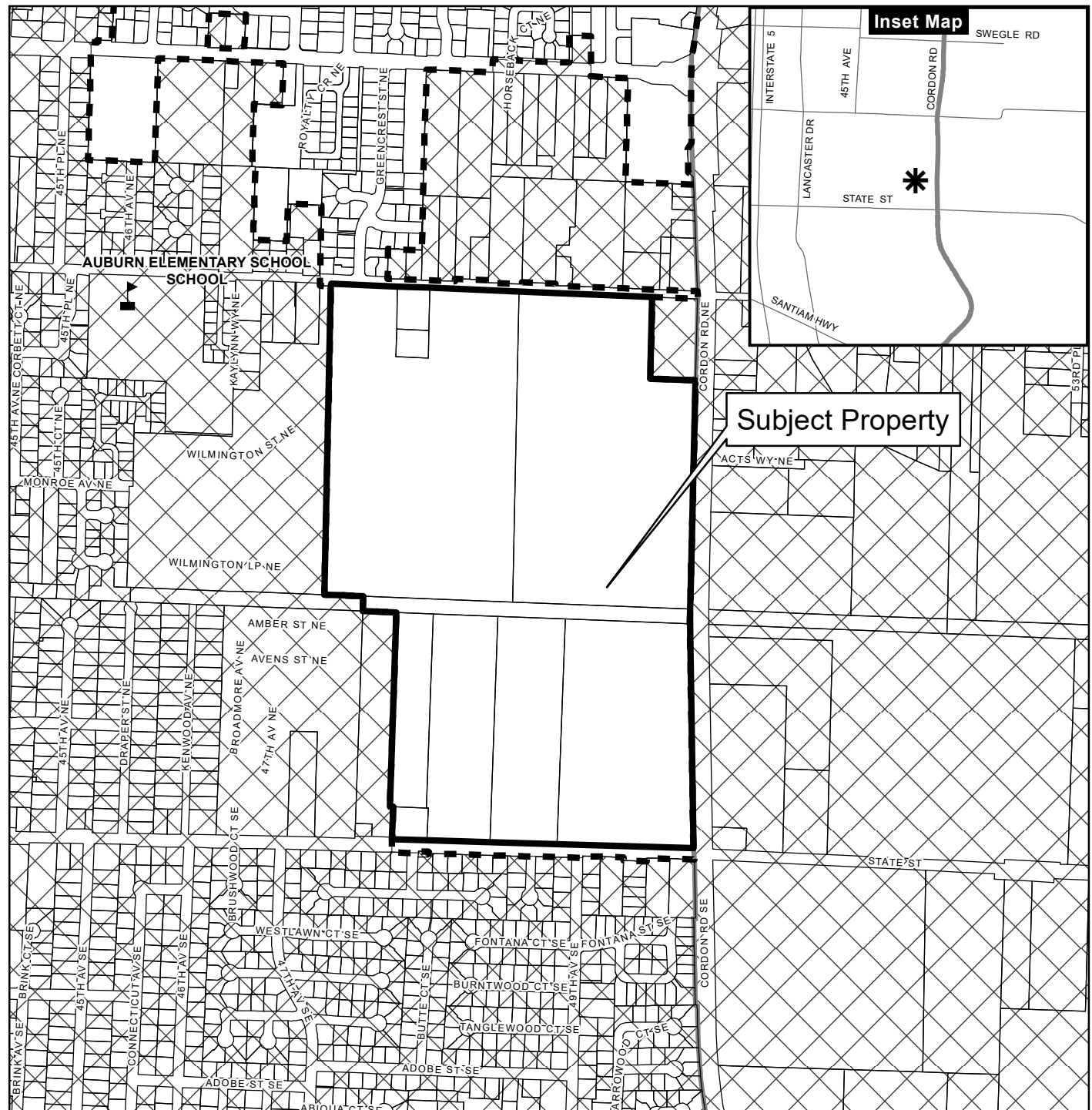


Vicinity Map

255 Cordon Road NE, 4800-4900 Block of State Street and 4700-4800 Block of Auburn Road NE



Legend

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



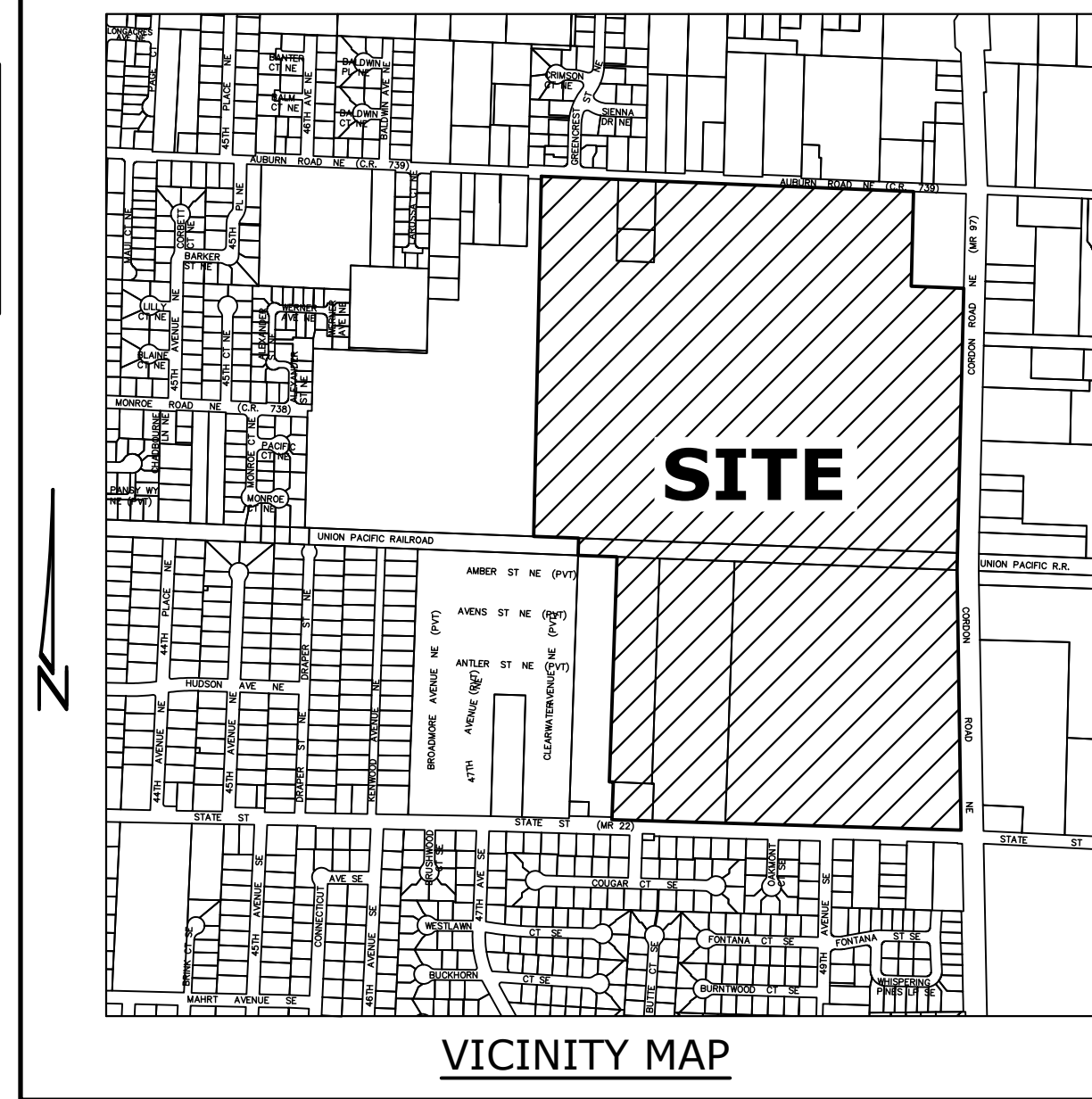
CITY OF Salem
AT YOUR SERVICE
Community Development Dept.

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SHEET INDEX

- P101 COVER SHEET
P102 SITE PLAN - PHASE 1 & 2
P103 SITE PLAN - PHASE 3
P104 SITE PLAN - PHASE 4



EAST PARK ESTATES
A PLANNED UNIT DEVELOPMENT

SEC. 29, T. 7 S., R. 2 W., W.M.
CITY OF SALEM
MARION COUNTY, OREGON

Owner / Developer:

EAST PARK L.L.C.
27375 SW PARKWAY AVE
WILSONVILLE, OREGON 97070

UTILITIES:
CABLE _____ COMCAST CABLE SERVICES
POWER _____ P.G.E.
PHONE _____ CENTURY LINK
GAS _____ N.W. NATURAL
SANITARY SEWER _____
STORM DRAIN & WATER _____ CITY OF SALEM

EXISTING ZONE:
RS, RM-I, RM-II, CR

COMPREHENSIVE DESG.:
SINGLE FAMILY RESIDENTIAL,
MULTI-FAMILY RESIDENTIAL &
COMMERCIAL

AREA TABLE:

BOUNDARY:	5,340,008 S.F.	122.59 Ac.	100.00%
LOT AREA:	2,728,279 S.F.	62.63 Ac.	51.01%
TRACT AREA:	387,211 S.F.	8.89 Ac.	7.25%
CITY PARK:	323,884 S.F.	7.44 Ac.	6.06%
COMMERCIAL:	574,966 S.F.	13.20 Ac.	10.77%

PARCEL SIZE:

PHASE 1	
TOTAL AREA	21.57 AC.
TRACTS	0.47 AC.
LOTS	14.61 AC.
NUMBER OF UNITS	147
DENSITY	10.06 UNITS/AC.
LARGEST	9,282 S.F.
SMALLEST	3,115 S.F.
AVERAGE	4,329 S.F.

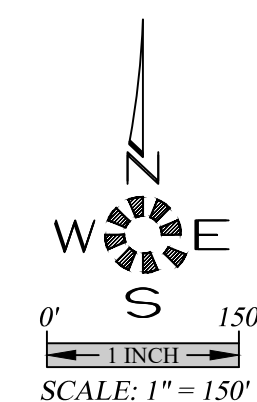
PHASE 2	
TOTAL AREA	12.88 AC.
TRACTS	1.68 AC.
LOTS	8.49 AC.
NUMBER OF UNITS	90
DENSITY	10.60 UNITS/AC.
LARGEST	6,988 S.F.
SMALLEST	3,010 S.F.
AVERAGE	4,109 S.F.

PHASE 3	
TOTAL AREA	16.93 AC.
TRACTS	2.28 AC.
LOTS	8.79 AC.
NUMBER OF UNITS	94
DENSITY	10.69 UNITS/AC.
LARGEST	8,487 S.F.
SMALLEST	3,115 S.F.
AVERAGE	4,073 S.F.

PHASE 4	
TOTAL AREA	13.48 AC.
TRACTS	0.26 AC.
LOTS	9.03 AC.
NUMBER OF UNITS	99
DENSITY	10.96 UNITS/AC.
LARGEST	4,738 S.F.
SMALLEST	3,465 S.F.
AVERAGE	3,973 S.F.

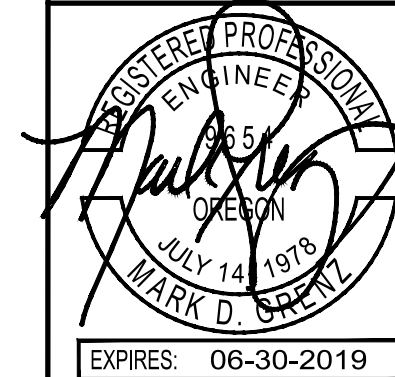
PHASE 5	
TOTAL AREA	13.41 AC.
TRACTS	0.80 AC.
LOTS	9.33 AC.
NUMBER OF UNITS	101
DENSITY	10.83 UNITS/AC.
LARGEST	5,780 S.F.
SMALLEST	3,115 S.F.
AVERAGE	4,022 S.F.

PHASE 6	
TOTAL AREA	18.69 AC.
TRACTS	3.27 AC.
LOTS	10.43 AC.
NUMBER OF UNITS	111
DENSITY	10.64 UNITS/AC.
LARGEST	8,989 S.F.
SMALLEST	3,115 S.F.
AVERAGE	4,095 S.F.



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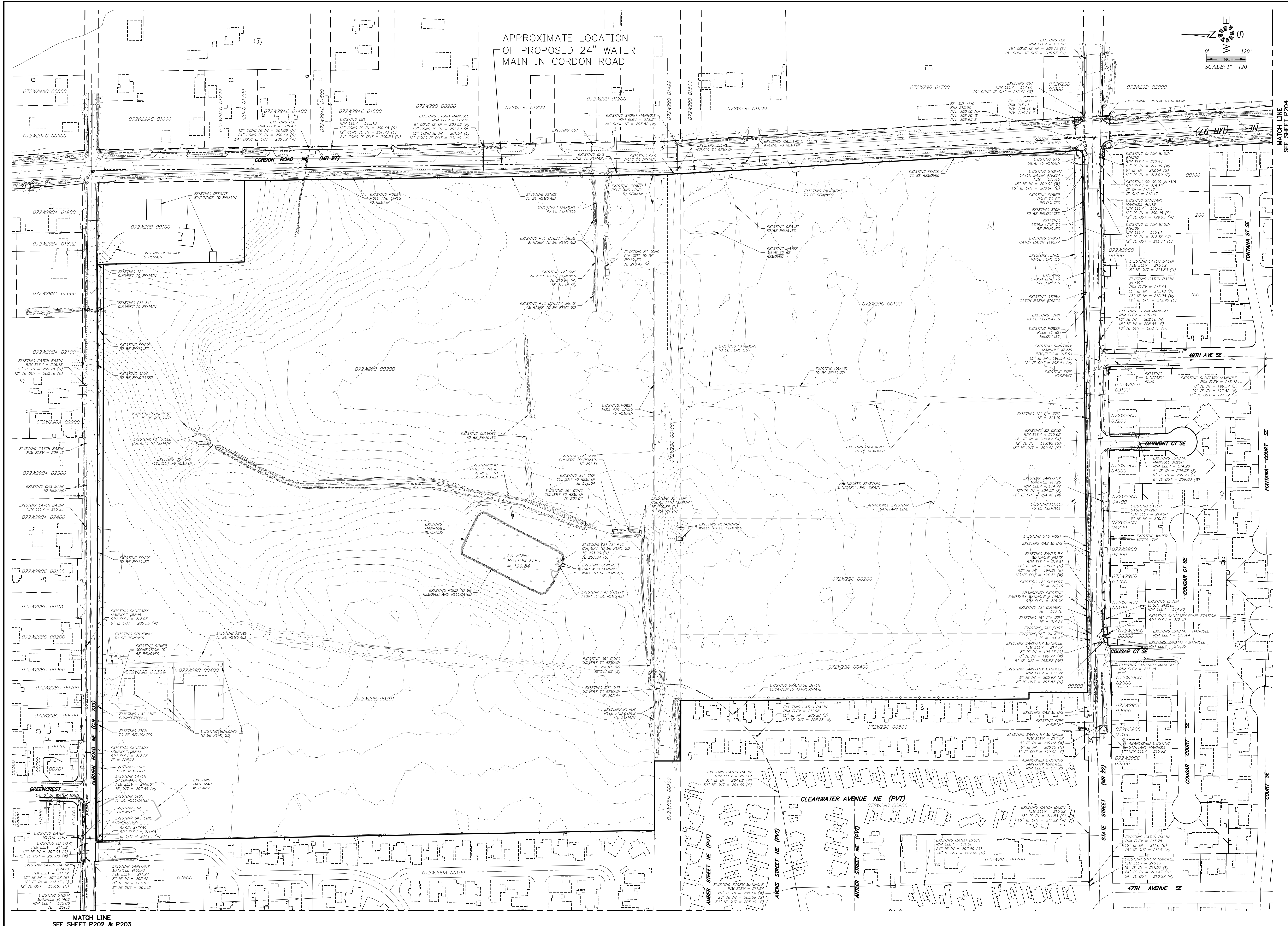
Design: M.D.G.
Drawn: L.J.L.
Checked: J.G.
Date: OCT. 2020
Scale: AS SHOWN



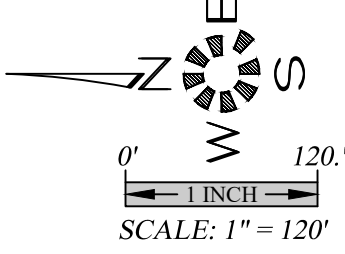
EXPIRES 06-30-2019

JOB # 6437

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APPROXIMATE LOCATION
OF PROPOSED 24" WATER
MAIN IN CORDON ROAD



MATCH LINE
SEE SHEET P204

MULTI/TECH

ENGINEERING SERVICES, INC.

1155 13th St. S.E. Salem, OR 97302

PH: (503) 363-9227 FAX: (503) 364-1260

www.mtengr.com office@mtengr.com

EXISTING CONDITIONS PLAN

- SITE

EAST PARK ESTATES

P.U.D.

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AUTHORIZATION FROM THE
DESIGN ENGINEER.

DESIGN: M.D.G.

DRAWN: M.D.G.

CHECKED: M.D.G.

DATE: NOV. 2018

SCALE: AS SHOWN

REGISTERED PROFESSIONAL
ENGINEER

MARK D. GREW

EXPIRES: 06-30-2019

JOB # 6437

P201

PHASE 1																	
LOT	S.F.	LOT	S.F.	LOT	S.F.	LOT	S.F.	LOT	S.F.	LOT	S.F.	LOT	S.F.	LOT	S.F.	LOT	S.F.
1	4,639	16	4,657	31	3,455	47	4,041	62	3,115	77	4,176	92	5,808	107	4,415	122	4,961
2	4,249	17	5,316	32	3,466	48	5,060	63	3,830	78	5,186	93	4,443	108	4,686	123	4,455
3	3,960	18	6,710	33	3,477	49	4,455	64	4,850	79	4,275	94	3,785	109	6,095	124	4,455
4	3,960	19	5,338	34	3,488	50	4,455	65	4,356	80	4,519	95	3,760	110	4,666	125	6,885
5	4,468	20	4,330	35	3,502	51	3,560	66	3,960	81	3,960	96	4,136	111	4,500	126	9,282
6	4,468	21	3,819	36	3,519	52	3,560	67	3,960	82	4,144	97	4,640	112	4,500	127	8,645
7	3,960	22	3,418	37	3,535	53	3,560	68	3,960	83	4,303	98	4,825	113	4,500	128	7,607
8	3,960	23	3,415	39	3,560	54	4,040	69	3,960	84	3,857	99	3,909	114	4,500	129	6,387
9	3,960	24	3,412	40	3,560	55	4,184	70	4,560	85	4,165	100	4,639	115	4,500	130	3,959
10	3,960	25	3,409	41	3,560	56	3,560	71	4,040	86	5,188	101	4,341	116	4,500	131	3,960
11	3,960	26	3,407	42	3,560	57	3,560	72	4,287	87	7,160	102	4,007	117	4,500	132	3,960
12	3,996	27	3,411	43	3,560	58	3,560	73	4,349	88	6,309	103	4,711	118	4,077	133	3,960
13	5,801	28	3,422	44	3,560	59	3,115	74	4,322	89	5,382	104	4,275	119	4,396	134	3,960
14	4,225	29	3,433	45	3,560	60	3,115	75	4,322	90	4,676	105	4,275	120	4,683	135	3,960
15	4,600	30	3,444	46	3,560	61	3,115	76	4,345	91	4,601	106	4,290	121	5,177	136	3,960

PHASE 2

LOT	S.F.	LOT	S.F.	LOT	S.F.	LOT	S.F.	LOT	S.F.	LOT	S.F.	LOT	S.F.
148	4,253	162	5,683	176	4,040	190	4,040	204	4,078	218	3,560	232	4,455
149	4,257	163	6,247	177	3,774	191	4,040	205	3,465	219	4,099	233	3,115
150	4,261	164	6,979	178	3,986	192	4,040	206	3,433	220	3,643	234	3,115
151	4,265	165	4,121	179	3,932	193	4,040	207	3,456	221	3,465	235	3,115
152	4,269	166	4,161	180	3,891	194	3,636	208	5,039	222	3,465	236	3,115
153	4,273	167	4,445	181	4,041	195	3,764	209	6,988	223	3,465	237	3,830
154	4,277	168	4,450	182	4,040	196	3,788	210	3,798	224	3,465		
155	5,143	169	3,960	183	4,040	197	3,663	211	3,560	225	3,465		
156	6,181	170	3,960	184	4,040	198	4,793	212	3,560	226	3,465		
157	4,038	171	3,960	185	4,040	199	3,696	213	3,830	227	3,465		
158	4,615	172	3,960	186	4,040	200	3,010	214	3,830	228	4,963		
159	4,943	173	3,960	187	4,040	201	3,010	215	3,560	229	6,107		
160	5,033	174	4,049	188	4,040	202	3,010	216	3,560	230	4,455		
161	5,277	175	4,040	189	4,040	203	4,466	217	3,560	231	4,455		

Parcel Table	
TRACT	S.F.
TRACT 1A	13,286
TRACT 1B	7,092

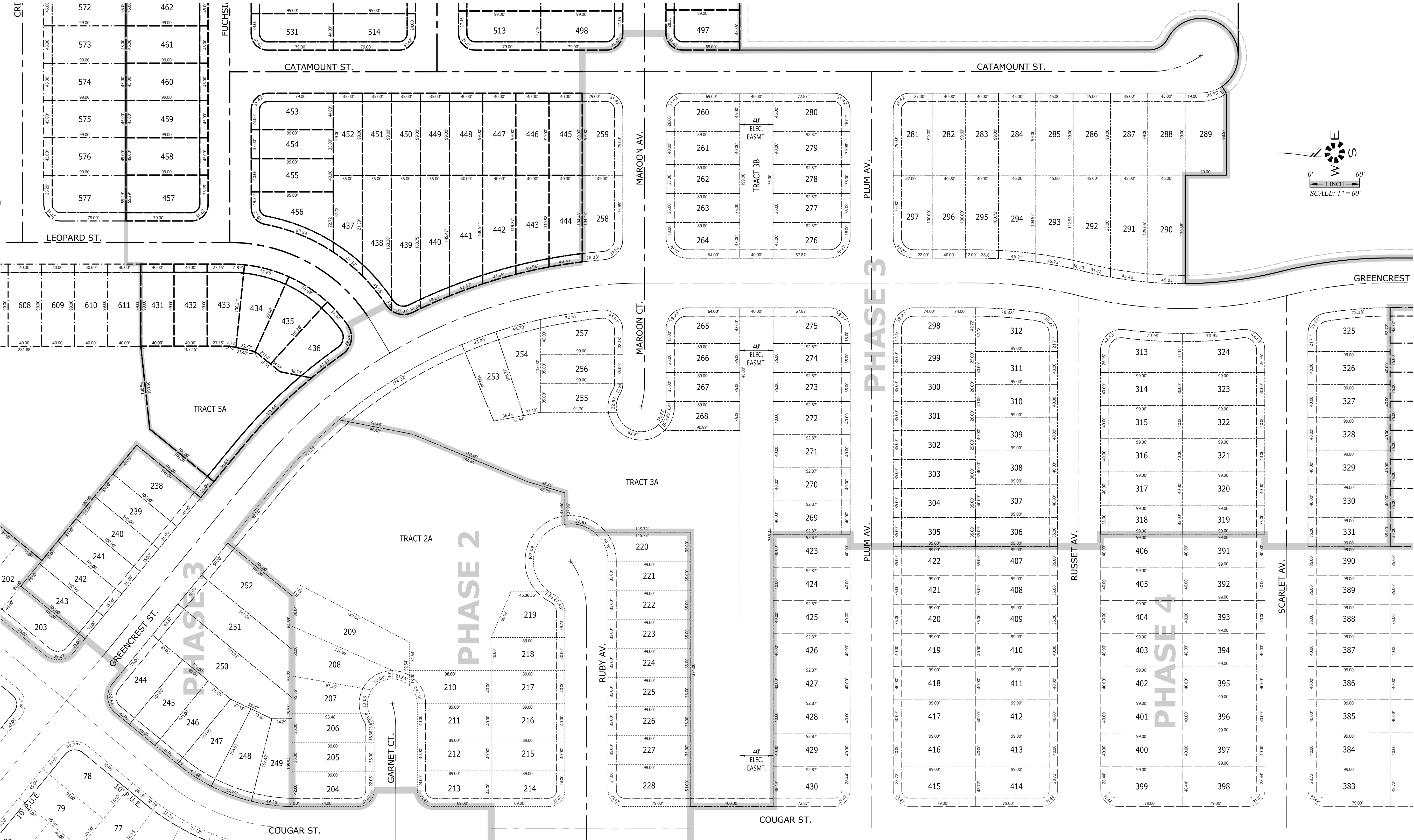
Parcel Table	
TRACT	S.F.
TRACT 2A	73,059



PHASE 3

LOT	S.F.	LOT	S.F.	LOT	S.F.	LOT	S.F.	LOT	S.F.	LOT	S.F.	LOT	S.F.
238	4,500	254	4,168	270	3,715	286	4,455	302	3,465	318	3,465	239	3,500
239	3,500	255	3,297	271	3,715	287	4,455	303	3,465	319	3,465		
240	3,500	256	3,465	272	3,715	288	4,455	304	3,465	320	3,960		
241	3,500	257	4,801	273	3,250	289	5,035	305	3,465	321	3,960		
242	3,500	258	4,892	274	3,250	290	5,864	306	3,465	322	3,960		
243	3,500	259	4,765	275	3,859	291	5,687	307	3,960	323	3,960		
244	4,613	260	4,008	276	3,859	292	5,318	308	3,960	324	4,775		
245	4,040	261	3,560	277	3,250	293	4,888	309	3,960	325	4,795		
246	3,535	262	3,115	278	3,250	294	4,613	310	3,960	326	3,960		
247	3,914	263	3,115	279	3,714	295	4,007	311	3,960	327	3,960		
248	4,141	264	3,693	280	4,187	296	4,000	312	4,795	328	3,960		
249	3,846	265	3,693	281	4,567	297	4,566	313	4,775	329	3,960		
250	8,487	266	3,115	282	3,960	298	4,095	314	3,960	330	3,960		
251	7,178	267	3,115	283	3,960	299	3,465	315	3,960	331	3,465		
252	6,026	268	3,214	284	4,455	300	3,465	316	3,960				
253	4,122	269	3,715	285	4,455	301	3,465	317	3,960				

Parcel Table	
TRACT	S.F.
TRACT 3A	91,544
TRACT 3B	7,960



TENTATIVE SITE PLAN
PHASE 3

EAST PARK ESTATES

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Drawn: L.J.L.
Checked: J.G.
Date: AUG. 2020
Scale: AS SHOWN

REGISTERED PROFESSIONAL
ENGINEER
MARK D. GARNER
JULY 14, 1978
EXPIRES 06-30-2019
JOB # 6437



PHASE 4

LOT	S.F.	LOT	S.F.	LOT	S.F.	LOT	S.F.	LOT	S.F.	LOT	S.F.	LOT	S.F.
332	4,126	347	3,878	362	4,077	377	3,465	392	3,960	407	3,465	422	3,465
333	3,919	348	3,873	363	4,455	378	3,960	393	3,960	408	3,465	423	3,715
334	3,903	349	3,868	364	4,455	379	3,960	394	3,960	409	3,465	424	3,715
335	3,895	350	3,860	365	4,455	380	3,960	395	3,960	410	3,960	425	3,715
336	3,897	351	3,849	366	4,455	381	3,960	396	3,960	411	3,960	426	3,715
337	3,898	352	3,839	367	4,455	382	4,738	397	3,960	412	3,960	427	3,715
338	3,899	353	3,835	368	4,523	383	4,738	398	4,710	413	3,960	428	3,715
339	3,899	354	3,838	369	4,523	384	3,960	399	4,710	414	4,738	429	3,715
340	3,900	355	3,534	370	4,455	385	3,960	400	3,960	415	4,738	430	4,413
341	3,900	356	4,610	371	4,455	386	3,960	401	3,960	416	3,960		
342	3,898	357	4,146	372	4,455	387	3,960	402	3,960	417	3,960		
343	3,894	358	3,616	373	4,455	388	3,465	403	3,960	418	3,960		
344	3,890	359	3,604	374	4,455	389	3,465	404	3,960	419	3,960		
345	3,886	360	4,105	375	3,465	390	3,465	405	3,960	420	3,465		
346	3,882	361	3,580	376	3,465	391	3,960	406	3,960	421	3,465		

PHASE 6

LOT	S.F.	LOT	S.F.
613	4,095	628	4,455
614	3,465	629	4,455
615	3,465	630	3,960
616	3,465	631	3,960
617	3,465	632	3,960
618	3,465	633	4,455
619	3,465	634	3,973
620	3,465	635	3,966
621	3,454	636	4,500
622	4,271	637	4,000
623	4,271	638	4,000
624	3,454	639	4,000
625	3,555	640	4,500
626	4,368	641	4,500
627	5,353	642	5,125

Parcel Table	
TRACT	S.F.
TRACT 4A	31,675

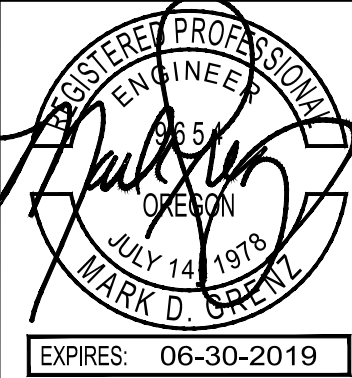


TENTATIVE SITE PLAN
PHASE 4

EAST PARK ESTATES

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Drawn: L.J.L.
Checked: J.G.
Date: AUG. 2020
Scale: AS SHOWN



JOB # 6437

P104

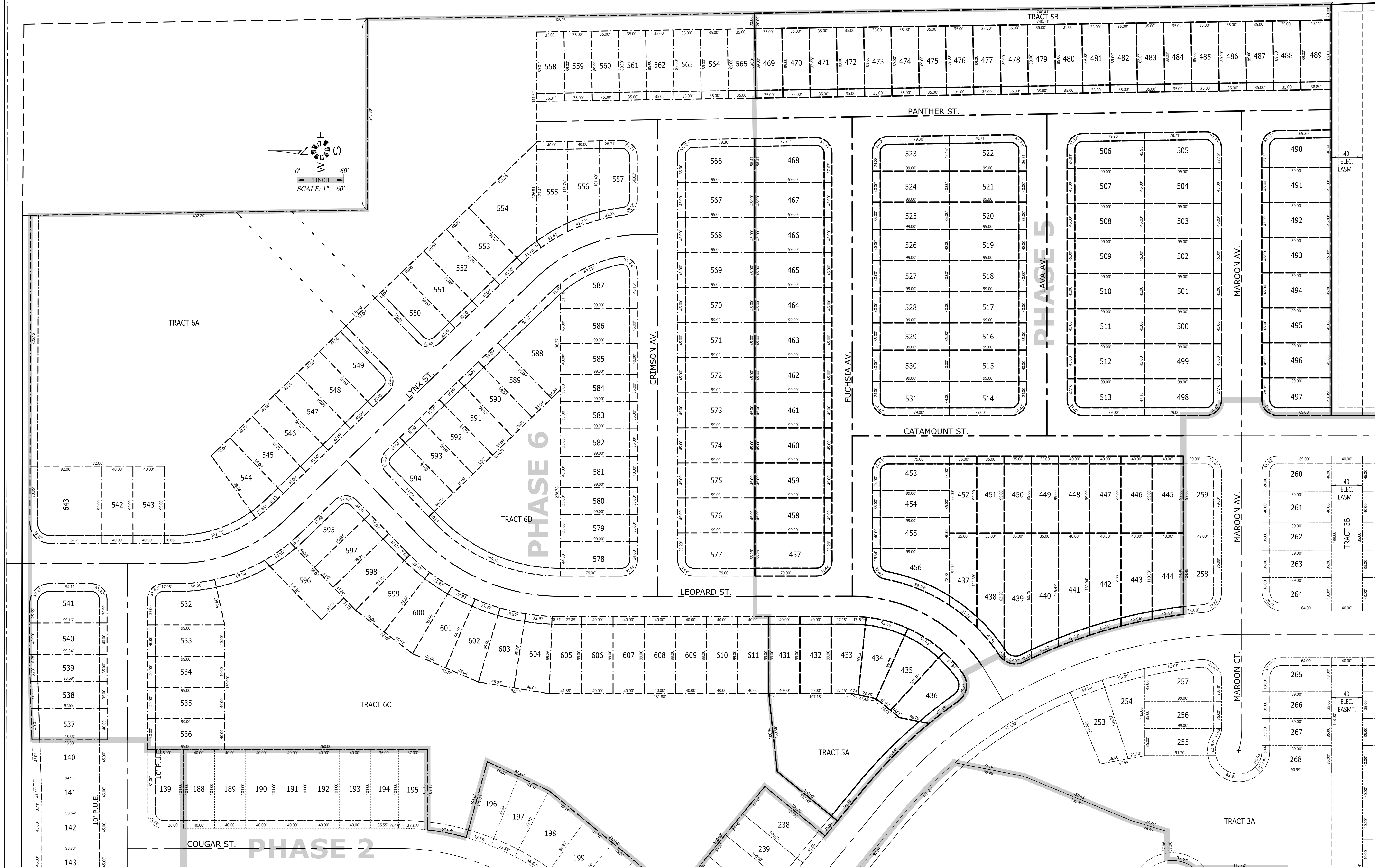
PHASE 5															
LOT	S.F.	LOT	S.F.	LOT	S.F.	LOT	S.F.	LOT	S.F.	LOT	S.F.	LOT	S.F.	LOT	S.F.
431	3,960	445	3,960	459	4,455	473	3,115	487	3,115	501	4,455	515	3,960	529	3,465
432	3,960	446	3,960	460	4,455	474	3,115	488	3,115	502	4,455	516	3,465	530	3,960
433	3,960	447	3,960	461	4,455	475	3,115	489	3,511	503	4,455	517	3,960	531	4,270
434	3,974	448	3,960	462	4,455	476	3,115	490	4,161	504	4,455	518	3,960		
435	3,988	449	3,465	463	4,455	477	3,115	491	4,005	505	4,536	519	3,960		
436	4,711	450	3,465	464	4,455	478	3,115	492	4,005	506	4,397	520	3,465		
437	3,713	451	3,465	465	4,455	479	3,115	493	4,005	507	4,455	521	3,960		
438	4,965	452	3,465	466	4,455	480	3,115	494	4,005	508	4,455	522	4,483		
439	5,800	453	4,270	467	4,455	481	3,115	495	4,005	509	4,455	523	4,344		
440	5,352	454	3,465	468	5,574	482	3,115	496	4,005	510	4,455	524	3,960		
441	5,518	455	3,960	469	3,115	483	3,115	497	4,217	511	4,455	525	3,465		
442	4,997	456	4,909	470	3,115	484	3,115	498	4,583	512	4,455	526	3,960		
443	4,590	457	5,387	471	3,115	485	3,115	499	4,455	513	4,583	527	3,960		
444	4,293	458	4,455	472	3,115	486	3,115	500	4,455	514	4,270	528	3,960		

Parcel Table	
TRACT	S.F.
TRACT SA	20,089

PHASE 6

LOT	S.F.	LOT	S.F.	LOT	S.F.	LOT	S.F.	LOT	S.F.	LOT	S.F.
532	4,941	546	3,960	560	3,115	574	4,455	588	6,227	602	3,879
533	3,960	547	3,960	561	3,115	575	4,455	589	3,465	603	3,882
534	3,960	548	3,960	562	3,115	576	4,455	590	3,465	604	3,888
535	3,960	549	4,567	563	3,115	577	5,387	591	3,465	605	3,963
536	3,960	550	4,567	564	3,115	578	4,270	592	3,465	606	3,960
537	3,878	551	3,960	565	3,115	579	3,465	593	3,465	607	3,960
538	3,435	552	3,960	566	5,435	580	3,465	594	4,270	608	3,960
539	3,469	553	3,960	567	4,455	581	3,960	595	4,273	609	3,960
540	3,968	554	7,312	568	4,455	582	3,465	596	4,063	610	3,960
541	4,786	555	5,038	569	4,455	583	3,465	597	3,465	611	3,960
542	3,960	556	4,316	570	4,455	584	3,465	598	3,945	643	8,989
543	3,960	557	4,605	571	4,455	585	3,960	599	3,884		
544	3,980	558	3,174	572	4,455	586	4,455	600	3,881		
545	3,960	559	3,115	573	4,455	587	5,410	601	3,879		

Parcel Table	
TRACT	S.F.
TRACT 6A	191,090
TRACT 6C	128,562
TRACT 6D	22,613



TENTATIVE SITE PLAN
PHASE 1 & 2

EAST PARK ESTATES

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Drawn: L.J.L.
Checked: J.G.
Date: AUG. 2020
Scale: AS SHOWN

REGISTERED PROFESSIONAL ENGINEER
JULY 14, 1978
MARK D. GREGG
EXPIRES 06-30-2019
JOB # 6437

East Park Estates

SUB-Modification

CPC-ZC-PUD-SUB-ADJ19-08

November 2, 2020

BACKGROUND:

On June 18, 2018, a Pre-Application Conference (PRE-AP18-72) was held with the applicant and City staff. The purpose of the pre-app was to discuss the potential development of the property.

The applicant attended the East Lancaster Neighborhood Association meeting and the East Suburban Neighborhood Association meeting on October 4, 2018, to discuss the proposal with the Neighborhood Association and adjacent property owners.

On January 3, 2019, the required PUD Pre-Application Conference (PRE-AP18-126) was held with the applicant and City staff.

On October 16, 2019, CPC-ZC-PUD-SUB-ADJ19-08 was approved for East Park PUD. The approval was for a 695-unit Planned Unit Development and Subdivision to be completed in six phases, a Minor Comprehensive Plan Map Amendment and Zone Change from CR (Retail Commercial) to RMII (Multi-Family Residential) for approximately 2.11 acres, and from IP (Industrial Park) to RS (Single Family Residential) for approximately 3.25 acres, and a Class-2 Adjustment to reduce the amount of required off-street parking spaces for the 36-unit multi-family portion of the PUD from 77 spaces (2.14 per unit) to 64 spaces (1.77 spaces per unit).

ORIGINAL PROPOSAL:

The applicant is proposing to subdivide 122 acres into a six (6) Phase, 659-Lot Planned Unit Development (PUD)/Subdivision (SUB) with 12.29 acres of open space.

Phase 1:	147 lots
Phase 2:	94 lots
Phase 3:	106 lots
Phase 4:	99 lots
Phase 5:	101 lots
Phase 6:	112 lots

MODIFIED PROPOSAL:

- 1) The applicant is proposing to modify the approved subdivision boundary as shown on the Modified Subdivision Site Plan.
- 2) In order to deal with an existing encroachment issue with the adjacent mobile home park to the west, the boundary of the Subdivision is being adjusted to the east about 1' to 3.54' in width along the west side of Lots 18-38 and Lots 156-164. See Sheet P102.
- 3) In order to deal with an existing encroachment issue with the adjacent mobile home park to the west, the boundary of the Subdivision is being adjusted to the east about 1' to 3.54' in width d along the west side of Lots 332-355. See Sheet P104.
- 4) The applicant is proposing to subdivide 122 acres into a six (6) Phase, 642-Lot Subdivision (SUB) with 12.29 acres of open space.

Phase 1:	147 lots
Phase 2:	90 lots
Phase 3:	94 lots
Phase 4:	99 lots
Phase 5:	101 lots
Phase 6:	111 lots

- 5) The applicant is also requesting Alternative Street Standards to a cul-de-sac in Phase 2 and a cul-de-sac in Phase 3.

SITE VICINITY AND CHARACTERISTICS:

The subject property contains approximately 122 acres, including 12.29 acres of open space. The subject property is zoned RS (Single-Family Residential), RMI and RMII (Multi-Family Residential), and CR (Commercial Retail).

The subject property is vacant. Topography, property configuration and dimensions area illustrated on the tentative plan.

The surrounding properties are zoned and used as follows:

North: Across Auburn Road NE-RS (Single Family Residential) zone, and Marion county UT-5 (Urban Transition) and UD (Urban Development zones; existing single-family dwellings
East: Across Cordon Road-Marion County AR (Acreage Residential), P (Public), and I (Industrial) zones; existing Marion County Fire Department and existing industrial uses
South: Across State Street-Marion County UD (Urban Development), RM (Multi-Family Residential), and RL (Limited Multi-Family Residential) zones; RA (Residential Agriculture); existing single-family dwellings
West: Marion County RM (Multi-Family Residential); existing single-family and multi-family dwellings

The subject property is located within the City limits (ANXC-689) and the Urban Growth Boundary.

UDC 205.070(d) SUB MODIFICATION CRITERIA:

- (1) The proposed modification does not substantially change the original approval;
and***

Findings: The modified proposal is in substantial conformance with the original approval. There are no major changes being made.

Modified Proposal:

- 1) The applicant is proposing to modify the approved subdivision boundary as shown on the Modified Subdivision Site Plan.
- 2) In order to deal with an existing encroachment issue with the adjacent mobile home park to the west, the boundary of the Subdivision is being adjusted to the east about 1' to 3.54' in width along the west side of Lots 18-38 and Lots 156-164. See Sheet P102.
- 3) In order to deal with an existing encroachment issue with the adjacent mobile home park to the west, the boundary of the Subdivision is being adjusted to the east about 1' to 3.54' in width d along the west side of Lots 332-355. See Sheet P104.
- 4) The applicant is proposing to subdivide 122 acres into a six (6) Phase, 642-Lot Subdivision (SUB) with 12.29 acres of open space.

Phase 1:	147 lots
Phase 2:	90 lots
Phase 3:	94 lots
Phase 4:	99 lots
Phase 5:	101 lots
Phase 6:	111 lots
- 5) The applicant is also requesting Alternative Street Standards to a cul-de-sac in Phase 2 and a cul-de-sac in Phase 3.

The proposal does not require any variances to lot development or street standards specified in the Code. The subdivision is within a planned unit development (PUD), UDC Chapter 210 does not have lot dimension requirements. The PUD Chapter is setup to provide flexibility in lot sizes. However, the proposed lots range in size from 3,150 to 9,264 square feet in size, with an average lot size of 4,120 square feet. The modification is only for the Subdivision.

Density within the SUB is still being met as shown below:

RS Zone-Minimum 4,000 square foot lot size required

Lot Size w/Streets	Lot Size w/out Streets
77.27 acres	56.50 acres
814 lots- max allowed	615 lots- max allowed
434 lots- proposed	434 lots- proposed
Density met	Density met

RM1 Zone-8 units minimum/14 units maximum

Lot Size w/Streets	Lot Size w/out Streets
11.7 acres	8 acres
94 units-min required	64 units-min required
164 units-max allowed	112 units-max allowed
98 units-proposed	98 units-proposed
Density met	Density met

RM2 Zone-12 units minimum/28 units maximum

Lot Size w/Streets	Lot Size w/out Streets
15.34 acres	9.71 acres
184 units-min required	117 units-min required
430 units-max allowed	272 units-max allowed
121+ units-proposed	121+ units-proposed
20 units proposed within the southwest corner of Russet Avenue and Greencrest Street	20 units proposed within the southwest corner of Russet Avenue and Greencrest Street
Density met	Density met

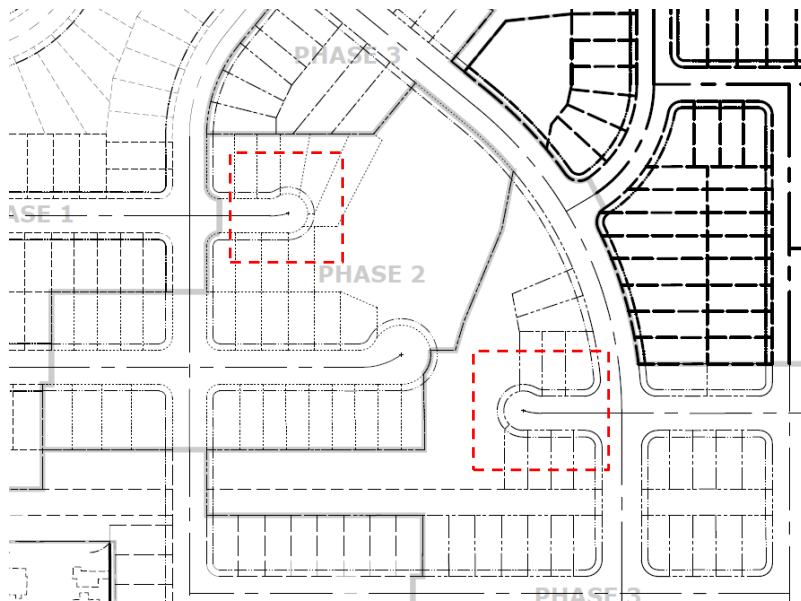
The proposal can conform to applicable conditions imposed as necessary to ensure that development conforms to the standards of the subdivision code and with existing development and public facilities. The proposed subdivision is in compliance with lot size requirements and required access. Therefore, this criteria has been met.

(2) The proposed modification will not result in significant changes to the physical appearance of the development, the use of the site, and the impacts on surrounding properties.

Findings: The modified proposal will not result in significant changes to the appearance of the development. There are no major changes being made.

All lots will have direct access onto Auburn Road (north) and State Street (south) via the proposed internal private street system. Since the adjacent properties are fully developed, access to adjacent properties is not necessary; therefore the subdivision does not impede the future use of the property or adjacent land.

The applicant is also requesting Alternative Street Standards to a cul-de-sac in Phase 2 and a cul-de-sac in Phase 3.



Due to the existing water quality facility and wetlands, creating through streets in this area was not feasible. DSL and the Corp. of Engineers did not want the water facility removed or wetlands disturbed. Therefore, due to the existing conditions a through street could not be provided and there was not enough remove to create standard cul-de-sac bulbs.

SUBDIVISION CRITERIA:

The intent of the subdivision code is providing for orderly development through the application of appropriate rules and regulations. Pursuant to the application of the current enabling statutes, these regulations are those cited in UDC 205.010(d) and UDC 205.015(d). The decision criteria for subdivisions without a concurrent variance under UDC 205.010(d) and UDC 205.015(d) must be found to exist before an affirmative decision may be made for a subdivision application.

(1) The tentative subdivision plan complies with the standards of this Chapter and with all applicable provisions of the UDC, including, but not limited to, the following:

(A) Lot standards, including, but not limited to, standards for lot area, lot width and depth, lot frontage and designation of front and rear lot lines.

The proposal does not require any variances to lot development or street standards specified in the Code. UDC Chapter 210 does not have lot dimension requirements. The PUD Chapter is setup to provide flexibility in lot sizes. However, the proposed lots range in size from 3,150 to 9,264 square feet in size, with an average lot size of 4,120 square feet.

Modified Proposal:

- 1) The applicant is proposing to modify the approved subdivision boundary as shown on the Modified Subdivision Site Plan.
- 2) In order to deal with an existing encroachment issue with the adjacent mobile home park to the west, the boundary of the Subdivision is being adjusted to the east about 1' to 3.54' in width along the west side of Lots 18-38 and Lots 156-164. See Sheet P102.
- 3) In order to deal with an existing encroachment issue with the adjacent mobile home park to the west, the boundary of the Subdivision is being adjusted to the east about 1' to 3.54' in width d along the west side of Lots 332-355. See Sheet P104.
- 4) The applicant is proposing to subdivide 122 acres into a six (6) Phase, 642-Lot Subdivision (SUB) with 12.29 acres of open space.

Phase 1:	147 lots
Phase 2:	90 lots
Phase 3:	94 lots
Phase 4:	99 lots
Phase 5:	101 lots
Phase 6:	111 lots
- 5) The applicant is also requesting Alternative Street Standards to a cul-de-sac in Phase 2 and a cul-de-sac in Phase 3.

The proposal can conform to applicable conditions imposed as necessary to ensure that development conforms to the standards of the subdivision code and with existing development and public facilities. The proposed subdivision is in compliance with lot size requirements and required access. Therefore, this criteria has been met.

(B) City infrastructure standards.

Water, sewer, storm drainage plans will be submitted to the Public Works Department for final plat and construction plan approval at the final plat stage. The tentative site plan illustrates the location of the public utility lines. The proposal meets applicable Salem Area Comprehensive Plan Residential Policies for properties within the Urban Growth Boundary. The proposal encourages the efficient use of developable residential land. Public facilities and services are or will be available to serve the site, including services such as water, sanitary and storm sewer and fire/life/safety services. Therefore, this criterion has been met.

(C) Any special development standards, including, but not limited to, floodplain development, special setbacks, geological or geotechnical analysis, and vision clearance.

There are wetlands and a waterway that runs through the subject property. The City will notify DSL to ensure that all applicable requirements pertaining to wetlands are met at the time of

development. The waterway runs through subject property and has been incorporated into the green space within the development. Therefore, providing a natural amenity for the residents.

Based on the information provided in PRE-AP18-72 and PRE-AP18-126, a geologic assessment is required. A geologic assessment dated December 21, 2018, was reviewed, and approved by the City with the original approval.

This criterion has been met.

(2) The tentative subdivision plan does not impede the future use or development of the property or adjacent land.

The subject property is 122 acres in size. The applicant is proposing to develop the property into 642-lots as shown on the site plan. Therefore, the proposed SUB will not impede future use or development of the commercial parcel or adjacent land.

The surrounding abutting properties are fully developed.

North: Across Auburn Road NE-RS (Single Family Residential) zone, and Marion county UT-5 (Urban Transition) and UD (Urban Development zones; existing single-family dwellings

East: Across Cordon Road-Marion County AR (Acreage Residential), P (Public), and I (Industrial) zones; existing Marion County Fire Department and existing industrial uses

South: Across State Street-Marion County UD (Urban Development), RM (Multi-Family Residential), and RL (Limited Multi-Family Residential) zones; RA (Residential Agriculture); existing single-family dwellings

West: Marion County RM (Multi-Family Residential); existing single-family and multi-family dwellings

All lots will have direct access onto Auburn Road (north) and State Street (south) via the proposed internal private street system. Since the adjacent properties are fully developed, access to adjacent properties is not necessary; therefore the subdivision does not impede the future use of the property or adjacent land.

The proposed site plan shows street improvements and access to all lots within the proposed subdivision. Therefore, this criterion has been met.

(3) Development within the tentative subdivision plan can be adequately served by City infrastructure.

Water, sewer, storm drainage plans will be submitted to the Public Works Department for final plat and construction plan approval at the final plat stage. The tentative site plan illustrates the location of the public utility lines. The proposal meets applicable Salem Area Comprehensive Plan Residential Policies for properties within the Urban Growth Boundary. The proposal encourages the efficient use of developable residential land. Public facilities and services are or will be available to serve the site, including services such as water, sanitary and storm sewer and fire/life/safety services.

Water, sewer, storm drainage plans will be submitted to the Public Works Department for final plat and construction plan approval at the final plat stage. The tentative site plan illustrates the location of the public utility lines. Therefore, this criteria has been met.

Proposed Storm Water Management System:

Stormwater quality and quantity are required for this development. An LID (low impact development) Stormwater technique will be used to mitigate the increase in pollutants contributed from development. This system may also be used to provide storage and water quantity control. The proposed stormwater system will meet City of Salem Stormwater Management standards in means and methods to provide all aspects of Stormwater management. A preliminary stormwater analysis was reviewed and approved as part of the original decision.

(4) The street system in and adjacent to the tentative subdivision plan conforms to the Salem Transportation System Plan.

All lots will have direct access onto Auburn Road (north) and State Street (south) via the proposed internal private street system. State Street is designated as a 'major arterial' that runs along the south side of the property and Auburn Road is designated as a 'collector' that runs along the north side of the property. The proposal provides the site with adequate improved vehicle, pedestrian and bike access to the existing streets.

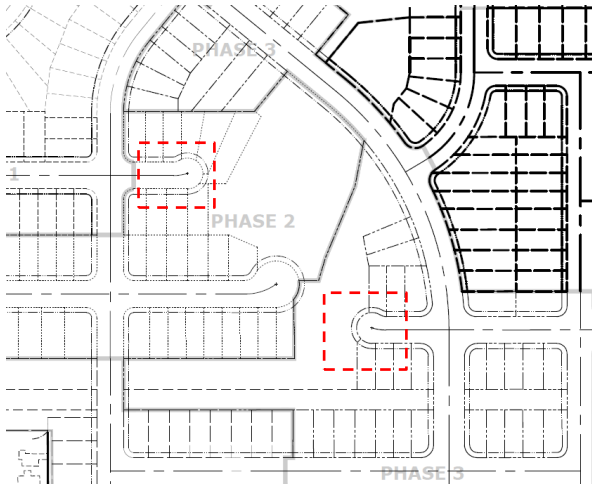
All streets within the SUB are proposed to be private except for Greencrest Street that runs north/south through the development. Greencrest Street is designated as a 'collector' and will be designed to public street standards.

The major street network in the area has been established and is consistent with the Transportation System Plan which implements the Comprehensive Plan. Public Works Department will address any applicable requirements for right-of-way conveyance that might be required because of this subdivision. Auburn Road, State Street, and Cordon Road provides connection to street system that serves the area.

Therefore, the existing street system and proposed street improvements will be in compliance with the STSP.

The applicant is also requesting Alternative Street Standards to a cul-de-sac in Phase 2 and a cul-de-sac in Phase 3.

Due to the existing water quality facility and wetlands, creating through streets in this area was not feasible. DSL and the Corp. of Engineers did not want the water facility removed or wetlands disturbed. Therefore, due to the existing conditions a through street could not be provided and there was not enough remove to create standard cul-de-sac bulbs.



Transportation Planning Rule Review:

The City of Salem's TPR encourages a reduction in automobile trips by capitalizing on transit opportunities and by creating an environment that encourages people to walk. The proposed partition is a "limited land use decision" pursuant to Oregon Revised Statute (ORS) 197.015, and has therefore been reviewed for consistency with the State's TPR multi-modal connectivity requirements, and is consistent as follows:

The subject property has direct street frontage on State Street to the south, Auburn Road to the north, and Cordon Road to the east. No access will be allowed onto Cordon Road. State Street and Auburn Road adjacent the subject property will be developed with sidewalks as required by staff. Sidewalks will be provided along the private street within the SUB. These sidewalks and the existing sidewalks will provide safe and efficient pedestrian access to the existing sidewalk system.

Transit service is also available along Auburn Road (Route 5A-Lancaster Mall) and along State Street (Route 16-Four Corners). The existing transit stops will be accessible to the residents of the SUB via proposed and existing sidewalks. Therefore, this criterion has been met.

(5) The street system in and adjacent to the tentative subdivision plan is designed so as to provide for the safe, orderly, and efficient circulation of traffic into, through, and out of the subdivision.

The subject property is located in a developed and developing area where improved streets and sidewalks exist and continue with new development. The local street system serving the development provides the necessary connections and access to the local street and circulation system serving this residential neighborhood and Crossler Middle School.

Access to, within, and from the development must be consistent with applicable requirements of the Transportation Planning Rule Requirements (TPR) that requires that development provide connectivity between land uses and transportation. Under the Rule, developments are responsible for providing for the safe and efficient circulation of vehicles, bicycles, and pedestrians into, through, and out of a development. The proposal develops the subject

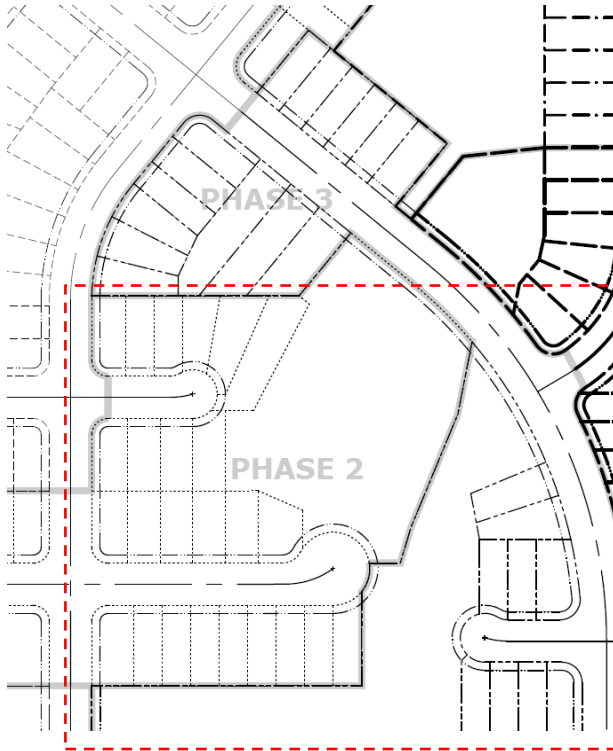
property within an established residential area where local and arterial streets and mass transit facilities exist. These facilities connect the transportation system to the surrounding residential neighborhoods.

A Traffic Impact Analysis (TIA) is being finalized and will be provided to the City of Salem staff when complete. The Public Works Department will address the level of street improvements that are roughly proportional to assure conformance to the development to subdivision code and applicable transportation system plan requirements. Completion of conditions of approval prior to the signing of the final plat will satisfy this criterion for the subdivision application. Therefore, this criterion has been met.

(6) The tentative subdivision plan provides safe and convenient bicycle and pedestrian access from within the subdivision to adjacent residential areas and transit stops, and to neighborhood activity centers within one-half mile of the development. For purposes of this criterion, neighborhood activity centers include, but are not limited to, existing or planned schools, parks, shopping areas, transit stops, or employment centers.

The subdivision is served with adequate transportation infrastructure and the street system adjacent the property conforms to the Transportation System Plan and provides for safe, orderly, and efficient circulation of traffic into, through, and out of the subject property on to the public street system.

All lots will have direct access onto Auburn Road (north) and State Street (south) via the proposed internal private street system. State Street is designated as a 'major arterial' that runs along the south side of the property and Auburn Road is designated as a 'collector' that runs along the north side of the property. Circulation within Phase 2 has changed due to site restrictions in that area that make a through street impracticable. The proposal provides the site with adequate improved vehicle, pedestrian and bike access to the existing streets.



The subject property has direct street frontage on State Street to the south, Auburn Road to the north, and Cordon Road to the east. No access will be allowed onto Cordon Road. State Street and Auburn Road adjacent the subject property will be developed with sidewalks as required by staff. Sidewalks will be provided along the private street within the SUB. These sidewalks and the existing sidewalks will provide safe and efficient pedestrian access to the existing sidewalk system.

Transit service is also available along Auburn Road (Route 5A-Lancaster Mall) and along State Street (Route 16-Four Corners). The existing transit stops will be accessible to the residents of the SUB via proposed and existing sidewalks.

The subject property is located in a developed and developing area where improved streets and sidewalks exist and continue with new development. The local street system serving the development provides the necessary connections and access to the local street and circulation system serving this residential neighborhood and Crossler Middle School.

Therefore, via paved streets and sidewalks, safe and convenient bicycle and pedestrian access will be provided to the site and to adjacent neighborhoods. Therefore, this criterion has been met.

(7) The tentative subdivision plan mitigates impacts to the transportation system consistent with the approved Traffic Impact Analysis, where applicable.

The proposal is for a 642-lot subdivision/planned unit development. The applicant is proposing the modification of the subdivision. A Traffic Impact Analysis (TIA) dated February 2019, was reviewed and approved as part of the original approval. Our modified proposal is for less lots

then were original documented within the approved TIA.

The proposed subdivision plan mitigates impacts to the transportation system by providing adequate access and circulation for all 642-lots. Therefore, this criteria has been met.

(8) The tentative subdivision plan takes into account the topography and vegetation of the site so the need for variances is minimized to the greatest extent practicable.

All lots are in compliance with the UDC/SRC. Therefore, no variances have been requested.

(9) The tentative subdivision plan takes into account the topography and vegetation of the site, such that the least disruption of the site, topography, and vegetation will result from the reasonable development of the lots.

The subdivision code, requires City approval of lots be suitable for the general purpose for which they are likely to be developed. No lots can be of such a size or configuration that is detrimental to public health, safety, or welfare or sanitary needs of users of the parcel or lot.

The proposal does not require any variances to lot development or street standards specified in the Code. The subdivision is within a planned unit development (PUD) and UDC Chapter 210 does not have lot dimension requirements. The PUD Chapter is setup to provide flexibility in lot sizes. However, the proposed lots range in size from 3,064 to 9,264 square feet in size, with an average lot size of 4,120 square feet.

The applicant is proposing to subdivide 122 acres into a six (6) Phase, 642-Lot Subdivision (SUB) with 12.29 acres of open space.

Phase 1:	147 lots
Phase 2:	90 lots
Phase 3:	94 lots
Phase 4:	99 lots
Phase 5:	101 lots
Phase 6:	111 lots

The proposed lots are of sufficient size and dimensions to permit future development. The lot dimensions are illustrated on the tentative site plan and are in conformance to the minimum standards in UDC 510 and 511. The subdivision regulates minimum lot sizes. Final conformance to minimum lot size and buildable lot area will be confirmed when the final plat is submitted to the City for review and approval.

Tree Conservation Plan (TCP) 19-15 was approved on December 13, 2019. The tree conservation plan identified a total of 236 trees on the property, with 162 trees for removal and 74 trees identified for preservation. There are 36 significant oak trees located on the subject property, all significant trees are dedicated for preservation.

The modification does not affect the approved tree plan.

The original and modified layout of the lots takes into consideration the topography and vegetation of the site. All lots and streets are in compliance with the UDC. Therefore, no variances have been requested. Therefore, this criteria has been met.

10) When the tentative subdivision plan requires an Urban Growth Preliminary Declaration under SRC Chapter 200, the tentative subdivision plan is designed in a manner that ensures that the conditions requiring the construction of on-site infrastructure in the Urban Growth Preliminary Declaration will occur, and, if off-site improvements are required in the Urban Growth Preliminary Declaration, construction of any off-site improvements is assured.

The property and development are outside the Urban Service Area (USA) and are subject to growth management requirements for public facilities under SRC Chapter 66. However, all services are available to the site as indicated at the Pre-App (PRE-AP18-72), (PRE-AP18-126) and the previously approved UGA (UGA09-07MOD1). Therefore, this criterion has been met.

TREE CONSERVATION/REMOVAL PLAN

Tree Conservation Plan (TCP) 19-15 was approved on December 13, 2019. The tree conservation plan identified a total of 236 trees on the property, with 162 trees for removal and 74 trees identified for preservation. There are 36 significant oak trees located on the subject property, all significant trees are dedicated for preservation.

The modification does not affect the approved tree plan.

TO: Aaron Panko, Planner III
Community Development Department

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

DATE: December 28, 2020

SUBJECT: **PUBLIC WORKS RECOMMENDATIONS**
CPC-ZC-PUD-SUB-ADJ19-08 MOD1 (20-117240-LD)
255 CORDON ROAD NE
EAST PARK SUBDIVISION MODIFICATION

PROPOSAL

A modification to a previously approved phased Subdivision (Case No. CPC-ZC-PUD-SUB-ADJ19-08), resulting in an adjustment to the northwestern property boundary, for property approximately 122 acres in size, zoned RS (Single Family Residential), RM-I and RM-II (Multi-Family Residential) and CR (Retail Commercial), and located at 255 Cordon Road NE, 4800-4900 block of State Street and 4700-4800 Block of Auburn Road NE - 97301 (Marion County Assessors Map and Tax Lot numbers: 072W29B / 00200, 00201, 00300 and 00400 and 072W29C / 00100, 00101, 00199, 00200, 00300 and 00400).

RECOMMENDED CONDITIONS OF MODIFICATION APPROVAL

Public Works staff does not recommend any modifications to the conditions of approval of CPC-ZC-PUD-SUB-ADJ19-08 applicable to public works infrastructure.

CRITERIA AND FINDINGS

SRC 205.070(d) indicates the criteria that must be found to exist before an affirmative decision can be made. The applicable criteria and the corresponding findings are as follows:

SRC 205.070(d)(1)—The proposed modification is not substantially inconsistent with the conditions of the original approval:

Finding—The proposed modification includes a minor property line adjustment that is not substantially inconsistent with the conditions of the original approval. The original plan showed Ruby Avenue NE terminating without a turnaround. The modification

proposes that a new turnaround on Ruby Avenue NE and an original turnaround on Maroon Court NE both be constructed with a radius that is smaller than the standard for Local streets. The standard radius is selected primarily for ease of street sweeping around the cul-de-sac, and a larger cul-de-sac in these circumstances would negatively affect an existing wetland area. This physical constraint meets the criteria for alternative street standards under SRC 803.065(a)(1). The conditions of the original approval are unchanged with the modifications.

SRC 205.070(d)(2)—The proposed modification will not result in significant changes to the physical appearance of the development, the use of the site, and the impacts on surrounding properties:

Finding—The proposed modification merely includes minor adjustments to the property boundary, minor clarifications to two street turnarounds, and a minor change to the phase boundaries. The proposed modification does not change the physical appearance of the development, the use of the site, or the impacts on surrounding properties.

SRC 205.015(d)(3)—Each phase is substantially and functionally self-contained and self-sustaining with regard to required public improvements.

Finding—City infrastructure is available to serve individual phases in a way that is functionally self-contained and self-sustaining no differently than for the original application.

SRC 205.015(d)(4)—Each phase is designed in such a manner that all phases support the infrastructure requirements for the phased subdivision as a whole

Finding—The infrastructure requirements for the subdivision modification are unchanged from the original decision. The improvements constructed in each phase will be constructed in such a manner that provides sufficient capacity to serve later phases.

SRC 205.015(e)— *Modification pursuant to final plat approval.* If the approval of a final plat for a phase of a phased subdivision requires the change of a boundary of a subsequent phase, or a change to the conditions of approval, the tentative phased subdivision plan shall be modified prior to approval of the final plat.

Finding—No change is proposed to the phase boundaries or conditions from the original approval. City infrastructure is available to serve individual phases in a way that is functionally self-contained and self-sustaining no differently than for the original application. The infrastructure requirements for the subdivision modification are unchanged from the original decision. The improvements constructed in each phase will be constructed in such a manner that provides sufficient capacity to serve later phases.

cc: File

REQUEST FOR COMMENTS

Si necesita ayuda para comprender esta informacion, por favor llame 503-588-6173

REGARDING: Modification of Phased Subdivision Case No. CPC-ZC-PUD-SUB-ADJ19-08MOD1

PROJECT ADDRESS: 255 Cordon Road NE, Salem OR 97301

AMANDA Application No.: 20-117240-LD

COMMENT PERIOD ENDS: Wednesday, December 9, 2020 at 5:00 P.M.

SUMMARY: A modification to the East Park Estates Planned Unit Development Subdivision resulting in an adjustment to the northwestern property boundary.

REQUEST: A modification to a previously approved phased Subdivision (Case No. CPC-ZC-PUD-SUB-ADJ19-08), resulting in an adjustment to the northwestern property boundary, for property approximately 122 acres in size, zoned RS (Single Family Residential), RM-I and RM-II (Multi-Family Residential) and CR (Retail Commercial), and located at 255 Cordon Road NE, 4800-4900 Block of State Street and 4700-4800 Block of Auburn Road NE - 97301 (Marion County Assessors Map and Tax Lot numbers: 072W29B / 00200, 00201, 00300 and 00400 and 072W29C / 00100, 00101, 00199, 00200, 00300 and 00400).

The Planning Division is interested in hearing from you about the attached proposal. Staff will prepare a Decision that includes consideration of comments received during this comment period. We are interested in receiving pertinent, factual information such as neighborhood association recommendations and comments of affected property owners or residents. The complete case file, including all materials submitted by the applicant and any applicable professional studies such as traffic impact analysis, geologic assessments, and stormwater reports, are available upon request.

Comments received by 5:00 p.m., Wednesday, December 9, 2020, will be considered in the decision process. Comments received after this date will be not considered. ****PLEASE NOTE: City offices have very limited staffing due to COVID-19. To ensure that your comments are received by the deadline, we recommend that you e-mail your comments to the Case Manager listed below.****

CASE MANAGER: Aaron Panko, Planner III, Phone: 503-540-2356; E-Mail: APanko@cityofsalem.net

For information about Planning in Salem, please visit: <http://www.cityofsalem.net/planning>

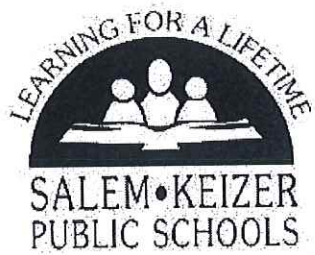
PLEASE CHECK THE FOLLOWING THAT APPLY:

- ☐ 1. I have reviewed the proposal and have no objections to it.
- ☒ 2. I have reviewed the proposal and have the following comments: See attached
- _____
- _____
- _____

Name/Agent: _____
Address: _____
Phone: _____
Email: _____
Date: 12/8/20

Salem-Keizer Public Schools, Planning and Property Services
3630 State Street, Salem OR 97301
David Fridenmaker, Manager
503-399-3335

IMPORTANT: IF YOU MAIL COMMENTS, PLEASE FOLD AND RETURN THIS POSTAGE-PAID FORM



DAVID FRIDENMAKER, Manager
Facility Rental, Planning, Property Services
3630 State Street, Bldg. C • Salem, Oregon 97301-5316
503-399-3335 • FAX: 503-375-7847

Christy Perry, Superintendent

December 8, 2020

Aaron Panko, Planner III
Planning Division, City of Salem
555 Liberty Street SE, Room 305
Salem OR 97301

RE: Land Use Activity Case No. CPC-ZC-PUC-SUB-ADJ19-08MOD1, Northern Area in Auburn Elem. School Attendance Boundary

The City of Salem issued a Request for Comments for a Land Use Case as referenced above. Please find below comments on the impact of the proposed land use change on the Salem-Keizer School District.

IDENTIFICATION OF SCHOOLS SERVING THE SUBJECT PROPERTY

The School District has established geographical school attendance areas for each school known as school boundaries. Students residing in any residence within that boundary are assigned to the school identified to serve that area. There are three school levels, elementary school serving kindergarten thru fifth grade, middle school serving sixth thru eighth grade, and high school serving ninth thru twelfth grade. . The schools identified to serve the subject property are:

School Name	School Type	Grades Served
Auburn	Elementary	K thru 5
Houck	Middle	6 thru 8
North Salem	High	9 thru 12

Table 1

SCHOOL CAPACITY & CURRENT ENROLLMENT

The School District has established school capacities which are the number of students that a particular school is designed to serve. Capacities can change based on class size. School capacities are established by taking into account core infrastructure (gymnasium, cafeteria, library, etc.) counting the number of classrooms and multiplying by the number of students that each classroom will serve. A more detailed explanation of school capacity can be found in the School District's adopted Facility Plan.

School Name	School Type	School Enrollment	School Design Capacity	Enroll./Capacity Ratio
Auburn	Elementary	570	718	79%
Houck	Middle	1,052	1,224	86%
North Salem	High	2,076	2,248	92%

Table 2

POTENTIAL ADDITIONAL STUDENTS IN BOUNDARY AREA RESULTING FROM APPROVAL OF LAND USE CASE

The School District anticipates the number of students that may reside at the proposed development based on the housing type, single family (SF), duplex/triplex/four-plex (DU), multi-family (MF) and mobile home park (MHP). The School District commissioned a study by the Mid-Willamette Valley Council of Governments in 2014 to determine an estimate of students per residence, for the Salem-Keizer area, in each of the four housing types. Since the results are averages, the actual number of students in any given housing type will vary. The table below represents the resulting estimates for the subject property:

School Type	Qty. of New Residences	Housing Type	Average Qty. of Students per Residence	Total New Students
Elementary	450	SF	0.194	87
Middle	450	SF	0.101	45
High	450	SF	0.143	64

Table 3

POTENTIAL EFFECT OF THIS DEVELOPMENT ON SCHOOL ENROLLMENT

To determine the impact of the new residential development on school enrollment, the School District compares the school capacity to the current enrollment plus estimates of potential additional students resulting from land use cases over the previous two calendar years. A ratio of the existing and new students is then compared with the school design capacity and expressed as a percentage to show how much of the school capacity may be used.

School Name	School Type	School Enrollment	New Students During Past 2 yrs	New Student from this Case	Total New Students	School Design Cap.	Enroll./Cap. Ratio
Auburn	Elem.	570	33	87	120	718	96%
Houck	Mid.	1,052	18	45	63	1,224	91%
North Salem	High	2,076	33	64	97	2,248	97%

Table 4

ESTIMATE OF THE EFFECT ON INFRASTRUCTURE – IDENTIFICATION OF WALK ZONES AND SCHOOL TRANSPORTATION SERVICE

Civic infrastructure needed to provide connectivity between the new residential development and the schools serving the new development will generally require roads, sidewalks and bicycle lanes. When developing within one mile of school(s), adequate pathways to the school should be provided that would have raised sidewalks. If there are a large number of students walking, the sidewalks should be wider to accommodate the number of students that would be traveling the

path at the same time. Bike lanes should be included, crosswalks with flashing lights and signs where appropriate, traffic signals to allow for safe crossings at busy intersections, and any easements that would allow students to travel through neighborhoods. If the development is farther than one mile away from any school, provide bus pullouts and a covered shelter (like those provided by the transit district). Locate in collaboration with the District at a reasonable distance away from an intersection for buses if the distance is greater than ½ mile from the main road. If the distance is less than a ½ mile then raised sidewalks should be provided with stop signs where students would cross intersections within the development as access to the bus stop on the main road. Following is an identification, for the new development location, that the development is either located in a school walk zone or is eligible for school transportation services.

School Name	School Type	Walk Zone or Eligible for School Transportation
Auburn	Elementary	Walk Zone
Houck	Middle	Eligible for School Transportation
North Salem	High	Eligible for School Transportation

Table 5

ESTIMATE OF NEW SCHOOL CONSTRUCTION NEEDED TO SERVE DEVELOPMENT

The School District estimates the cost of constructing new school facilities to serve our community. The costs of new school construction is estimated using the Rider Levett Bucknall (RLB) North America Quarterly Construction Cost Report and building area per student from Cornerstone Management Group, Inc. estimates. The costs to construct school facilities to serve the proposed development are in the following table.

School Type	Number of Students	Estimate of Facility Cost Per Student*	Total Cost of Facilities for Proposed Development*
Elementary	87	\$60,840	\$5,296,080
Middle	45	\$72,735	\$3,273,075
High	64	\$84,630	\$5,416,320
TOTAL			\$13,982,475

Table 6

*Cornerstone Management Group, Inc. estimates based on RLB cost index average, 2020 Second Quarter.

School District Fiber Utility Lines:

Buried fiber runs along the north side of Auburn Rd. NE and along the east side of Cordon Rd. NE adjacent to the subject parcels.

Sincerely,

David Fridenmaker, Manager
Planning and Property Services

c: Mike Wolfe, Chief Operations Officer, David Hughes, Director – Custodial, Property and Auxiliary Services, T.J. Crockett, Director of Transportation



DAVID FRIDENMAKER, Manager
Facility Rental, Planning, Property Services
3630 State Street, Bldg. C • Salem, Oregon 97301-5316
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Christy Perry, Superintendent

December 8, 2020

Aaron Panko
Planning Division, City of Salem
555 Liberty Street SE, Room 305
Salem OR 97301

RE: Land Use Activity Case No. CPC-ZC-PUC-SUB-ADJ19-08MOD1, Southern Area in Eyre Elem.
School Attendance Boundary

The City of Salem issued a Request for Comments for a Land Use Case as referenced above.
Please find below comments on the impact of the proposed land use change on the Salem-Keizer
School District.

IDENTIFICATION OF SCHOOLS SERVING THE SUBJECT PROPERTY

The School District has established geographical school attendance areas for each school known as school boundaries. Students residing in any residence within that boundary are assigned to the school identified to serve that area. There are three school levels, elementary school serving kindergarten thru fifth grade, middle school serving sixth thru eighth grade, and high school serving ninth thru twelfth grade. . The schools identified to serve the subject property are:

School Name	School Type	Grades Served
Eyre	Elementary	K thru 5
Houck	Middle	6 thru 8
South Salem	High	9 thru 12

Table 1

SCHOOL CAPACITY & CURRENT ENROLLMENT

The School District has established school capacities which are the number of students that a particular school is designed to serve. Capacities can change based on class size. School capacities are established by taking into account core infrastructure (gymnasium, cafeteria, library, etc.) counting the number of classrooms and multiplying by the number of students that each classroom will serve. A more detailed explanation of school capacity can be found in the School District's adopted Facility Plan.

School Name	School Type	School Enrollment	School Design Capacity	Enroll./Capacity Ratio
Eyre	Elementary	579	616	94%
Houck	Middle	1,052	1,224	86%
South Salem	High	2,223	1,797	124%

Table 2

POTENTIAL ADDITIONAL STUDENTS IN BOUNDARY AREA RESULTING FROM APPROVAL OF LAND USE CASE

The School District anticipates the number of students that may reside at the proposed development based on the housing type, single family (SF), duplex/triplex/four-plex (DU), multi-family (MF) and mobile home park (MHP). The School District commissioned a study by the Mid-Willamette Valley Council of Governments in 2014 to determine an estimate of students per residence, for the Salem-Keizer area, in each of the four housing types. Since the results are averages, the actual number of students in any given housing type will vary. The table below represents the resulting estimates for the subject property:

School Type	Qty. of New Residences	Housing Type	Average Qty. of Students per Residence	Total New Students
Elementary	192	SF	0.194	37
Middle	192	SF	0.101	19
High	192	SF	0.143	27

Table 3

POTENTIAL EFFECT OF THIS DEVELOPMENT ON SCHOOL ENROLLMENT

To determine the impact of the new residential development on school enrollment, the School District compares the school capacity to the current enrollment plus estimates of potential additional students resulting from land use cases over the previous two calendar years. A ratio of the existing and new students is then compared with the school design capacity and expressed as a percentage to show how much of the school capacity may be used.

School Name	School Type	School Enrollment	New Students During Past 2 yrs	New Student from this Case	Total New Students	School Design Cap.	Enroll./Cap. Ratio
Eyre	Elem.	579	2	37	39	616	100%
Houck	Mid.	1,052	18	19	37	1,224	89%
South Salem	High	2,223	112	27	139	1,797	131%

Table 4

ESTIMATE OF THE EFFECT ON INFRASTRUCTURE – IDENTIFICATION OF WALK ZONES AND SCHOOL TRANSPORTATION SERVICE

Civic infrastructure needed to provide connectivity between the new residential development and the schools serving the new development will generally require roads, sidewalks and bicycle lanes. When developing within one mile of school(s), adequate pathways to the school should be provided that would have raised sidewalks. If there are a large number of students walking, the sidewalks should be wider to accommodate the number of students that would be traveling the

path at the same time. Bike lanes should be included, crosswalks with flashing lights and signs where appropriate, traffic signals to allow for safe crossings at busy intersections, and any easements that would allow students to travel through neighborhoods. If the development is farther than one mile away from any school, provide bus pullouts and a covered shelter (like those provided by the transit district). Locate in collaboration with the District at a reasonable distance away from an intersection for buses if the distance is greater than ½ mile from the main road. If the distance is less than a ½ mile then raised sidewalks should be provided with stop signs where students would cross intersections within the development as access to the bus stop on the main road. Following is an identification, for the new development location, that the development is either located in a school walk zone or is eligible for school transportation services.

School Name	School Type	Walk Zone or Eligible for School Transportation
Eyre	Elementary	Eligible for School Transportation
Houck	Middle	Walk Zone
South Salem	High	Eligible for School Transportation

Table 5

ESTIMATE OF NEW SCHOOL CONSTRUCTION NEEDED TO SERVE DEVELOPMENT

The School District estimates the cost of constructing new school facilities to serve our community. The costs of new school construction is estimated using the Rider Levett Bucknall (RLB) North America Quarterly Construction Cost Report and building area per student from Cornerstone Management Group, Inc. estimates. The costs to construct school facilities to serve the proposed development are in the following table.

School Type	Number of Students	Estimate of Facility Cost Per Student*	Total Cost of Facilities for Proposed Development*
Elementary	37	\$60,840	\$2,251,080
Middle	19	\$72,735	\$1,381,965
High	27	\$84,630	\$2,285,010
TOTAL			\$5,918,055

Table 6

*Cornerstone Management Group, Inc. estimates based on RLB cost index average, 2020 Second Quarter.

School District Fiber Utility Lines:

Buried fiber runs along the north side of Auburn Rd. NE and along the east side of Cordon Rd. NE adjacent to the subject parcels.

Pedestrian Crossing across State Street:

A safe and convenient pedestrian crossing across State Street (Major Arterial) is needed to connect the proposed development to Eyre Elementary School.

Eyre Elementary is located at 4868 Buffalo Dr. SE approximately 3,500 feet south of State Street. Buffalo Dr. SE is an extension of 49th Ave. SE.

The Salem Transportation System Plan, Amended January, 13, 2020, Policy 2.1 indicates that "The City of Salem shall design its streets to safely accommodate pedestrian, bicycle, and motor vehicle travel..."

Policy 2.2 states that "Arterial and collector street intersections shall be designed to promote safe and accessible crossings for pedestrians and bicyclist. Intersection design should incorporate measures to make pedestrian crossings convenient and less of a barrier to pedestrian mobility..."

The new Greencrest St. NE (Collector) extension (Auburn Rd. NE to State Street) is identified in the TSP as a high priority. The TSP also identifies State Street (Major Arterial) improvements from Lancaster Dr. to Cordon Rd. NE as a high priority. State Street will be widened to four travel lanes, with a center turn lane to improve traffic flow and will be constructed to urban standards having curbs, sidewalks, and bicycle lanes.

Eyre Elementary School students residing in the proposed development could be within the walking area for Eyre Elementary School if there was a safe and convenient crossing across State St. and pedestrian improvements on both sides of State St. to connect between Greencrest St. NE and 49th Ave. SE. Providing a safe crossing at the intersection of the proposed collector, Greencrest St. NE and the arterial, State St. is requested, which would be consistent with Salem TSP policies. Without a safe and convenient crossing, the elementary school students will be eligible for school transportation to and from school.

Middle School students are within the walk zone for Houck Middle School and they could utilize the existing pedestrian crossing at 46th as long as safe pedestrian improvements are constructed to connect between Greencrest St NE and 46th Ave SE.

Sincerely,



David Fridenmaker, Manager
Planning and Property Services

c: Mike Wolfe, Chief Operations Officer, David Hughes, Director – Custodial, Property and Auxiliary Services, T.J. Crockett, Director of Transportation