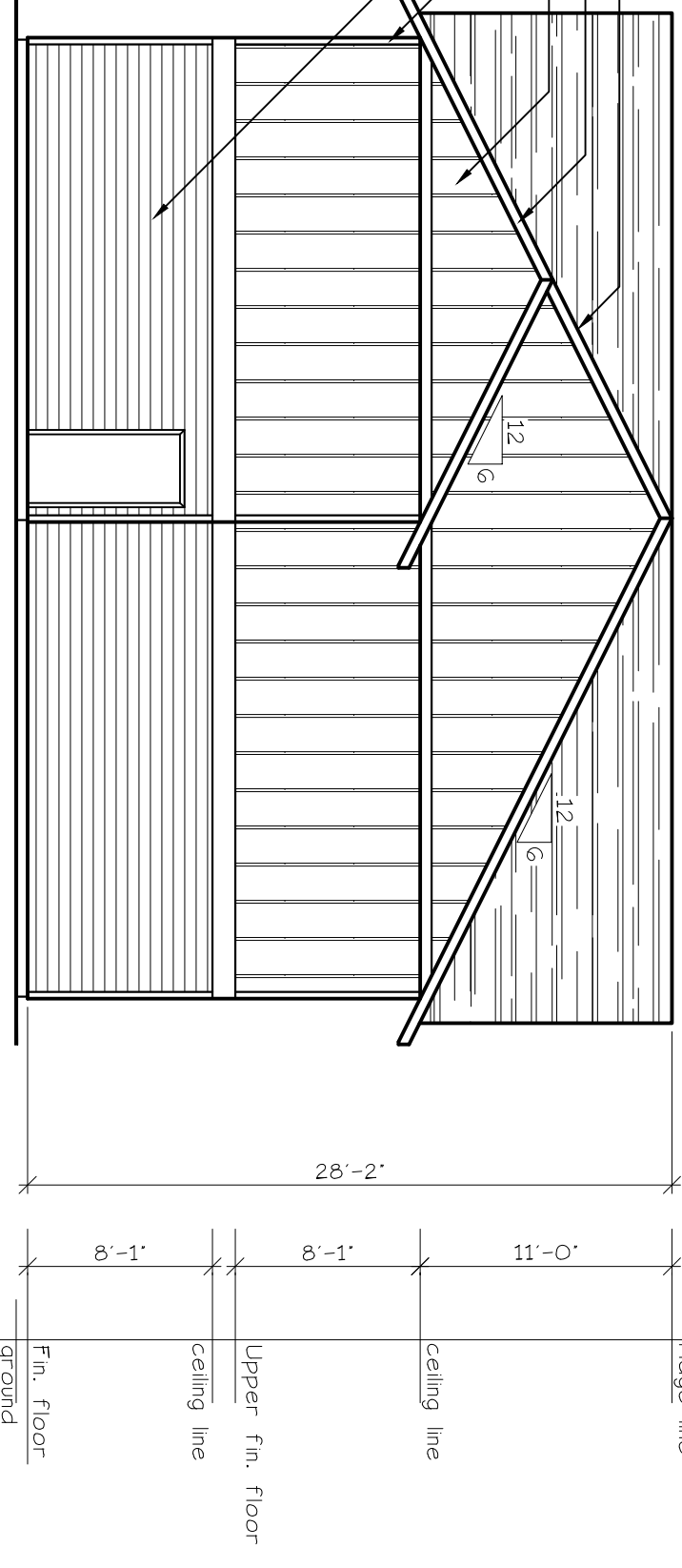
EAST ELEVATION (GARAGE 3 (27 GARAGES))

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



NORTH ELEVATION (GARAGE 3 (27 GARAGES))

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



WEST ELEVATION (GARAGE 3 (27 GARAGES))

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

Northstar Apartments

Design Review

Revised-December 6, 2019

The following statement addresses the applicable Design Review **Standards** and **Guidelines** in the SRC Chapter 702 (Multiple Family Design Review Guidelines and Design Review Standards) and the requirements under the RM2 Zone District. Information provided on the site plans for the Design Review application further address applicable code requirements.

On October 16, 2019, a Design Review Pre-Application Conference (PRE-AP-19-107) was held with the applicant and City staff to discuss the development of the subject property.

Proposal (Sheet SDR3):

The subject property is 14.72 acres in size, zoned RM2, and located on Kale Road (062W32C/Tax Lots 700 and 800).

The applicant is proposing a development consisting of 324 apartment units as shown on the site plans.

The applicant is requesting to meet all Design Review **Standards**, **except Building Length under SRC 702.035(b)(2) (Building Mass and Façade Design Standards)**. Therefore, the applicant will meet the Building Mass and Façade Design Guidelines under 702.035(b)(1).

All standards have been addressed and met as outlined within this narrative and on the site plans. Building length for Building 1, Garage 2, and Garage 3 exceed the 150-foot maximum length allowed, therefore, the applicant is meeting the Design Review Guideline requirements for Building Mass.

Multi-Family Residential (RM2) Chapter 514

Density: The site being developed is 14.72 acres in size. Development in an RM2 zone shall meet a minimum of 12 dwelling units and shall not exceed 28 dwelling units. Therefore, the site shall be developed with a minimum of 177 and allowed to have a maximum of 412 units. As shown on the site plan, there are 324 units proposed on the property.

The development is in compliance with the minimum and maximum density requirements. See attached site plan.

Setbacks: All minimum setbacks to property lines, between buildings and distances to the entrances are met as shown on the tentative plan. Therefore, all setback requirements have

been met. Setbacks are shown on the tentative plan.

North:	Buildings 10, 15, 16: 112-foot setback (existing farmland and future park) Parking: 36.75-foot setback
East:	Buildings 1, 16, 17, 18, 19, 20, 21, 22, 23: 20-foot setback (Adjacent new right-of-way) Parking: 20-foot setback
South:	Buildings 23, 24, 25, 26: 20-foot setback (Adjacent Kale Street) Parking: 20-foot setback
West:	Buildings 5, 6, 7, 8, 9, 10, 26: 20-foot setback (existing mobile home park) Parking: 15-foot setback Garages: 15-foot setback

Maximum Height: Maximum building height allowed in the RM2 area is 50'. All proposed buildings are in compliance with the requirements of the Code.

*Building 1 (Recreation Building) is 28 feet in height (measured to the highest point).

*Building 2 is 40 feet in height (measured to the highest point)

*Building 3 is 40.4 feet in height (measured to the highest point)

*Building 4 is 39.1 feet in height (measured to the highest point)

*Building 5 is 39.1 feet in height (measured to the highest point)

*Building 6 is 40 feet in height (measured to the highest point)

*Building 7 is 37.9 feet in height (measured to the highest point)

*Building 8 is 39.1 feet in height (measured to the highest point)

*Building 9 is 40 feet in height (measured to the highest point)

*Building 10 is 40 feet in height (measured to the highest point)

*Building 11 is 40 feet in height (measured to the highest point)

*Building 12 is 39.1 feet in height (measured to the highest point)

- *Building 13 is 39.1 feet in height (measured to the highest point)
- *Building 14 is 40.4 feet in height (measured to the highest point)
- *Building 15 is 40.4 feet in height (measured to the highest point)
- *Building 16 is 37.9 feet in height (measured to the highest point)
- *Building 17 is 39.1 feet in height (measured to the highest point)
- *Building 18 is 37.9 feet in height (measured to the highest point)
- *Building 19 is 39.1 feet in height (measured to the highest point)
- *Building 20 is 40 feet in height (measured to the highest point)
- *Building 21 is 40 feet in height (measured to the highest point)
- *Building 22 is 37.9 feet in height (measured to the highest point)
- *Building 23 is 39.1 feet in height (measured to the highest point)
- *Building 24 is 40 feet in height (measured to the highest point)
- *Building 25 is 40 feet in height (measured to the highest point)
- *Building 26 is 40 feet in height (measured to the highest point)
- *Building 27 is 40.4 feet in height (measured to the highest point)
- *Building 28 is 39.1 feet in height (measured to the highest point)
- *Garage Buildings 1 and 2 are 13.10 feet in height (measured to the highest point)
- *Garage Building 3 is 28.2 feet in height (measured to the highest point)

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

Lot Coverage: The buildings on the site cover 19% (120,446sq.ft.) of the lot. Therefore, lot coverage is under the 50% maximum allowed and in compliance with code.

Stormwater: As stated on the Grading and Drainage Plan, the proposal is treating at least 80% hard surface with Green Water Infrastructure. Therefore, meeting the requirements of the Public Works Department.

Multiple Family Design Review Standards- Chapter 702

702.015 (b)(2) and (c)(2) Common Open Space Standards: In multi-family developments, a portion of the land not covered by buildings and parking shall be of adequate size and shape and in the proper location to be functional for outdoor recreation and relaxation. The standards are also intended to ensure that open space is an integral part of the overall development design.

The minimum open space area required for this development is 30% of the site. The subject property is 634,526 (14.57 acres) square feet in size with 252,782 square feet of landscaped open space. Therefore, totaling 40% open space. See the open space plan provided:

Landscaped Open Space-252,782s.f. (40%)
Landscape w/in Perimeter Setbacks-51,470s.f. (8.1%)
Landscape w/in Parking-19,681s.f. (10%) of parking area
Recreation Building-11,020s.f. (2%)

The proposed development provides an 11,020 square foot recreation building in the center of the site, along with a pool; a large recreation/play area located between Buildings 11 and 15; a large recreation/play area located between Buildings 11, 12, 13, and 14; two large recreation/play areas between Buildings 1, 2, 3, and 4; a large recreation/play area between Buildings 27 and 28; and landscaped open space areas throughout the site. The recreation building and play areas are available to all 324 dwelling units and accessible via the proposed pedestrian pathways (6-foot wide paved sidewalks). The recreation building, play areas, and open space areas are located in convenient and safe areas for the residents. The proposed development provides approximately 263,803s.f. square feet of total common open space throughout the site, that includes the recreation building and pool. Therefore, this standard has been met. See attached site plans and open space plan.

702.015 (d)(2) Private Open Space Standards (See Landscape Plans): Each unit will have private open space as required by code. Ground floor units will have patio areas that are 96 square feet in size, with no dimension less than 6 feet. All second and third story units will have balconies/decks that are a minimum 60 square feet in size. All private open space areas are located contiguous to the dwelling unit and will be screened with a 5-foot-high sight obscuring wood fence or landscaping. This private open space includes the patios and balconies/decks. Therefore, this standard has been met.

702.020 (b)(2) Landscaping Standards (Sheets L1.1, L1.2, L1.3): The subject property does not abut RS zoned properties. Landscaping is being provided adjacent all property lines and within the interior of the development. Landscaping has been provided throughout the site as identified on the landscape plans. A minimum of 1 tree will be planted for every 2,000 square feet of the site. Trees and vegetation have been provided throughout the development as shown on the landscape plans. There is 252,782 square feet of landscaped area throughout the site. Therefore, 40% of the site is landscaped. Landscape plans have been provided and demonstrate how the landscape standards have been met.

A permanent underground irrigation system will be provided when development plans are final.

There are no trees located on the subject property. However, new trees will be provided through the site as shown on the landscape plans.

702.020 (c)(2) Street Frontage Standards (Sheets L1.1, L1.2, L1.3): The landscape plans identify how this standard is met. Trees will be provided along the street frontage with one canopy tree per 50 linear feet. See attached landscaped plans. Therefore, this standard has been met.

702.020 (d)(2) Building Exterior Standards (Sheets L1.1, L1.2, L1.3): The exterior of the buildings will be landscaped to provide a visually appealing development. Trees and shrubs will be planted in front of and around all buildings as shown on the landscape plans. This will help to provide shading and privacy for residents. Therefore, this standard has been met.

702.020 (e)(2) Privacy Standards (See all Building Floor Plans and Sheet L1.1, L1.2, L1.3): All ground level private open space areas (patios) will be screened and separated with fencing. This will help to provide privacy for ground level residents. Therefore, this standard has been met.

702.020 (f)(2) Landscape Parking Standards (Sheets SDR3 and L1.1, L1.2, L1.3): In order to take into consideration circulation, pedestrian access, landscaping, and the requirements of the code, the parking areas have been carefully designed. All parking areas are landscaped as required, and separated by landscaped bays that are a minimum of 18-feet in width as shown on the site plan. The parking areas and landscaped areas provide for visually appealing apartment grounds.

Interior Parking Lot Landscaping: SRC 806.035(d)(2) requires a minimum of 5 percent landscaping within parking areas less than 50,000 square feet in size and a minimum of 8 percent landscaping within parking areas 50,000 square feet and greater in size. The parking area within the development is 205,817 (parking and driveways) square feet in size with 19,681 square feet (10%) of landscaping. Therefore, this standard has been met.

Therefore, this standard has been met. See attached site plans.

702.025 (a)(2) Crime Prevention Standards: Safety of the residents is very important, and all requirements are met to assure safety and compliance with code. There are no fences or plant materials located in areas within the development that obstruct visibility. All landscaping adjacent to open space areas will not exceed 3 feet in height.

All buildings have windows provided in habitable rooms and windows that face the parking lots and open space areas. This helps provide an eye on the development. Lighting on the buildings and along the sidewalks will be provided as well.

Therefore, this standard has been met. See attached site plans.

702.030(b)(2) Parking, Site Access, and Circulation Standards: The subject property has street frontage on Kale Street (south) and Countryside Drive (east) along the property lines. Internal accessways are proposed within the development.

All parking areas greater than 6,700 square feet in area are within the requirements of the code and are separated by planter bays that are a minimum of 18 feet in width. The layout of the parking areas has been taken into consideration and provides for safe and efficient circulation throughout the development.

As shown on the site plan, all buildings are separated from all pathways by a minimum 10-foot setback.

The parking area along right-of-way is setback a minimum of 20 feet as required by code.

Therefore, this standard has been met.

Parking: The development is for a 324-unit apartment complex. Code requires 1.5 vehicle parking spaces per every 1 dwelling units. The applicant is required to provide a minimum of 486 on-site vehicle parking spaces and is allowed a maximum of 850 on-site vehicle parking spaces. As shown on the site plan, 611 on-site parking spaces are being provided.

500 Standard Parking Stalls
42 Compact Parking Stalls
14 Handicap Parking Stalls
54 Garages
611 Total Parking Stalls

Adequate parking has been provided throughout the development with 1.89 parking spaces per dwelling unit.

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

Bicycle parking is also required on site. The Code requires 0.1 bicycle parking space per dwelling unit. Thirty-two (32) bicycle parking spaces are required for this development. Bike racks will be provided on the site and located in a convenient location for the residents.

Therefore, this standard has been met.

702.030(c)(2) Pedestrian Site Access Standards: The internal pedestrian circulation system consists of hard 6-foot wide surfaced sidewalks that provide easily identifiable and safe connections between the residential units, parking, recreation areas, manager's apartment, the trash disposal area, and adjacent properties. The pedestrian system connects the buildings to the public sidewalk system, adjacent properties, and to the future park to the north as required.

The sidewalks are raised above the surface of the travel lanes. This provides a clear separation between vehicles and pedestrians. Any pedestrian pathways that cross the parking area or driveways will be marked and a minimum of 6 feet wide. The pedestrian pathways will be lighted. Proposed pedestrian sidewalk connections are illustrated on the tentative site plan.

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

Therefore, this standard has been met.

702.035(b)(1) Building Mass and Façade Design Guidelines: These guidelines are intended to promote building and site design that contributes positively to a sense of neighborhood and to the overall streetscape by carefully relating building mass, entries and yards to public streets.

The building design does not have long flat walls or roof lines. The buildings will have an offset that breaks up the front of the buildings and the roof lines. Balconies (decks) and dormers are incorporated in the building design to add some visual element to the buildings. Building 1(recreation building), Garage 2, and Garage 3 are the only buildings that exceeds the 150-foot building length maximum. Building 1 is 170 feet in length, where 150 feet is the maximum building length allowed. Garage 2 is 155 feet in length and Garage 3 is 150.4 feet in length, where 150 feet is maximum building length allowed. All other buildings within the development will not exceed 150 feet in length. The height and length of the buildings and

structures conform to the measuring requirements in code.

All buildings face the interior of the lot. The rear side of Buildings 24 and 25 face Kale Street and the rear side of Buildings 16, 17, 18, 19, 20, 21, 22, and 23 face Countryside Drive. The street side of the buildings (rear) will be designed to be visually appealing, by providing similar design as is being provided for the front building facade for all buildings. In order to be consistent with the front facade of the building; windows, offsets, and architectural features will be incorporated in the portions of the building facing the right-of-way.

Varied materials and textures are being used on the building facade. The applicant has provided building elevations to show how this is being complied with. The materials used on the front, rear, and sides of the apartments are the same; shake siding, trim board, lap siding, and stone around the pillars. See attached building elevations. Therefore, this guideline has been met.

702.035(c)(2) Compatibility Standards: The subject property does not abut RS zoned property. All minimum setbacks to property lines, between buildings and distances to the entrances are met as shown on the tentative plan. Therefore, all setback requirements have been met. Setbacks are shown on the tentative plan.

North:	Buildings 10, 15, 16: 112-foot setback (existing farmland and future park) Parking: 36.75-foot setback
East:	Buildings 1, 16, 17, 18, 19, 20, 21, 22, 23: 20-foot setback (Adjacent new right-of-way) Parking: 20-foot setback
South:	Buildings 23, 24, 25, 26: 20-foot setback (Adjacent Kale Street) Parking: 20-foot setback
West:	Buildings 5, 6, 7, 8, 9, 10, 26: 20-foot setback (existing mobile home park) Parking: 15-foot setback Garages: 15-foot setback

The primary entrances for each individual unit is provided through a covered entry way. All building entries are clearly defined and easily accessible. The design of the building with the use of roofline offsets and covered entry ways, promote a positive sense of neighborhood. All building entrances face the internal street/parking system.

The subject property has 458 feet of buildable width (this excludes required side setbacks) along Kale Street. Buildings 23, 24, 25, and 26 are located on the setback line along Kale Street. Code requires a minimum of 50% of the buildable width be occupied by buildings

placed on the setback line. As shown on the site plan, the buildings total 293 feet of the buildable width along the street frontage. Therefore, occupying 64% of the buildable width of street frontage along Kale Street.

The subject property has 1295 feet of buildable width (this excludes required side setbacks) along Countryside Drive. Buildings 16, 17, 18, 19, 20, 1 (Rec Building), 21, 22 and 23 are located on the setback line along Countryside Drive. Code requires a minimum of 50% of the buildable width be occupied by buildings placed on the setback line. As shown on the site plan, the buildings total 750 feet of the buildable width along the street frontage. Therefore, occupying 58% of the buildable width of street frontage along Countryside Drive.

All roof-mounted equipment will be screened and integrated into the building design. Further review of this requirement will take place at the time of building permits.

Therefore, this standard has been met.

702.035(d)(2) Building Articulation Standards: All buildings have entrances physically and visually connected to the internal public sidewalk system and the parking lots. All external stairways are recessed into the buildings. Therefore, physically and visually incorporating them into the building's architecture design.

The primary entrances for each individual unit is provided through a covered entry way. All building entries are clearly defined and easily accessible. The design of the building with the use of roofline offsets and covered entry ways, promote a positive sense of neighborhood.

The building design does not have long flat walls or roof lines. The buildings will have an offset that breaks up the front of the buildings and the roof lines. All buildings will have a minimum of 4-foot offsets, balconies, patios, eaves, and windows incorporated into the design of each of the buildings. Therefore, this standard has been met. See building elevations.

702.040(a)(2) Recycling: There is one (1) trash/recycle area provided within the development. The trash receptacle is accessible for all residents via the paved internal sidewalk system. The trash/recycle area will be screened and enclosed with a sight-obscuring fence or wall. Detail plans for the trash receptacles have been provided. Therefore, meeting this standard.

Conclusion: The applicant satisfies all of the design review standards for the multi-family dwelling project proposed. The applicant is requesting to meet all Design Review Standards, except Building Length under SRC 702.035(b)(2) (Building Mass and Façade Design Standards). Therefore, the applicant will meet the Building Mass and Façade Design Guidelines under 702.035(b)(1).

All standards have been addressed and met as outlined within this narrative and on the site plans. Building length for Building 1, Garage 2, and Garage 3 exceed the 150-foot maximum length allowed, therefore, the applicant is meeting the Design Review Guideline requirements for Building Mass.



MEMO

TO: Olivia Glantz, Planner III
Community Development Department

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

DATE: January 16, 2020

SUBJECT: PUBLIC WORKS RECOMMENDATIONS
DR-SPR-DAP19-12 (19-122762)
4485 KALE STREET NE
324-UNIT APARTMENT COMPLEX

PROPOSAL

A Class 3 Design Review, Class 3 Site Plan Review, and Class 2 Driveway Approach Permit for development of a new multi-family apartment complex containing eight buildings and a total of 324 dwelling units, with associated parking, play and recreation areas, landscaping, and common building, for property approximately 14.5 acres in size, zoned RM-II (Multi-Family Residential), and located at 4485 Kale Street NE - 97305 (Marion County Assessor's Map and Tax lot numbers: 062W32C / 800 and 062W32C / 700).

RECOMMENDED CONDITIONS OF APPROVAL

1. Construct up to a three-quarter-street improvement along the frontage of Countryside Drive NE to Local street standards as specified in the PWDS and consistent with the provisions of SRC Chapter 803.
2. No parking signs shall be placed in compliance with PWDS along the eastern side of Countryside Drive NE.
3. Design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS.
4. Provide an additional pedestrian connection to the future Hazelgreen Park located at the northern boundary of the subject property in accordance with the street spacing standard found in SRC 803.030(a).

FACTS

Streets

1. Kale Street NE

- a. Standard—This street is designated as a Minor Arterial street in the Salem TSP. The standard for this street classification is a 46-foot-wide improvement within a 72-foot-wide right-of-way.
- b. Existing Conditions—This street has an approximate 34-foot improvement within a 68-foot-wide right-of-way abutting the subject property. The boundary improvement abutting the subject property is required to be constructed by land use case number SUB07-13A2 and is currently in review under permit number 18-121135-PC.

2. Countryside Drive NE

- a. Standard— This street is designated as a Local street in the Salem TSP. The standard for this street classification is a 30-foot-wide improvement within a 60-foot-wide right-of-way.
- b. Existing Conditions— This street is required to be constructed by land use case number SUB07-13A2 and is currently in review under permit number 18-121135-PC.

Storm Drainage

1. Existing Conditions

- a. An 18-inch storm main is located in Countryside Drive NE.
- b. Ditches and storm culverts are located in Kale Street NE.

Water

1. Existing Conditions

- a. The subject property is located within the G-0 water service level.
- b. A 16-inch water main is located in Kale Street NE. Mains of this size generally convey flows of 3,800 to 8,800 gallons per minute.

Sanitary Sewer

1. Existing Conditions

- a. An 18-inch sewer main is located in Kale Street NE. The sewer main is approximately 18 feet deep.
- b. An 8-inch sewer main is located in Countryside Drive NE. The sewer main is approximately 10 feet deep.

CRITERIA AND FINDINGS

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

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

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

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

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

According to the City's adopted landslide hazard susceptibility maps and SRC Chapter 810 (Landslide Hazards), there are no mapped landslide hazard areas on the subject property.

Criteria: SRC 220.005(f)(3)(B) The transportation system provides for the safe, orderly, and efficient circulation of traffic into and out of the proposed development, and negative impacts to the transportation system are mitigated adequately

Finding— The existing configuration of Countryside Drive NE does not appear to meet current standards for a Local classification of street per the Salem TSP. The applicant shall be required to construct up to a three-quarter street improvement along the frontage of the property in accordance with SRC Chapter 803 and PWDS. The TSP standard for Local streets anticipates parking on both sides of the street, dependent

upon multiple driveways along the street that allow for queuing of vehicles. Because the west side of Countryside Drive is limited to two driveway approaches along approximately 1,300 feet of frontage, two-way traffic is unsafe due to inadequate queuing areas. Therefore, the applicant shall be required to install No Parking signs along the eastern boundary of Countryside Drive NE.

The existing configuration of Kale Street NE does not meet current standards for a Minor Arterial street pursuant to the Salem TSP. Street improvements along the frontage of Kale Street NE are required under land use case number SUB07-13A2 and are currently in review under permit number 18-121135-PC.

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

Finding—The driveway accesses onto Countryside Drive NE provide for safe turning movements into and out of the property.

To provide safe and efficient pedestrian access to the future Hazelgreen Park, the applicant shall provide an additional pedestrian connection to the future Hazelgreen Park located at the northern boundary of the subject property in accordance with the street spacing requirements found in SRC 803.030(a).

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

Finding—The Public Works Department has reviewed the applicant's preliminary plan for this site. The water, sewer, and storm infrastructure are available within surrounding streets/areas and are adequate to serve the proposed development. The applicant is proposing to connect onsite private water, sewer, and stormwater systems to mains located in Countryside Drive NE.

The applicant's engineer submitted a statement demonstrating compliance with Stormwater PWDS Appendix 004-E(4) and SRC Chapter 71. The preliminary stormwater design demonstrates compliance with SRC Chapter 71 and PWDS.

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

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

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

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

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

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

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

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

(4) The proposed driveway approach, where possible:

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

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

(5) Proposed driveway approach meets vision clearance standards;

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

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

Finding—No evidence has been submitted to indicate that the proposed driveway will create traffic hazards or unsafe turning movements. Additionally, staff analysis of the proposed driveway indicates that it will not create a traffic hazard and will provide for safe turning movements for access to the subject property.

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

Finding—Staff analysis of the proposed driveway and the evidence that has been submitted indicate that the location of the proposed driveway will not have any adverse impacts to the adjacent properties or streets.

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

Finding—The proposed driveway approaches shall be aligned with intersections proposed with SUB07-13A2. The proposed driveway approaches are located on a Local street and do not create a significant impact to adjacent streets and intersections.

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

Finding—The proposed development is surrounded by residentially zoned property. The proposed driveways are taken from the lowest classification street abutting the subject property and shall be aligned with streets approved in land use case number SUB07-13A2. The Salem TSP standard for Local streets anticipates parking on both sides of the street, dependent upon multiple driveways along the street that allow for queuing of vehicles. Because the west side of Countryside Drive is limited to two driveway approaches along approximately 1,300 feet of frontage, two-way traffic is unsafe due to inadequate queuing areas. Therefore, the applicant shall be required to install No Parking signs along the eastern boundary of Countryside Drive NE. As conditioned, the driveways as proposed balance the adverse impacts to residentially zoned property and will not have an effect on the functionality of the adjacent streets.

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cc: File